NICKEL PLATE AWARDED GOLD E. H. HARRIMAN MEDAL FOR OUTSTANDING SAFETY PERFORMANCES 1957 AND 1961

NICKEL PLATE ROAD

THE NEW YORK, CHICAGO AND ST. LOUIS RAILROAD COMPANY

CLOVER LEAF DISTRICT

TOLEDO DIVISION AND ST. LOUIS DIVISION

TIME TABLE No. 81

Takes Effect Sunday, April 28, 1963

1:01 A. M. Eastern Standard Time

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

V. E. COE, General Superintendent

G. W. MATHEWS, Assistant General Superintendent

D. M. BENDER, Superintendent Transportation

G. G. CREWS, Superintendent

W. E. LEAVERS, Trainmaster, St. Louis Division

E. J. McKEAN, Trainmaster, Toledo Division

H. B. MASON, Terminal Trainmaster, St. Louis Terminal

C. L. PUTMAN, Road Foreman of Engines

C. R. HIBNER, Road Foreman of Engines

F. K. GRAFTON, Chief Train Dispatcher

R. H. KIESER, Master Mechanic

R. I. ROLLINGS, Division Engineer

EASTERN STANDARD TIME

FIRST SUBDIVISION

WESTBOUND — EASTBOUND

SECOND CLASS TRAINS					Capacity of Sidings in Cars	Distance from Toledo	Distance between Stations	STATIONS AND SIDINGS	Hours between which Train Order and Block Stations are Open	SECOND CLASS TRAINS				
		95 Fast Freight	45 Through Freight	43 Fast Freight						98 Fast Freight	46 Through Freight	96 Fast Freight		
		Daily	Daily Except Sunday	Daily						Daily	Daily Except Sunday	Daily		
						0.0		Toledo						
						0.6	0.6	Erie Street						
		L 9.00PM	L 7.00AM	L 4.00AM		2.2	1.6	MC Jct. B	Exc. Wed. & Thur. 7.45A-11.45P Wed. & Thur. DN	A 4.45AM	A 5.10PM	A 5.30PM		
		9.02	7.05	4.05		3.1	0.9	Walbridge Jct.		4.35	4.56	5.20		
						5.1	2.0	Gould	DN					
		9.10	7.20	4.15		8.4	3.3	Wanick Jct.		4.12	4.46	5.05		
						8.5	0.1	Maumee B						
		9.21	7.35	4.40	53	14.6	6.1	Waterville B	Exc. Sat. & Sun. 7.30A - 4.30P	3.55	4.34	4.53		
		9.37	7.55	5.10	40	24.5	9.9	Grand Rapids B	Exc. Sat. & Sun. 7.45A - 4.45P	3.30	3.55	4.28		
						29.3	4.8	McClure	Exc. Sat. & Sun. 8.00A - 5.00P					
		9.51	8.10	5.30	55	32.9	3.6	Grelton B		3.12	3.35	4.15		
		9.54	8.25	5.35		35.0	2.1	Malinta	DN	3.05	3.30	4.10		
		10.06	8.45	5.50	56	42.2	7.2	Holgate B		2.43	3.10	3.58		
						45.9	3.7	New Bavaria B	Exc. Sat. & Sun. 8.00A - 5.00P					
						47.9	2.0	Pleasant Bend						
		10.21	9.05	6.10	56	50.7	2.8	North Creek B		2.25	2.40	3.41		
		10.28	10.00	7.00	56	54.9	4.2	Continental B	DN	2.15	2.30	3.30		
						58.3	3.4	Dupont B						
		10.38	10.15	7.15	48	60.8	2.5	Cloverdale B		1.10	12.15PM	2.30		
						63.8	3.0	Muntanna						
						66.1	2.3	Douglas						
		10.53	10.30	7.35	57	68.8	2.7	Ft. Jennings B	Exc. Sat. & Sun. 7.45A - 4.45P	12.55	11.50	2.18		
		A 11.00PM	A 10.50AM	A 8.00AM		72.7	3.9	Delphos Yard	DN	L 12.45AM	L 11.30AM	L 2.10PM		
		Daily	Daily Except Sunday	Daily						Daily	Daily Except Sunday	Daily		
		95	45	43						98	46	96		

Symbols: B—Telephone Booth; DN—Continuously.

EASTERN STANDARD TIME

SECOND SUBDIVISION

WESTBOUND — EASTBOUND

SECOND CLASS TRAINS										SECOND CLASS TRAINS				
		43 Fast Freight	95 Fast Freight	41 Through Freight	Capacity of Sidings in Cars	Distance from Toledo	Distance between Stations	STATIONS AND SIDINGS	Hours between which Train Order and Block Stations are Open	40 Through Freight	96 Fast Freight	98 Fast Freight		
		Daily	Daily	Daily Except Sunday						Daily Except Sunday	Daily	Daily		
.....	.....	L 3.00PM	L 10.25AM	L 8.00AM	....	72.7	1.1	Delphos Yard	DN	A 1.00PM	A 1.55PM	A 11.45PM	.....	.....
.....	.....	.....	.....	.....	....	73.8	0.9	Delphos.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	....	74.7	6.5	Nowlan.....B	.....	.....	.....	.....	.....	.....
.....	.....	3.20	10.41	8.25	55	81.2	8.5	Venedocia.....B	.....	12.45	1.36	11.15	.....	.....
.....	.....	3.33	10.53	8.45	63	89.7	6.1	Ohio City.....B	DN	12.35	1.25	10.55	.....	.....
.....	.....	3.42	11.02	8.55	56	95.8	3.7	Schumm.....B	.....	12.25	1.14	10.38	.....	.....
.....	.....	3.50	11.07	9.10	59	99.5	8.7	Willshire.....B	.....	12.20	1.08	10.27	.....	.....
.....	.....	4.01	11.19	9.20	54	108.2	4.9	Decatur.....B	Except Mon. 7:45A-11:45P Mon.-DN.	12.10PM	12.55	10.10	.....	.....
.....	.....	4.10	11.25	9.50	60	113.1	4.7	Peterson.....B	.....	11.50	12.47	9.50	.....	.....
.....	.....	4.18	11.40 40	10.00	60	117.8	5.6	Craigville.....B	.....	11.40 95	12.40	9.40	.....	.....
.....	.....	4.28	11.50	11.20 40	64	123.4	6.0	Bluffton.....B	Except Sun. 7.45A-4.45P	11.20 41	12.30	9.20	.....	.....
.....	.....	4.37	12.01PM	11.30	57	129.4	4.0	Liberty Center.....B	.....	10.45	12.20	9.00	.....	.....
.....	.....	4.45	12.13 96	11.45	60	133.4	3.8	Buckeye.....B	.....	10.40	12.13 95	8.50	.....	.....
.....	.....	4.51	12.25 41	12.06 96 PM 12.25 95	39	137.2	6.7	Warren.....B	Exc. Sat. & Sun. 8.59A-5.59P	10.35	12.06 41 PM	8.43	.....	.....
.....	.....	5.01	12.37	12.55	114	143.9	7.7	Van Buren.....B	Exc. Sat. & Sun. 8.59A-5.59P	10.15	11.53	8.33	.....	.....
.....	.....	5.10	12.47	1.05	51	151.6	1.9	Davis.....B	.....	10.05	11.31	8.15	.....	.....
.....	.....	5.15	12.51	1.20	....	153.5	2.8	Marion.....B	DN	10.00	11.24	8.10	.....	.....
.....	.....	5.20	12.58	1.30	51	156.3	1.1	Kiley.....B	.....	9.55	11.19	7.59	.....	.....
.....	.....	5.25	1.02	1.35	....	157.4	6.8	West Marion Belt...B	.....	9.50	11.16	7.56	.....	.....
.....	.....	5.35	1.11	1.45	....	164.2	1.7	Swayzee.....B	Exc. Sat. & Sun. 8.45A - 5.45P	9.30	11.07	7.47	.....	.....
.....	.....	5.40	1.15	1.50	57	165.9	6.0	Sims.....B	.....	9.25	11.04	7.44	.....	.....
.....	.....	5.50	1.24	2.00	50	171.9	9.2	Greentown.....B	.....	9.00	10.49	7.34	.....	.....
.....	.....	6.02	1.39	2.25	54	181.1	1.3	Kokomo.....B	DN	8.45	10.34	7.19	.....	.....
.....	.....	6.25	1.44	2.35	57	182.4	8.0	Shambaugh.....B	.....	8.15	10.27	7.12	.....	.....
.....	.....	6.40	1.58	2.50	....	190.4	4.2	Russiaville.....B	Exc. Sat. & Sun. 7.45A - 4.45P	7.45	10.15	7.00	.....	.....
.....	.....	6.53 98	2.05	3.00	58	194.6	4.4	Forest.....B	.....	7.31	10.08	6.53 43	.....	.....
.....	.....	7.05	2.13	3.10	43	199.0	7.2	Michigantown.....B	Exc. Sat. & Sun. 7.45A - 4.45P	7.20	10.00	6.45	.....	.....
.....	.....	.....	.....	3.20	....	206.2	0.5	Frankfort.....	.....	7.05	.....	.....	.....	.....
.....	.....	A 7.25PM	A 2.30PM	A 3.25PM	....	206.7	0.8	Frankfort Yard.....	DN	L 7.00AM	L 9.45AM	L 6.30PM	.....	.....
.....	.....	.....	.....	.....	....	207.5		WY Tower.....	DN	.....	.....	.....	.....	.....
		Daily	Daily	Daily Except Sunday						Daily Except Sunday	Daily	Daily		
		43	95	41						40	96	98		

Symbols: B—Telephone Booth; DN—Continuously.

CENTRAL STANDARD TIME

THIRD SUBDIVISION

WESTBOUND — EASTBOUND

SECOND CLASS TRAINS										SECOND CLASS TRAINS				
43 Fast Freight	47 Fast Freight	41 Through Freight	45 Through Freight	49 Fast Freight	Capacity of Sidings in Cars	Distance from Toledo	Distance between Stations	STATIONS AND SIDINGS	Hours between which Train Order and Block Stations are Open	96 Fast Freight	48 Through Freight	98 Fast Freight	42 Through Freight	90 Fast Freight
Daily	Daily	Daily	Daily	Daily						Daily	Daily	Daily	Daily	Daily
.....	.....	.....	.....	.....	....	206.2	0.5	Frankfort.....	.....	.....	.....	.....	.....	.....
L 11.00PM	L 6.30PM	L 12.40PM	L 7.00AM	L 4.00AM	....	206.7	0.8	Frankfort Yard.....	DN	A 7.50AM	A 10.20AM	A 5.15PM	A 7.20PM	A 1.15AM
.....	.....	.....	.....	.....	....	207.5	2.8	WY Tower.....	DN	.....	.....	.....	.....	.....
11.10	6.40	12.48	7.10	4.10	81	210.3	7.5	Jefferson.....B	.....	7.38	10.07	5.02	7.07	1.02
11.20	6.56 42	12.58	7.26 96	4.20	138	217.8	5.9	Clarks Hill.....B	DN	7.26 45	9.56	4.51	6.56 47	12.51
.....	.....	.....	.....	.....	....	223.7	4.8	Kirkpatrick.....B	.....	.....	.....	.....	.....	.....
11.33	7.09	1.11	7.45	4.33	116	228.5	3.9	Linden.....B	DN	7.11	9.41	4.36	6.41	12.36
.....	.....	.....	.....	.....	....	232.4	5.3	New Richmond.....B	.....	.....	.....	.....	.....	.....
11.43	7.20	1.22	8.10	4.44	138	237.7	4.0	Wingate.....B	DN	6.59	9.29	4.24	6.29	12.24
11.48	7.25	1.27	8.20	4.49	68	241.7	7.4	Mellott.....B	Exc. Sat. & Sun. 6.45A – 3.45P	6.52	9.22	4.17	6.22	12.17
12.05 90 AM	7.36	1.38	9.10 48	5.00	126	249.1	3.8	Veedersburg.....B	DN	6.40	9.10 45	4.05	6.10	12.05 43 AM
.....	.....	.....	.....	.....	....	252.9	5.6	Mackie.....B	.....	.....	.....	.....	.....	.....
12.18	7.49	1.51	9.35	5.13	116	258.5	8.0	Cates.....B	.....	6.27	8.57	3.52	5.57	11.52
12.30	8.01	2.03	10.15	5.25	138	266.5	5.4	Cayuga.....B	DN	6.13	8.43	3.38	5.43	11.38
12.42	8.13	2.15	10.55	5.37	115	271.9	5.9	Humrick.....B	DN	6.03	8.33	3.28	5.33	11.28
12.51	8.22	2.24	11.10	5.55 96	113	277.8	4.7	Ridge Farm.....B	.....	5.55 49	8.25	3.20	5.25	11.20
.....	.....	.....	.....	.....	....	282.5	6.0	Mortimer.....B	.....	.....	.....	.....	.....	.....
1.06	8.37	2.39	11.35	6.10	119	288.5	3.9	Metcalf.....B		5.40	8.10	3.05	5.10	11.05
.....	.....	.....	.....	.....	....	292.4	4.9	Melwood.....B	.....	.....	.....	.....	.....	.....
1.18	8.49	2.55 98	11.59	6.22	114	297.8	6.3	Brocton.....B	Exc. Sat. & Sun. 6.45A - 3.45P	5.30	8.00	2.55 41	5.00	10.55
1.26	8.57	3.05	12.22PM	6.30	51	303.6	5.5	Oakland.....B	.....	5.22	7.52	2.47	4.52	10.47
1.36	9.07	3.15	12.35	6.40	136	309.1	2.2	Rardin.....B	.....	5.15	7.45	2.40	4.45	10.40
.....	.....	.....	.....	.....	....	311.3	2.1	Bushton.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	....	313.4	4.8	Fair Grange.....B	.....	.....	.....	.....	.....	.....
A 1.50AM	A 9.20PM	A 3.30PM	A 1.00PM	A 6.55AM	....	318.2	0.8	Charleston Yard.....	DN	L 5.00AM	L 7.30AM	L 2.25PM	L 4.30PM	L 10.25PM
.....	.....	.....	.....	.....	....	319.0	0.1	CO Tower.....	DN	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	....	319.1		Charleston.....	.....	.....	.....	.....	.....	.....
Daily	Daily	Daily	Daily	Daily						Daily	Daily	Daily	Daily	Daily
43	47	41	45	49						96	48	98	42	90

Symbols: B—Telephone Booth; DN—Continuously.

CENTRAL STANDARD TIME

FOURTH SUBDIVISION

WESTBOUND — EASTBOUND

SECOND CLASS TRAINS					Capacity of Sidings in Cars	Distance from Toledo	Distance between Stations	STATIONS AND SIDINGS	Hours between which Train Order and Block Stations are Open	SECOND CLASS TRAINS				
47 Fast Freight Daily	41 Through Freight Daily	45 Through Freight Daily	49 Fast Freight Daily	43 Fast Freight Daily						96 Fast Freight Daily	48 Through Freight Daily	98 Fast Freight Daily	42 Through Freight Daily	90 Fast Freight Daily
L 9.30PM	L 5.25PM	L 1.00PM	L 7.15AM	L 2.10AM	....	318.2	0.8	Charleston Yard.....	DN	A 4.50AM	A 8.30AM	A 2.15PM	A 4.15PM	A 10.15PM
.....	.....	.....	.....	.....	....	319.0	0.1	CO Tower.....	DN	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	....	319.1	0.8	Charleston.....		.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	....	319.9	7.6	Ross.....B		.....	.....	.....	.....	.....
9.58[90]	5.45	1.20	7.35	2.30	133	327.5	4.6	Lerna.....B	.....	4.36	8.15	1.58	3.58	9.58[47]
.....	.....	.....	.....	.....	....	332.1	6.5	Trilla.....B	.....	.....	.....	.....	.....	.....
10.13	6.00	1.44[98]	7.59[48]	2.45	139	338.6	3.8	Neoga.....B	Exc. Sat. & Sun. 6.45A - 3.45P	4.22	7.59[49]	1.44[45]	3.44	9.44
.....	.....	.....	.....	.....	....	342.4	2.4	Trowbridge.....B	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	....	344.8	4.6	Kingman.....B	.....	.....	.....	.....	.....	.....
10.28	6.14	2.00	8.16	3.00	120	349.4	5.7	Stewardson.....B	Exc. Sat. & Sun. 6.45A - 3.45P	4.05	7.42	1.27	3.27	9.27
.....	.....	.....	.....	.....	....	355.1	3.0	Mode.....	DN	.....	.....	.....	.....	.....
10.41	6.28	2.13	8.29	3.13	119	358.1	4.6	Milne.....B	.....	3.53	7.30	1.15	3.15	9.15
10.49	6.36	2.21	8.37	3.21	47	362.7	7.1	Cowden.....B	Exc. Sat. & Sun. 6.45A- 3.45P	3.45	7.22	1.05	3.07	9.05
10.58	6.45	2.30	8.46	3.36[96]	115	369.8	8.8	Herrick.....B	.....	3.36[43]	7.12	12.56	2.58	8.56
11.09	6.56	2.47[42]	8.57	3.48	117	378.6	3.9	Ramsey.....B	DN	3.24	7.00	12.44	2.47[45]	8.44
.....	.....	.....	.....	.....	....	382.5	2.5	Bayle.....B	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	....	385.0	3.5	Bingham.....B	.....	.....	.....	.....	.....	.....
11.23	7.10	3.01	9.11	4.02	116	388.5	6.3	Fillmore.....B	.....	3.10	6.45	12.30	2.33	8.30
11.33	7.20	3.11	9.21	4.12	81	394.8	5.9	Coffeen.....B	DN	3.00	6.35	12.20	2.23	8.20
11.42	7.29	3.20	9.30	4.21	116	400.7	2.9	Donnellson.....B	.....	2.51	6.25	12.11	2.14	8.11
.....	.....	.....	.....	.....	....	403.6	3.2	Panama.....	.....	.....	.....	.....	.....	.....
11.52	7.38	3.29	9.40	4.30	67	406.8	5.8	Sorento.....B	Exc. Sat. & Sun. 6.45A-3.45P	2.41	6.15	12.01PM	2.04	8.01
12.01AM	7.53[90]	3.39	9.49	4.39	140	412.6	6.2	New Douglas.....B	.....	2.33	6.05	11.53	1.55	7.53[41]
.....	.....	.....	.....	.....	....	418.8	3.7	Alhambra.....B	DN	.....	.....	.....	.....	.....
12.13	8.05	3.51	10.01	4.51	118	422.5	7.2	Kaufman.....B	.....	2.19	5.50	11.39	1.40	7.39
12.22	8.14	4.00	10.10	5.00	115	429.7	2.4	White.....B	.....	2.09	5.40	11.29	1.29	7.29
12.25	8.17	4.03	10.13	5.03	69	432.1		Edwardsville.....B	11P Fri.-7A Sat. 11P Sat.-7A Sun. Exc. Sat. & Sun. 6.45A-3.45P	2.05	5.35	11.25	1.25	7.25
.....	.....	.....	.....	.....	....	436.6	4.5	Glen Carbon.....	.....	.....	.....	.....	.....	.....
12.35	8.27	4.13	10.23	5.18[48]	134	441.3	4.7	Stallings.....B	.....	1.50	5.18[43]	11.10	1.10	7.10
.....	.....	.....	.....	.....	....	445.7	4.4	A & S Tower.....	DN	.....	.....	.....	.....	.....
A 12.45AM	A 8.35PM	A 4.20PM	A 10.30AM	A 5.25AM	....	446.5	0.8	Madison.....	DN	L 1.40AM	L 5.00AM	L 11.00AM	L 1.00PM	L 7.00PM
.....	.....	.....	.....	.....	....	446.7	0.2	MB Connection.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	....	449.5	2.8	Bridge Jct.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	....	450.1	0.6	E. St. Louis, Front St. Sta.	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	....	454.9		St. Louis, Union Station..	DN	.....	.....	.....	.....	.....
Daily	Daily	Daily	Daily	Daily						Daily	Daily	Daily	Daily	Daily
47	41	45	49	43						96	48	98	42	90

Symbols: B—Telephone Booth; DN—Continuously.

SPECIAL INSTRUCTIONS

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

DOUBLE TRACK BETWEEN WALBRIDGE JCT. AND WANICK JCT. WILL BE KNOWN AS WW DOUBLE.

AUTOMATIC BLOCK SYSTEM RULES ARE IN EFFECT ONLY BETWEEN MC JCT. AND WANICK JCT.; MELLOTT AND HUMRICK; DONNELLSON AND SORENTO; EDWARDSVILLE AND A&S TOWER. SIGNS WILL DESIGNATE BEGINNING AND ENDING OF AUTOMATIC BLOCK SYSTEM TERRITORY.

MANUAL BLOCK SYSTEM RULES ARE IN EFFECT ONLY BETWEEN OHIO CITY AND FRANKFORT; WY TOWER AND MELLOTT; COFFEEN AND DONNELLSON.

REGULATIONS IN YARDS.

1. GENERAL.

Yard limits. Toledo, Delphos, Bluffton, Marion, Kokomo, Frankfort, Charleston and Madison.

2. TOLEDO YARD AND SWITCHING DISTRICT.

(a) All movements on main track approaching highway crossing at Emerald Ave. will stop short of crossing and then proceed.

All train and engine movements between the home signal Broadway Tower and the Junction switch, Field Avenue, must proceed expecting to find the track occupied.

(b) Gould. Train order signal is two position upper quadrant signal displaying clear and stop aspects. All train orders, messages and Clearance Form A will be delivered under stop signal.

(c) Train and enginemen operating on the Toledo Terminal and C&O tracks, must provide themselves with a copy of the current Toledo Terminal and C&O timetables and will be governed by their rules and instructions while on their tracks.

3. DELPHOS YARD.

(a) Unless otherwise instructed main track switches at east and west end of yard will be left as last used. Trains and engines will approach the yard expecting to find these switches lined for the yard.

(b) Second class and extra trains entering block governing movement through Delphos Yard on clear signal must proceed at yard speed within yard limits.

4. MARION YARD.

(a) Between PRR crossing and Third street, caboose day time marker nearest NYC main track will be taken down account close clearance between NKP and NYC main tracks.

(b) Engines using the West Marion Belt, including wye tracks at West Marion Belt to PRR connection at Beckers, will operate under control expecting to find it occupied and will not exceed a speed of 10 miles per hour when the track is seen to be clear.

5. KOKOMO YARD.

(a) Engine whistle signal for highway crossings should be sounded only in cases of emergency.

(b) Second class and extra trains entering block governing movement through Kokomo Yard on clear signal must proceed at yard speed within yard limits.

6. FRANKFORT YARD.

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

(b) Road engines will receive instructions from yardmaster designating track to be used between the engine track and west end of yard.

(c) Second class and extra trains entering block governing movement through Frankfort Yard on clear signal must proceed at yard speed within yard limits.

(d) Movements of all trains and engines between clearance point of east switch of westward yard located 330 feet west of PRR crossing and clearance point of CL District or LE&W District main tracks east of PRR crossing will be governed by hand signals from switch tender located at PRR crossing.

Eastbound trains and engines will not proceed beyond clearance point of east switch of westward yard until they have received a proceed signal with yellow flag by day or yellow light by night from switchtender and switches are properly lined, route is clear and proper signal is displayed on PRR crossing semaphore.

Westbound trains and engines will not proceed beyond clearance point of CL District or LE&W District main tracks until they have received a proceed signal with a green flag by day or green light by night from switchtender and switches are properly lined, route is clear and proper signal is displayed on PRR crossing semaphore.

(e) Sandusky Div. LE&W District; Between the home signal located 265 feet east of PRR crossing and the home signals located 3500 feet east of Mile Pole 234, all trains and engines will move on signal indication as per Rules 261 to 264, inclusive.

Centralized traffic rules in effect beyond home signals located 3500 feet east of Mile Pole 234 and engines may pass CTC stop signal when authorized by train dispatcher.

(f) Bottom arm of PRR crossing semaphore governs movement over PRR crossing for trains or engines moving to or from LE&W District main track.

(g) WY Tower; Top arm of block signal governs westbound CL District trains and lower arm governs westbound LE&W District trains.

7. CHARLESTON YARD.

(a) Westbound second class and extra trains must not proceed beyond first switch west of yard limit board without instructions from yardmaster.

Eastbound second class and extra trains must not proceed beyond CO Tower without instructions from yardmaster.

Instructions from yardmaster may be given by yard track indicators located at Cayuga and CO Towers. Indicator displays the letter M for main track and the figures 9 to 13 inclusive for yard tracks.

(b) Second class and extra trains entering block governing movement through Charleston Yard on clear signal must proceed at yard speed within yard limits.

8. MADISON YARD.

(a) Westbound second class and extra trains must not proceed beyond A&S Tower without instructions from yardmaster.

(b) Before entering upon Merchants Bridge Terminal Tracks, trains and engines must secure TRRA Clearance Form A or have permission from SH tower, and will be governed by their rules and signals while on their tracks.

9. GENERAL INSTRUCTIONS.

(a) All engines, with or without cars, using sand in stopping, or engines stopped on sanded rail, must be moved off of same promptly. Cars detached from engine must not be left standing on sanded rail. This to insure proper operation of all signals, including electric highway signals.

(b) When an emergency application of train brakes occurs on multiple unit diesel operated trains in either forward or reverse movement, a forward movement must be made before any attempt is made to back up train in order to have swivel butt drawbars of Diesel units in alignment.

(c) When necessary to back up or shove trains or cuts of cars with diesel units in multiple operation, all units shall be isolated except the two adjacent to the train or cars. This is to avoid the possibility of jack-knifing and causing derailments.

(d) Diesel engines 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.

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

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

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

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

(i) Cars must not be run over live rails on scale track except when actual weighing operations are being performed. Engines must not be operated over live rails on scale track at any time, except in case of emergency.

(j) 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.

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

(l) Trains or engines desiring to enter or leave siding at interlockings, will give engine whistle signal one long, one short and one long.

(m) 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 the head end from either side of the train.
Engineman, fireman and trainman on engine shall be on the lookout for such signal and be governed accordingly.

(n) 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.

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

(p) Cayuga.

Indicator located 1765 feet west of eastward home signal, Cayuga interlocking, will display one lunar white light when eastward home signal Cayuga interlocking displays clear, approach or restricting indication.

(q) Neoga.

Indicator located 300 feet east of Main Street will display one lunar white light when westward home signal at Neoga interlocking displays clear indication. A key type circuit controller is located at westward indicator, for use when lunar light not displayed.

(r) Humrick.

Cars left on siding must be protected by train service employee remaining with car or cars unless otherwise instructed.

(s) Edwardsville.

Trains or engines desiring to use the following tracks at the interlocking will sound whistle signal indicated:

Track	Sound
Main	—
Siding	— 0 —
Old Siding	0 0 —
I. T. Connection	— 0
I. T. Delivery	0 — 0

Westward Home Signals.

Additional Aspect		Indication
Main Track-	Red over flashing red	When signal for route involved displays flashing red, engines of eastbound trains may return to train left west of the interlocking limits.
Sidings-	Flashing red	

Westbound trains and engines must not pass signal displaying flashing red unless authorised by train order.

(t) Electric Highway Crossing Signals.

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

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

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

(a) A Yellow marker indicates entrance to an approach starting section.

(b) A Red marker indicates entrance to a second starting section, or where special circuits are provided account switching operations.

(c) A White marker indicates entrance to a circuit over crossing where no approach starting section is provided.

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

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

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

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

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

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

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

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

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

(9) At the following location a manual control device is provided to cut out the automatic highway signals by trainmen.

Track	Crossing	Location	Control Located	Movements
No. 1	Key Street	Maumee	On case in N. E. quadrant stencilled No. 1 track.	Eastbound and Westbound
No. 2	Key Street	Maumee	On case in N. E. quadrant stencilled No. 2 track.	Eastbound and Westbound
Main	State Route 303	Liberty Center	On case in S. E. quadrant stencilled south track.	Eastbound and Westbound
Siding	State Route 303	Liberty Center	On case in S. E. quadrant stencilled north track.	Eastbound and Westbound
Main	State Route 63	Cayuga	On case in S. W. quadrant stencilled Main track.	Eastbound and Westbound
Siding	State Route 63	Cayuga	On case in S. W. quadrant stencilled Siding.	Eastbound and Westbound

(10) At the following locations movement must not be made over crossing without first protecting such move by man on ground unless crossing signals are operating.

Location	Crossing	Track
Frankfort	West Morrison St.	PRR wye
Frankfort	West Jefferson St.	PRR wye
Frankfort	West Morrison St.	CI&L wye
Frankfort	West Jefferson St.	CI&L wye
Frankfort	West Barner St.	CI&L wye
Clarks Hill	High St.	NYC wye
Clarks Hill	White St.	NYC wye

(11) At various locations, side tracks over highway crossings are not provided with crossing circuits. This condition exists where white markers are not in service. At such locations, a movement must not proceed over the crossing without first protecting such move by a man on the ground.

(12) Eastbound trains meeting westbound trains at Grand Rapids siding must approach Third and Mill Streets, Second and Wapakoneta Streets, and State Route 65 (Five street crossings east of Grand Rapids depot) under full control and must not proceed over these five street crossings without first protecting such move by man on ground unless crossing signals are operating.

Eastbound trains meeting westbound trains at Willshire siding must approach Decatur Street (U. S. Route 33, first street crossing west of Willshire depot) under full control and must not proceed over Decatur Street without first protecting such move by man on ground, unless crossing signals are operating.

Westbound trains meeting eastbound trains at Warren siding must approach Wayne Street and State Route No. 5 (first street east and first street west of station) under full control and must not proceed over Wayne Street or State Route No. 5 without first protecting such move by man on ground, unless crossing signals are operating.

(u) **Movement of Locomotives and/or Diesel Units In Trains.**

When, for any reason, it is found necessary to remove side rods from a locomotive, the corresponding rods on opposite side must also be removed.

In the event of engine truck or trailer truck being destroyed and/or removed; driving wheel blocked up on account of broken wheel or tire, or for other reasons, in such a manner as to alter the weight distribution of an engine; or when the side rod or side rods and/or main rods have been removed, altering the effect of the counterbalance weights, particular care must be exercised in handling the locomotive to avoid damage to track, culverts, bridges, etc. In all cases where the weight distribution of the locomotive has been altered, authority must be obtained from the Superintendent before movement of the locomotive. Care must be taken that the rim of the raised wheel does not contact with the rail; and that speed restrictions are closely observed.

The movement of steam locomotives and/or diesel units in trains must be accompanied by a waybill, except when being moved to the maintaining terminal after failure on the line.

The Mechanical Department at the originating point must notify the Chief Train Dispatcher, General Yardmaster and Superintendent, in writing, of any desired movement of dead locomotives and/or diesel units specifying speed restrictions, if any, that are to be observed. This information must be written conspicuously on the face of the waybill. The Yardmaster at all terminals, after consultation with the Mechanical Department, must advise the Chief Train Dispatcher of the restrictions required and secure the Chief Train Dispatcher's authority as to the train in which the locomotive and/or diesel units is to be moved, and then must notify the Conductor and Engineer of the restriction. The Chief Train Dispatcher must notify the connecting Division of the movement and restrictions required. Also, the Chief Train Dispatcher must notify the Conductor and Engineer of the train handling the dead locomotive and/or diesel unit of the restrictions required in the movement.

Unless specifically tagged and billed to be handled at the rear of train, all locomotives and/or diesel units moving dead in train shall be placed near the head end and within 10 cars of the hauling locomotive. There must be at least one car between the hauling locomotive and the first dead locomotive or diesel unit, and there must be at least one car between any two following dead locomotives or units. A maximum of four dead locomotives or units shall be handled in any one train.

Automatic braking operations on trains handling dead locomotives require a minimum of 15 pound brake pipe reduction be completed to insure full release of brakes on the dead locomotives.

Diesel locomotives are equipped with three-way bleed valves, one over each truck, to cut out and bleed air brakes. If brakes are found sticking no attempt will be made to haul locomotive with brakes operative. Air brakes must be cut out and bled and locomotive handled to next terminal in that condition.

(v) **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 a leaking cartridge, when this has been detected, other indicator 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.

(w) **Personal Injury Accidents.**

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

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

10. STANDARD CLOCKS, BULLETIN BOARDS, AND TRAIN REGISTER BOOKS.

Location	Office	Standard Clock	Bulletin Board	Register Book
MC Jct.	Yard	X	X	X
Delphos	Yard	X	X	X
Marion	Depot	X	X	
Frankfort	Chief Dispr.	X	X	
	Yard	X	X	X
Charleston	Yard	X	X	X
Madison	Yard	X	X	X

X Indicates location.

11. REGISTERING OF TRAINS.

Second Class and Inferior Trains.

Register

MC Jct. — Charleston Yard
Delphos Yard — Madison
Frankfort Yard

12. RESTRICTIONS ON WRECKING CRANES AND PILE DRIVERS.

	250-Ton Crane	160-Ton Crane	100-Ton Crane	75-Ton Crane
Toledo to Frankfort	(a)	(a)	(a)	(a)
Br. 0.54 — Toledo	Not allowed	Not allowed	Not allowed	30 MPH
Br. 0.62 — Toledo	"	"	"	30 "
Br. 0.99 — Toledo	"	"	"	30 "
Br. 58.97 — Dupont	"	"	10 MPH	15 "
Br. 122.73 — Bluffton	"	15 MPH	30 "	30 "
Br. 183.09 — Kokomo	"	15 "	30 "	30 "
Frankfort to Madison	(b)	(b)	(b)	(b)

(a) 30 MPH on tangent track; 20 MPH maximum on curves, except on curves restricted to less than 20 MPH for freight trains—Freight train speed restrictions to apply.

(b) 40 MPH on tangent track; 30 MPH maximum on curves, except on curves restricted to less than 30 MPH for freight trains—Freight train speed restrictions to apply.

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

Pile Driver X50021 must not be moved over bridges 0.54 and 0.99 at Toledo and 58.97 at Dupont.

13. SPEED RESTRICTIONS ON BRIDGES.

Applies to Engines over following Bridges:			MPH
Toledo	0.54 0.62 0.99	Class AS, ARS, ASM, BRS, ES, ERS, BS, FS, LS, GS, engines	10
Dupont	58.97	Class AS, ARS, ASM, BRS, ES, ERS, BS, FS, LS, GS, engines	20
		Multiple Unit Diesels	10
Bluffton	122.73	Class AS, ARS, ASM, BRS, ES, ERS, BS, FS, LS, GS engines	20
Kokomo	183.09	Class AS, ARS, ASM, BRS, ES, ERS, BS, FS, LS, GS engines	20

14. SPEED RESTRICTIONS.

Location and Conditions.	Passenger Trains	Freight Trains
Between—		
Toledo and MC Jct.	15	15
MC Jct. and Wanick Jct.	30	30
Wanick Jct. and Frankfort	50	45
Frankfort and WY Tower	30	30
WY Tower and Mellott	59	49
Mellott and Humrick	65	55
Humrick and Donnellson	59	49
Donnellson and Sorento	65	55
Sorento and Edwardsville	59	49
Edwardsville and A & S Tower	65	55
A & S Tower and MB Connection	30	30
MB Connection and East St. Louis	20	20
Engines with side or main rods down or disconnected	.....	20
Engines running light with or without caboose	.....	50
Steam switch engines without engine truck; handled in train	.....	20
Trains handling high hopper cars of coal or other heavy commodities loaded to cubic capacity (top of car or above):		
Between —		
Toledo and Frankfort	.....	40
WY Tower and Madison	.....	45
Trains handling large sized loaded covered hoppers 180,000 to 200,000 lbs. capacity:		
Curves	.....	25
Trains handling short ore hoppers:		
Loaded	.....	30
Empty	.....	35
Solid trains of tank cars loaded with petroleum or petroleum products	.....	50
Trains handling steam shovel, locomotive crane, pile driver, Jordan spreader or similar equipment on own wheels, load or heavy end must be toward engine	.....	30
Large derricks:		
Between Toledo and Frankfort.		
Tangent track	.....	30
Curves	.....	20
Except on curves restricted to less than 20 miles per hour for freight trains—freight train speed restriction to apply.		
Between WY Tower and Madison.		
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.		
Snow Plows:		
Not operating flangers	.....	35
Operating flangers	.....	25
Passing passenger trains on double track	.....	4
Passing station platforms	.....	6
Trains handling scale test cars X-1000, X-55355 and X-56130 handle on rear of train only	.....	30
Walbridge Jct: Turn out	25	25
Wanick Jct: Turn out	25	25
Curve at Mile Pole 12-15	40	40
Grand Rapids: Curves at both ends of bridge	25	25

SPEED RESTRICTIONS—Continued.

Location and Conditions.	Passenger Trains	Freight Trains
Delphos: Between Yard Office and PRR crossing	15	15
Delphos: Curve at Depot	8	8
Curve at Mile Pole 84-20	35	35
Curve between Mile Pole 122-32 and LE&W District crossing	10	10
Bluffton: Over LE&W District crossing	10	10
Curves between LE&W District crossing and Mile Pole 123-23	10	10
Curves between Mile Poles 123-28 and 124-01	25	25
Curves between Mile Poles 150 and 153	35	35
Marion: Limits joint track interlocking Mississinewa River Bridge	15	15
Between Third Street interlocking and NYC house track crossover	15	15
Curves between Mile Poles 154-20 and 155-20	20	20
Kokomo: City Limits	20	20
Between LE&W Dist. crossing and Mile Pole 181-26	10	10
Clarks Hill: Turnout, West end of siding	35	35
Curve at Mile Pole 243-12	55	
Curve at Mile Pole 245-25	50	50
Curves between Mile Poles 247-12 and 251-10	45	45
Veedersburg: Turnouts, both ends of siding	35	35
Cates: Turnout, West end of siding	35	35
Between Mile Poles 260-10 and 262-11	35	35
Cayuga: Turnouts, both ends of siding	35	35
Curve at Mile Pole 266-20	45	45
Curves between Mile Poles 267-16 and 271-06	35	35
Humrick: Turnouts, both ends of siding	35	35
Curve at Mile Pole 277-08	55	
Curve at Mile Pole 313-02	55	
Curves between Mile Poles 318-20 and 319-20	35	35
Curves between Mile Poles 320-09 and 322-20	50	
Lerna: Turnout, West end of siding	35	35
Neoga: Turnout, West end of siding	35	35
Curve at Mile Pole 338-27	45	45
Curve at Mile Pole 344	40	40
Curve at Mile Pole 348-30	55	
Curves between Mile Poles 355-31 and 356-16	50	
Curve at Mile Pole 360	50	
Curve at Mile Pole 360-22	45	45
Curve at Mile Pole 362-29	45	45
Curve at Mile Pole 370-03	55	
Curves between Mile Poles 377-33 and 378-13	50	
Ramsey: Turnouts, both ends of siding	35	35
Curve at Mile Pole 378-26	35	35
Curves between Mile Poles 383-39 and 384-30	45	45
Fillmore: Turnout, West end of siding	35	35
Donnellson: Turnout, West end of siding	35	35
Curves between Mile Poles 400-25 and 404-20	45	45
White: Turnout, West end of siding	35	35
Curves between Mile Poles 431-31 and 436-37	50	50
Edwardsville: Thru slip switch to I.T. RR	10	10
A&S Tower: Main track turnout	35	35
MB Connection: Reverse curves	10	10
Through all Sidings	15	15
Outlying tracks	6	6
Other main track turnouts and crossovers	15	15
Other turnouts and crossovers	10	10

Speed restrictions apply to entire train, except where otherwise specified. Speeds must be further reduced when, in the judgment of the enginemen, conditions require it.

All trains and engines will approach home signals at Wanick Jct. (eastbound only), Holgate, Ohio City, Decatur, Marion (PRR), Charleston (westbound only), and A & S Tower (eastbound only), interlocking, 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 20

15. RESTRICTIONS ON SIDE TRACKS AND BRIDGES.

(a) Engines listed below must not use following tracks:

Location	Class of Engine	Track
Toledo.	Multiple Unit Diesels.....	All industrial tracks.
Delphos.	Multiple Unit Diesels.....	Ricker. Gramm No. 1.
Bluffton.	Multiple Unit Diesels.....	Elevator.
Marion.	Multiple Unit Diesels.....	Hill track No. 1, beyond Bell Fibre Coal Co. Bell Fibre West Spur. Standard Glass Co. North Belt, beyond Standard Glass Co. switch. Farm Bureau. Tile (Farm Bureau.) Bessemer. Hub and Block. Rolling Mill. Malleable Co. tracks. NYC Connection, near Fibre Box. Bursley.
Kokomo.	Multiple Unit Diesels.....	LE&W Dist. Connection. PRR Connection.
Frankfort.	Multiple Unit Diesels.....	PRR east wye.
Edwardsville.	All engines.....	Shale track, over pit.

ARX and ERX not allowed between Toledo and Frankfort.

(b) Toledo. Engines may use Big Four Coal Co. track, only for sufficient distance to spot cars at top pit.

Engines may use Holst Sand track, only for sufficient distance to spot cars at Rice elevator.

(c) Delphos. Movement of cars 85 foot or more in length is not permitted thru PRR-NKP Interchange Track.

(d) Marion. Engines may use No. 1 track leading to Malleable Iron Works track, only to coal pit.

(e) Kokomo. Engines may use Central Mix Concrete Co. track, only to unloading pit.

(f) Cowden. Multiple unit diesels may use B&O wye track, only for a distance of 840 feet from point of switch.

(g) Gilmore. Cars higher than standard hopper cars and all engines must not move by loading platform on Shale track account loading platform will not clear engines or other type of cars.

(h) Edwardsville. Engines may use Illinois Terminal connection, only to a point 435 feet west of Illinois Terminal Electric line crossing.

Signs indicate point of restrictions.

16. OVERHEAD AND SIDE OBSTRUCTIONS.

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

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

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

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

Toledo.....	Bridge 0.54. Bridge 0.99. Sumner Street bridge, NYC connection.
Dupont.....	Bridge 58.97.
Bluffton.....	Hoop track, Sterling Foundry Co., unloader.
Marion.....	C&O Bridge. Paranite Wire Co., doorway, No. 2 track. Doorway and lumber shed, Custer Lumber Company. Two doorways at west end and one doorway at east end of Rods Inc. building where the tracks enter the building and inside of the building.
Frankfort.....	Swift and Co. building.
Brocton.....	West elevator, overhead chute, south track.
Mile Pole 319-34...	Overhead bridge.
Mile Pole 401-31...	Overhead bridge.
Gilmore.....	Richard Brick Co., platform.
Edwardsville.....	Richard Brick Co.

(e) Employes are prohibited from riding on top of cars at the following locations where overhead wires or cables are less than 27 feet above top of rail:

Malinta.....	Main and Team track Turkey Foot Ave.

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

Toledo.....	Armour Meat House. Berdan track. Central Elevator. Toledo Grain and Milling Co.
Maumee.....	Koch Lumber Co.
MP 13.....	Glass Fibre tracks Nos. 2 & 3.
Grelton.....	Elevator platform.
Delphos.....	Delphos Grain and Soya Co. Wheel Track and Tank Loading track. Equity Elevator.
Willshire.....	Willshire Grain and Supply Co., loading pipe south side.
Decatur.....	Elevator track. Egg track.
Bluffton.....	Stock chute. Hoop track, Sterling Foundry Co., unloader.
Marion.....	Between NKP and NYC main tracks, from Third Street to PRR crossing. Paranite Wire Co., No. 2 north of gate. Rod Inc. Building.
Greentown.....	Glass track, loader east elevator.
Michigantown.....	Elevator track.
Frankfort.....	Swift and Co. building.
Linden.....	Transfer platform.
New Richmond...	South Track.
Cayuga.....	Cayuga Brick Co., platform.
Metcalf.....	Elevator track, west end north side.
Oakland.....	House track. Elevator track, loading platform.
Rardin.....	Elevator track and loader.
Gilmore.....	Richard Brick Co., platform.
Edwardsville.....	Richard Brick Co. Nelson loading track.

17. ILLINOIS HOUSE BILL NO. 110 (1957)

(To be observed in the State of Illinois)

"Every railroad corporation shall cause a bell and a whistle or horn on locomotive to be rung or sounded by the engineer or fireman at the distance of at least 80 rods from the place where the railroad crosses or intersects any public highway and shall be kept ringing or sounding until the highway is reached."

ILLINOIS COMMERCE COMMISSION—GENERAL ORDER NO. 138.

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 mentioned train to persons who may be about to use the crossing.

18. MAXIMUM PERMISSIBLE WEIGHT LIMIT OF CARS.

(1) ATMX and MHAX Helium tank cars loaded or empty, weight limit is as follows:

Between Toledo (Erie Street) and MC Jct.....not permissible
Between MC Jct. and Continental .....251,000 lbs.
Between Continental and Delphos.....not permissible
Between Delphos and Frankfort.....220,000 lbs.
Between Frankfort and East St. Louis.....251,000 lbs.

Exceptions:

Between Delphos and Frankfort cars not exceeding gross weight of 240,000 pounds may be handled when placed not less than the third car from the hauling engine and speed is restricted to 15 miles per hour over Bridge 122.73 at Bluffton and Bridge 183.09 at Kokomo.

Between Delphos and Frankfort when two or more such cars are handled in same train they must be separated by two or more light cars.

(2) Between M. C. Jct. and Continental, Frankfort and East St. Louis cars equipped with 6 wheel trucks may be handled if gross weight does not exceed 300,000 lbs. and between Delphos and Frankfort, cars equipped with 6 wheel trucks may be handled if gross weight does not exceed 250,000 lbs. Speed over bridges must not exceed that of hauling engine.

(3) NKP container gondola cars Series 76000-76019, 76100-76144, and 76150-76164, gross weight of cars and lading is 251,000 lbs. These cars may be handled loaded to capacity by observing same speed restrictions as given in current time table for engine handling train, except as follows:

Cannot be handled loaded to capacity:
Between Toledo and MC Jct.
Between Continental and Delphos.

(4) Maximum permissible weight limit of other cars is as follows:

Between Toledo (Erie St.) and MC Jct.....172,000 lbs.
Between MC Jct., and Continental.....251,000 lbs.
Between Continental and Delphos.....172,000 lbs.
Between Delphos and Frankfort.....220,000 lbs.
Between Frankfort and East St. Louis.....251,000 lbs.

Exceptions:

Between Toledo (Erie St.) and MC Jct., and between Continental and Delphos, cars of gross weight not exceeding 210,000 lbs. may be moved if coupled at both ends to cars not exceeding 150,000 lbs. gross weight, maximum speed not to exceed 15 MPH over Bridges 0.54, 0.62 and 0.99 at Toledo and 58.97 at Dupont.

Between Continental and Delphos, loaded jumbo tank cars of gross weight not exceeding 230,000 lbs. may be moved if coupled at both ends to cars not exceeding 150,000 lbs. gross weight, maximum speed not to exceed 10 miles per hour over bridge 58.97 at Dupont.

Between Delphos and Frankfort loaded jumbo tank cars of gross weight not exceeding 251,000 lbs. may be moved. Speed over bridges must not exceed that of hauling engine.

19. SPECIAL INSTRUCTIONS GOVERNING OPERATION OF WW DOUBLE.

(a) Nickel Plate and Wabash main tracks between Walbridge Jct. and Wanick Jct. will be operated as double track. The northerly main track will be known as main track No. 1 and the southerly main track will be known as main track No. 2.

(b) A train or engine must not pass a stop signal except when authorized in writing by signalman on C. T. C. permissive card Wabash Form No. 439, and after complying with dual control and/or interlocking rules, may then proceed at restricted speed.

(c) When a train or engine is stopped by a stop signal and means of communication have failed, it must comply with Rule 509 after which a report must be made to the signalman at Gould and wire report made to the Superintendent.

(d) Trains or engines receiving medium speed aspect must not exceed a speed of 20 miles per hour thru territory restricted to medium speed.

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

MC Jct. and Wanick Jct.

Controlled signals, dual control switches and electric locks are controlled by signalman at Gould Tower.

21. DUAL CONTROL SWITCHES.

(a) Location		Controlled by
Walbridge Jct.	Both crossovers	Signalman Gould
Wanick Jct.	Both crossovers	Signalman Gould
	Main track turnout	Signalman Gould
*Humrick	East siding switch	Signalman Humrick

(*) Equipped with Dual Control switch indicator lights.

(b) Dual control switches so indicated in paragraph (a) are equipped with dual control switch 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.

22. LOCATION AND INSTRUCTIONS GOVERNING THE OPERATION OF CONTROLLED ELECTRIC SWITCH LOCKS.

Location	
Gould:	West end Interchange Track No. 1.
Ohio City:	Erie Connection.
Marion:	Bursley.
	Bridge Transfer Track.
	Shoe Co.

(1) Obtain permission to operate switch.

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

(3) If indicator is in vertical position, throw small lever to extreme left position. If indicator is in horizontal position, the small lever cannot be thrown until unlocked.

(4) Handle switch in usual manner.

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

23. LOCATION AND INSTRUCTIONS GOVERNING THE OPERATION OF AUTOMATIC ELECTRIC SWITCH LOCK.

Lerna:

For Movement to Siding:

When home signal indicates proceed, train or engine must occupy track section within 75 feet of point of switch and crossing and trainmen will be governed by the following:

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

(2) If indicator shows Unlocked, throw small lever to extreme left position and reverse switch in usual manner. After reversing switch, restore small lever to extreme right position and close door.

(3) When movement thru switch is completed, throw small lever to extreme left position, restore switch to normal position. The small lever must then be placed in extreme right hand position, door closed and locked.

For Movement from Siding:

Handle as outlined in Articles 1 and 2 and in addition operate push button located in box attached to electric lock, which will clear dwarf signal.

After movement thru switch is completed, Article 3 must be complied with.

General Instructions:

(a) If a home signal has been cleared for an eastward main track movement, electric lock cannot be unlocked until after the door of the box has been open for a period of five (5) minutes. Opening of the door causes home signals to display stop indication and operation of time element relay.

(b) If I.C. home signals indicate proceed, electric lock cannot be unlocked until after I.C. movement has cleared the interlocking, or trainman has complied with instructions covering emergency operation of automatic interlocking.

24. LOCATION AND SPECIAL INSTRUCTIONS GOVERNING SPRING SWITCHES.

Location	Normal Position
Frankfort Yard: East end No. 1 eastward yard leading to main track.	Main track.
West end No. 1 westward yard leading to main track.	Main track.
West end No. 2 westward yard leading to LE&W District main track.	LE&W District main track.
Clarks Hill:.....West end siding.	Main track.
Veedersburg:.....East end siding.	Main track.
Cates:.....West end siding.	Main track.
Cayuga:.....East end siding.	Main track.
Lerna:.....West end siding.	Main track.
Neoga:.....West end siding.	Main track.
Ramsey:.....East end siding.	Main track.
Fillmore:.....West end siding.	Main track.
Donnellson:.....West end siding.	Main track.
White:.....West end siding.	Main track.

Spring switches are equipped with electric switch lamp.

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

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

(a) **Frankfort Yard:**

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

(b) **Veedersburg:**
Cates:
Cayuga:
Donnellson:

Trains or engines approaching on main track from either direction will cause signal governing movement from siding to display stop indication. If signal displays stop indication and movement from siding has been authorized, trainman must reverse spring switch which will permit signal to clear after automatic time release has operated for five (5) minutes. If signal fails to clear after operation of the automatic time release, trains or engines when authorized by train order may proceed in accordance with the rules. After engine has passed signal and before movement occupies the switch points, stop will be made and trainman will restore spring switch to normal position.

(c) **Lerna:**

When westward interlocking home signal displays yellow over red, trains or engines must approach spring switch at west end of siding prepared to stop and be governed by spring switch rules.

(d) **Neoga:**

When eastward interlocking home signal displays yellow over red, trains or engines must approach spring switch at west end of siding prepared to stop and be governed by spring switch rules.

Westward approach signal governs both the approach to spring switch and approach to the interlocking.

(e) **Ramsey:**

When eastward interlocking home signal displays yellow over red, trains or engines must approach spring switch at east end of siding prepared to stop and be governed by spring switch rules.

(f) **Clarks Hill:**
Fillmore:
White:

Westbound trains or engines on main track may proceed over spring switch without examining or knowing that switch is properly lined before passing over switch.

25. AUTOMATIC INTERLOCKINGS.

Metcalf:	Lerna:
Oakland:	Cowden:

Trains or engines arriving at home signals indicating Stop and no crossline train, engine or car occupying the track section between home signals, trainman must proceed to crossing on foot and ascertain whether or not a crossline train is at or approaching the crossing. If no crossline train is seen to be approaching the crossing, trainman will unlock box stenciled NKP and be governed by the following:

(1) Observe light type indicator, if lighted, crossline signals are displaying stop indication.

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

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

(4) If indicator lamp fails to light after complying with the provisions of Article 3 movement must not be made over the crossing until after lighted red fusees have been placed on crossline tracks each side of crossing, and it is ascertained that no crossline movements are on or closely approaching the crossing.

(5) A reverse movement through the interlocking, or a forward movement after making a reverse movement through the interlocking, must not be made until after operating push button stenciled EB for eastbound movement, or push button stenciled WB for westbound movement. If home signal fails to clear after operating proper push button, Articles 1 and 2 must be complied with, if home signal then fails to clear, movement must not be made over the crossing until after complying with Articles 3 and 4.

(6) Close and lock box.

(7) Failure of signal operation must be reported to Chief Train Dispatcher at once.

Holgate:	Sorento:
Ridge Farm:	Neoga:

Trains or engines arriving at home signal indicating Stop, trainman will operate key controller at home signal. If home signal fails to clear after operation of key controller, trainman must proceed to crossing on foot and ascertain whether or not a crossline train is within or approaching the interlocking limits. If no crossline train is seen to be on or approaching the crossing, trainman will unlock box stenciled NKP and be governed by the instructions contained therein, which are as follows:

(A) Observe light type indicator; when lighted, crossline home signals are indicating Stop. When not lighted, crossline home signal may be displaying an indication to proceed and no action should be taken until crossline movement has been completed or it is known that crossline movement has stopped or that no crossline movement is approaching.

(B) Operate push button by depressing, hold for one (1) second, and then release. If indicator is lighted at the time the push button is operated, N. K. P. home signal should display an indication to proceed immediately. If the indicator is not lighted at the time the push button is operated, N.K.P. home signal should display an indication to proceed within three and one-half (3½) minutes. In the event that home signal still fails to display an indication to proceed, trainmen must comply with Article (C).

(C) If indicator flashes after push button has been operated, trainmen must place a lighted ten (10) minute red fusee on each side of the crossing along crossline track and if the indicator continues to flash, train or engine may proceed at restricted speed.

When indicator fails to flash, trainmen must comply with Article (D)

(D) If home signal fails to display an indication to proceed, or if indicator fails to flash after push button has been operated, trainmen must place a lighted ten (10) minute red fusee in center of crossing and immediately have movement occupy track section between home signal and crossline crossing without fouling the crossline track. Just before the fusee placed in center of crossing is consumed, trainmen must then place a lighted ten(10) minute red fusee on each side of crossing along crossline track, and when it is ascertained that no crossline movements are on or approaching the crossing, train or engine may proceed at restricted speed.

(E) A reverse movement through the interlocking, or a forward movement after making a reverse movement through the interlocking, must not be made until after operating the key controller at the home signal involved. If home signal fails to clear after operation of the key controller, Articles A and B must be complied with; if signal then fails to clear, movement must not be made over crossing until after complying with Articles C and D.

(F) Be sure to lock emergency box before leaving.

(G) Failure of signal operation must be reported to Chief Train Dispatcher at once.

(H) Rule 549 Applies.

Rule 663 is modified accordingly.

SPECIAL INSTRUCTIONS--Continued

26. RAILROAD GRADE CROSSINGS AND JUNCTIONS.

LOCATION	ROAD	SIGNALS	Proceed on Clover Leaf District when target, gate or semaphore is in following position.
MC Jct.	N. Y. C.	Target	Vertical
Gould	T. T.	Interlocking	
Malinta	D. T. & I.	Interlocking	
Holgate	B. & O.	Automatic Interlocking	
Continental	N. K. P. Dist.	Dwarf signals	
Delphos	Penna. Co.	Interlocking	
Ohio City	E.-L. & C.N.	Interlocking	
Decatur	Penna. Co.	Interlocking	
Bluffton	L. E. & W. Dist.	Target and Gate	Horizontal—Gate over LE&W District
Marion	N. Y. C. Joint Track	Interlocking	
Marion	N. Y. C. crossover	Target	Vertical Diagonal—governs between NKP main and NYC house tracks. Horizontal—governs between NYC main and NYC house tracks.
Marion	Penna. Co.	Interlocking	
Marion (West Belt)	C. & O.	Dwarf Signals	
Kokomo	Penna. Co.	Gate	Gate over Penna. Co.
Kokomo	L. E. & W. Dist.	Target	Diagonal
Frankfort	Penna. Co.	Semaphore	Top arm vertical, at night green light
Frankfort	C. I. & L.	Semaphore	Vertical, at night green light. Signal north of tower governs movement on tracks north of tower. Signal south of tower governs movement on tracks south of tower.
WY Tower	L. E. & W. Dist.	Interlocking	
Clarks Hill	N. Y. C.	Interlocking	
Linden	C. I. & L.	Interlocking	
Veedersburg	N. Y. C.	Interlocking	
Cayuga	C. & E. I.	Interlocking	
Humrick	C. M. St. P. & P.	Interlocking	
Ridge Farm	N. Y. C.	Automatic Interlocking	
Metcalf	B. & O.	Automatic Interlocking	
Oakland	Penna. Co.	Automatic Interlocking	
Charleston	N. Y. C.	Interlocking	
Lerna	I. C.	Automatic Interlocking	
Neoga	I. C.	Automatic Interlocking	
Mode	C. & E. I.	Interlocking	
Cowden	B. & O.	Automatic Interlocking	
Ramsey	I. C.	Interlocking	
Sorento	C. B. & Q.	Automatic Interlocking	
Alhambra	I. C.	Interlocking	
Edwardsville	I. T. C.	Interlocking	
Glen Carbon	I. C.	Interlocking	
A&S Tower	A. & S.	Interlocking	
Madison 1 Mile West	I. T. C. Crossover	Color light signal	Green
Madison 1¼ Mile West	Merchants Crossing	Target	Diagonal and Hand signal
Madison 1½ Mile West	Southern	None	
Madison 1¾ Mile West	T. R. R. A.	None	
Madison 2 Mile West	Wabash	None	
Bridge Jct.	E.St.Louis Conn. & Belt	None	
Bridge Jct.	Puzzle Switch Conn. to T. R. R. A. and I. C.	None	
Bridge Jct.	Wabash	Semaphore	Vertical, at night green light
Bridge Jct.	N. Y. C.	Gate	Gate over N. Y. C.
Bridge Jct.	G. M. & O.	None	

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

Trains and engines must come to a full stop before crossing any railroad at grade, except when protected by interlocking, not less than 200 feet or more than 800 feet from such crossings (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.

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

(a) **Continental:** Trains and engines will stop before proceeding over crossing.

(b) **Bluffton:** If target, signals or gates are properly set, trains and engines may proceed over L E & W Dist. crossing without coming to a stop at a speed of 10 miles per hour at time engine passes over crossing.

(c) **Marion:** Trains and engines must approach crossover leading to NYC freight house prepared to stop, and if target is in vertical position, movement over crossover may then be made at a speed not exceeding 15 miles per hour.

(d) **Marion (West Belt):** Trains and engines must approach C&O crossing prepared to stop. When it is desired to make movement over crossing, trainmen will be governed by the following:

(1) Observe indicator, if lighted, C&O home signals are displaying stop indication and electric locking on derail lever is released.

(2) Remove padlock on electric lock, reverse lever to remove derails and clear NKP signals.

(3) If indicator is not lighted, permission must be secured from C&O Train Dispatcher to use crossing. If authorized, trainman will depress push button which will cause C&O home signals to display stop indication. After automatic time release has operated for five (5) minutes, indicator will light, electric locking will be released and derail lever may be operated in accordance with Article 2.

(4) If dwarf signal fails to display an indication to proceed after complying with Articles 2 or 3, train or engines may pass stop signal but movement must not be made over the crossing until after train or engine has occupied the track section between dwarf signal and crossing for a period of two (2) minutes without fouling the crossing, and if indicator has remained lighted during the entire period, movement may be made over the crossing if no C&O movements are on or closely approaching the crossing.

(5) If indicator fails to light after complying with the provisions of Article 4 movement must not be made over the crossing until after lighted red fusees have been placed on C&O tracks each side of crossing, and it is ascertained that no C&O movements are on or closely approaching the crossing.

(6) If indicator light is not lighted, and communication with the C&O Train Dispatcher cannot be established, the provisions of Article 3 and Article 5 will apply.

(7) After movement over crossing is completed, derail lever must be restored to normal position, padlock replaced on electric lock, control box closed and locked.

(8) Failure of signal operation must be reported at once.

(e) **Madison:** Merchant crossing one and one-fourth mile west. Trains and engines will stop irrespective of target indication and proceed only upon hand or lamp signal from man on ground.

27. LOCATION AND TYPE OF APPROACH SIGNALS TO INTERLOCKINGS AND SPRING SWITCHES IN NON-AUTOMATIC BLOCK SIGNAL TERRITORY.

LOCATION	Eastward	Westward
Malinta	∮Operative	∮Operative
Holgate	Inoperative	Inoperative
Continental	None	None
Delphos	∮Operative	Operative
Ohio City	Inoperative	Inoperative
Decatur	Inoperative	Inoperative
Marion (NYC)	*Home Interlocking	Inoperative
Marion (Penna. Co.)	Operative	°Home Interlocking
Marion (West Belt C&O)	None	None
WY Tower	Inoperative	None (Yard)
Clarks Hill	∮Operative	∮Operative
Clarks Hill (Spring Switch West End)	Operative	None
Linden	∮Operative	∮Operative
Humrick	∮Operative	
Ridge Farm	Operative	Operative
Metcalf	∮Operative	∮Operative
Oakland	∮Operative	∮Operative
Charleston	∮Operative	None (Yard)
Lerna	∮Operative	∮Operative
Lerna (Spring Switch West End)	Operative	Home Interlocking
Neoga (Spring Switch West End)	Home Interlocking	∮Operative
Neoga	∮Operative	∮Operative
Mode	∮Operative	∮Operative
Cowden	∮Operative	∮Operative
Ramsey (Spring Switch East End)	Home Interlocking	Operative
Ramsey	∮Operative	∮Operative
Fillmore (Spring Switch West End)	Operative	None
Sorento	∮Operative	
Alhambra	∮Operative	Operative
White (Spring Switch West End)	Operative	None
A&S Tower	Inoperative	

∮ Indicates three aspect signal and track occupancy actuates signal.

* Eastward interlocking home signal at PRR crossing governs approach to NYC interlocking.

° Westward interlocking home signal at NYC joint track governs approach to PRR interlocking.

28. MODIFICATIONS AND ADDITIONS TO RULES.

DEFINITIONS:

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

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

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

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

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

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

Rule 11.

Note.—Passenger trains, after stopping, may proceed without extinguishing red fusees. Freight trains having total tonnage in excess of 1500 tons per operative hauling unit, may pass a fusee burning red without stopping to remove it and proceed at reduced speed.

Rule 14 L.

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

Rule 15.

The explosion of two torpedoes is a signal to proceed at reduced speed for a distance of 6000 feet from the point the torpedoes were exploded. If the track is then seen to be clear normal speed may be resumed.

The explosion of one torpedo will indicate the same as two but the use of two is required.

Torpedoes must not be placed near stations, road crossings or where persons are liable to be injured by them.

Rule 17.

(1) On all moving trains, when full power headlight is not required it must be burning dim during the daylight hours.

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

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

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

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

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

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

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

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

Rule 19.

(a) Displaying of top deck light will be omitted.

(b) 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.

(c) Fig. 10-A

Lights at AA as markers, showing green to the front, yellow to the side and rear, with a white light on the platform.

(d) (Last Paragraph)

A train not equipped to display the prescribed signals will display a red flag by day and a white light by night to indicate the rear of the train.

Rule 35.

The following signals will be used by flagmen:

Day signals—A red flag, torpedoes and fusees.
Night signals—A white light, torpedoes and fusees.

Rule 99.

When a train or engine, moving or standing in automatic block signal territory is protected against following movement by automatic block signals, protection against following movement on the same track will have been complied with when full protection is afforded against a following train or engine moving at restricted speed.

Rule 103.

(a) Exception No. 1 does not apply to Multiple Unit Diesels in back up movement.

(b) 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.

(c) At various locations electric highway crossing signals are actuated by movements on sidings, adjacent tracks and/or yard tracks, the control circuits for which extend but a short distance on either side of the crossing. At these locations a train, engine or car using such tracks must not proceed over the crossing until the highway crossing signals 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.

Indication—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 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 509.

When an automatic signal equipped with yellow disc indicates "Stop and Proceed", freight trains having total tonnage in excess of 1500 tons per operative hauling unit may proceed at restricted speed without stopping.

Rule 545

When failure of the CTC system occurs, and trains or engines are authorized to proceed or pass a Stop signal which governs movement over a switch or switches equipped with dual control switch mechanism, selector lever of each switch must be locked in hand throw position before proceeding. When a train or engine has passed over all switches, unless otherwise instructed by the train dispatcher, the switches and selector levers must be restored to and left locked in normal position and dispatcher or signalman notified.

If signal involved controls movement through an automatic or remotely controlled interlocking, the special instructions applying to that interlocking must also be complied with.

Rule 670.

At railroad crossings where automatic or remotely controlled interlockings are in service, equipment detached from 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.

Instructions to ENGINEMEN (Fifth Paragraph), Page 181.

They will keep a supply of red fusees on the engine ready for immediate use in case of necessity.

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 the employe receiving same. These records must be made at once and never from memory or memoranda.

Rule 806.

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

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

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

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

Rule 807.

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

Train Dispatcher shall show name of the employe, to whom the line-up is 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.

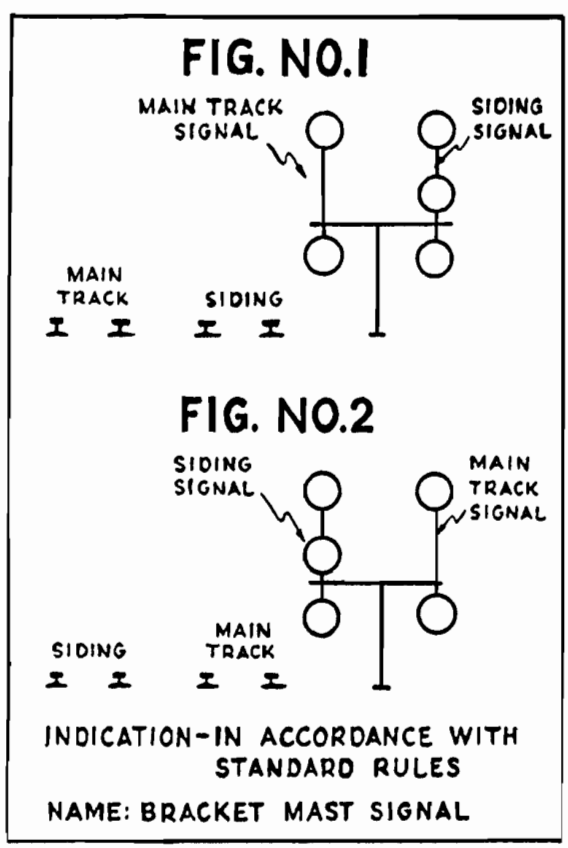
Rule 808.

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.

BRACKET MAST SIGNAL



AIR BRAKE RULES

Rule 300. (Standard Air Pressure)
Reducing valve for independent brake on diesels .... 30 to 35 lbs.

Rule 302. (Applying Brakes When Train Is To Make A Full Stop).

(a) No change will be made in position of throttle until not less than 25 seconds after exhaust from initial reduction stops blowing, then gradually reduce throttle one notch at a time as speed decreases to avoid amperage buildup. Engine brake must be held in full release position.

The automatic brake valve must not be allowed to stop in lap position until after an initial reduction of from six (6) to eight (8) pounds brake pipe pressure has been made. When brake pipe exhaust stops blowing, the second reduction may be made.

Note: Except in cases of emergency, initial reduction must not exceed eight (8) pounds brake pipe pressure as above specified.

At about the last five (5) car lengths the train is to move, the automatic brake valve must be placed in service position, the throttle reduced to idle position and the engine brake permitted to apply on sand.

(b) When required to stop with throttle closed and slack bunched, a gradual brake application with the independent brake valve must be made to keep slack bunched against the engine. When it is known that slack is bunched against the engine the automatic brake valve must not be allowed to stop in lap position until after an initial reduction of not less than six (6) pounds brake pipe pressure has been made. When brake pipe exhaust stops blowing the second reduction may be made. Keep slack bunched with the independent brake valve.

Care must be exercised to prevent overheating tires or sliding wheels on locomotives.

On trains consisting of heavy loads on head end and empties on rear, sufficient distance must be allowed to complete the braking operation using the minimum pressure indicated above.

Brakes must not be released until a total brake pipe reduction of not less than fifteen (15) pounds has been made and the automatic brake valve held in lap position not less than fifteen (15) seconds after the brake pipe exhaust stops blowing.

Rule 303. (Applying And Releasing Brakes While Train Is In Motion).

No change will be made in position of throttle until not less than 25 seconds after exhaust from initial reduction stops blowing, then gradually reduce throttle one notch at a time as speed decreases to avoid amperage buildup. Engine brake must be held in full release position.

(a) When only one reduction is made the automatic brake valve must not be allowed to stop in lap position until after reduction of six (6) to eight (8) pounds brake pipe pressure has been made. If no further reduction is necessary to reduce speed of train, brakes must not be released for a minimum of twenty-five (25) seconds after brake pipe exhaust stops blowing.

(b) When more than one reduction is made to reduce speed, the automatic brake valve must not be allowed to stop in lap position until after an initial reduction of six (6) to eight (8) pounds brake pipe pressure has been made. After brake pipe exhaust stops blowing, a second reduction may be made.

Brakes must not be released until after automatic brake valve has been held in lap position for a minimum of fifteen (15) seconds after brake pipe exhaust stops blowing.

Brakes may then be released by placing automatic brake valve in running position.

The throttle shall not be increased and no attempt shall be made to accelerate speed of train until sufficient time has elapsed for all brakes to release.

It will not be permissible to release automatic brakes on trains consisting of heavy loads on rear end and empties on head end, before train comes to a full stop, except at such locations as may be specifically designated by the Road Foreman of Engines.

Rule 305. (When Brakes Apply From Any Cause Other Than By Use Of Automatic Brake Valve).

When service application occurs from the train, independent brake must be held in full release and the throttle gradually reduced as the speed of the train decreases and the automatic brake valve must be left in running position until the speed of train has decreased to 15 miles per hour. At 15 miles per hour, place brake valve in service position, close throttle to idle position and then permit independent brake to apply on sand.

When the emergency application is obtained, the automatic brake valve must be held in lap position for one (1) minute before any attempt is made to recharge brake pipe to allow vent valve of "AB" brakes to close.

Rule 307. (Third paragraph)
When detaching engine or caboose with charged brake pipe, angle cocks must be closed and air hose parted by hand.

SAFETY RULES

Rule 1073-(s). The following practice is forbidden:
Using fusees, gasoline, kerosene, fuel oil, or any highly inflammable substance to start or intensify a fire.

Rule 1074.
When cutting or dismantling rail under tension, people not actually engaged in the cutting or dismantling must stand clear of possible springing distance of rail, bars, bolts, or other material which may result from the spring of the rail.

Rule 1103.
Getting on or off engines or cars moving at an unsafe speed is prohibited. Boarding flat cars or tank cars while in motion is prohibited. Riding the stirrup of a flat car while in motion is prohibited.

Rule 1106.
Before leaning out of cab of engine or from side of engine or car, care must be exercised to avoid side obstructions, engines or cars on adjacent tracks.

Rule 1110.
More than one employee is forbidden to ride at the same time in the same stirrup, step or side ladder of car, engine, or caboose.

Rule 1111.
Stepping in front of moving engines, or cars, to adjust coupler, knuckle, lock pin, or angle cock, is prohibited.

Rule 1111 (a).
Using foot or hand to adjust coupler, knuckle, lock pin, or angle cock from any position when engines or cars are about to come together is prohibited.

29. SPECIAL INSTRUCTIONS GOVERNING OPERATION OF BLOCK SYSTEM BETWEEN WANICK JUNCTION AND OHIO CITY; HUMRICK AND COFFEEN; SORENTO AND EDWARDSVILLE.

Operators will block passenger trains a block station apart, and freight trains 5 minutes apart.

Should fog or storm prevent a clear view for one-half mile, operator will block all freight trains 15 minutes apart unless otherwise directed by train dispatcher.

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

A freight train will be permitted to follow a freight train in block when authorized by clearance Form A. Clearance Form A will show trains ahead in block. If block is occupied, trains will proceed prepared to stop short of train ahead.

30. SPECIAL INSTRUCTIONS IN CONNECTION WITH MANUAL BLOCK SYSTEM TERRITORY.

(a) Manual block signals are of the upper quadrant and color light type, aspects and indications are as shown by Figures 1 to 12 inclusive under caption "Manual Block Signals" in Time Table.

(b) Train order signal aspect "B" Rule 221 will be used in connection with manual block or interlocking home signal.

(c) Rule 289. Clearance Form A will be delivered to trains specifying all trains and/or engines in block.

(d) Rule 317 modified as follows: Opposing trains, both freight and passenger, will be permitted to meet in any given block on Form 31 train order; the order to include, "both trains occupy block."

Operators will block freight trains 5 minutes apart. If fog or storm should prevent clear view of one half mile, operators will block all freight trains 15 minutes apart, after which train will be permitted to proceed as per Rule 289 and/or clearance Form A, unless otherwise directed by train dispatcher.

(e) Trains handling snow plow in service must not be admitted to a block which is occupied by a preceding train, except by train order.

(f) When the operation of a derrick car, rail unloader, steam shovel, ditcher or similar equipment will obstruct a main track other than the track it occupies, in addition to complying with Rule 101, permission of signalman must first be obtained and signalman must make entry of same on block record.

Stop signal must then be displayed for passenger trains and snow plows in service but other trains may be admitted to block under permissive signal.

(g) **Passenger train.** A train carrying passengers. A freight train indicated on time table as carrying passengers will be considered as passenger train under the manual block system rules, unless otherwise provided.

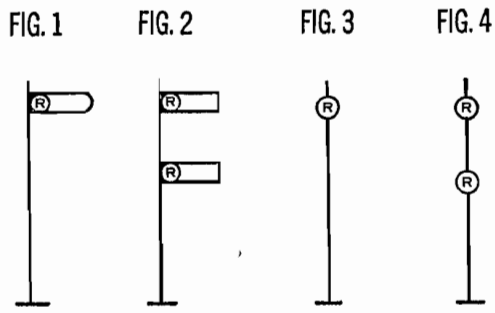
31. OHIO CITY.

(a) Eastward interlocking home signal is also block signal governing block for following movements.

Yellow over red aspect on home signal indicates block is occupied by preceding train and clearance Form A will be delivered to trains specifying all preceding trains in block.

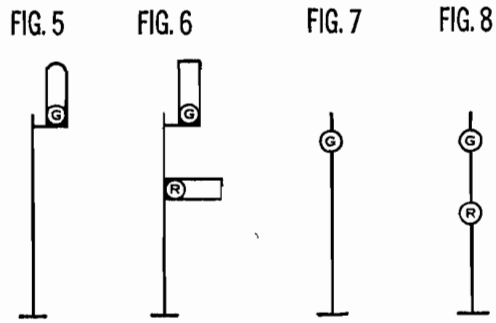
(b) Westward interlocking home signal is also manual block signal governing block.

MANUAL BLOCK SIGNALS



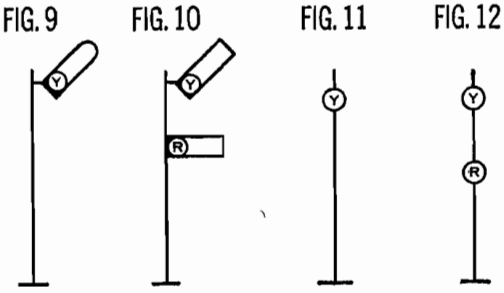
Indication: Stop.

Name: Stop.



Indication: Proceed.

Name: Clear.



Indication: Block Occupied; Proceed prepared to stop short of train or obstruction.

Name: Permissive.

Rule 289

AUTOMATIC BLOCK SIGNALS

FIRST SUB-DIVISION

Westward — Eastward

MC Jct.

Begin C. T. C. — End C. T. C.

Home

Home

Walbridge Jct.

Home

41 — 42

Home — Home

Home

Gould Interlocking

Home

69 — 64

Home

Wanick Jct.

Home

End C. T. C. — Begin C. T. C.

Inoperative Approach

THIRD SUB-DIVISION

Westward — Eastward

ƒOperative Approach

Begin Automatic Block — *┼Home

2240.9 — End Automatic Block

Mellott

*Home — 2241.8

2243.3 — 2243.2

2244.9 — 2244.8

2246.7 — 2246.6G

2247.9 — *Home

*✶ Home

Veedersburg Interlocking

✶ Home

2250.1 — 2250.2

2251.3G — 2251.6

Mackie

2253.3 — 2253.2

2254.5 — 2254.6

2256.3 — 2256.2

2257.5 — *Home

Cates

*Home — 2258.8G

2261.1 — 2261.0G

Silverwood

2263.1 — 2263.0G

2264.9 — *Home

* ★Home

Cayuga Interlocking

✶ Home

2268.9G — 2268.8

ǂHome

East End Humrick

*ǂHome

End Automatic Block

†Home

Humrick Interlocking

✶ Home

Begin Automatic Block

ƒOperative Approach

FOURTH SUB-DIVISION

Westward — Eastward

ƒOperative Approach

Begin Automatic Block — *┼Home

2400.1 — End Automatic Block

Donnellson

*Home — 2401.4G

2402.9 — 2403.0

2404.3 — 2404.2

2405.9G — *Home

End Automatic Block

§Home

Sorento

Automatic Interlocking

‡Home

Begin Automatic Block

ƒOperative Approach

ƒOperative Approach

2431.9G

Begin Automatic Block

*✶ Home

Edwardsville Interlocking

†Home

End Automatic Block

2435.3 — 2435.2G

✶ Home

Glen Carbon Interlocking

✶ Home

2438.5 — 2438.6

2440.1 — *Home

Stallings

*Home — 2441.6

2443.3 — 2443.2

▣Home — *Home

End Automatic Block

†Home

A & S Tower Interlocking

✶ Home

Begin Automatic Block

Inoperative Approach

G-Indicates grade signal.

*—Indicates signal governing movement to next siding against opposing movement, Rule 509 applies.

✶-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 Interlocking limits only. When signal indicates stop, trains or engines after complying with Rule 663 may proceed at restricted speed.

ǂ-Indicates signal governing over dual control switch, when signal indicates stop, trains or engines when authorized by operator at Humrick may proceed at restricted speed after complying with dual control switch rules.

┼-Indicates Controlled signal also a Manual Block signal controlled by the operator at the next block office.

▣-Indicates hold out signal. When signal indicates stop, trains or engines when authorized by the operator at A&S Tower may proceed at restricted speed.

ƒ-Indicates three aspect signal and track occupancy actuates signal.

‡-Indicates signal governing through Interlocking. When signal indicates stop, trains or engines, after complying with Article 25 may proceed at restricted speed.

§-Indicates signal governing through Interlocking limits only. When signal indicates stop, trains or engines after complying with Article 25 may proceed at restricted speed.

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		

CLOVER LEAF DISTRICT SURGEONS

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

STATIONS	SURGEONS	OFFICE	TELEPHONE	RESIDENCE	TELEPHONE
★*◎Toledo, O.	DR. OTTO K. MUHME	415 Summit St.	CH 3-3159	127 University Dr.	WA 0014
	DR. E. J. McCORMICK	510-514 Ohio Bldg.	CH 3-1105	3715 Sulphus Spgs.	JE 6-1505
	DR. G. N. BATES	510-514 Ohio Bldg.	CH 3-1105	3438 Rushland	LA 8126
Continental, O.	DR. ALEXANDER KAKIS	Fifth St.	941	Fifth St.	941
★*◎Delphos, O.	DR. HOWARD ILLIG	105 West 2nd St.	692-5756	331 East 3rd St.	692-5566
	DR. JAMES C. BELT	154 W. 3rd St.	695-4051	627 East 3rd St.	692-5611
	DR. WALTER W. WOLERY	154 W. 3rd St.	695-4051	234 East 3rd St.	692-5621
Decatur, Ind.	DR. G. J. KOHNE	134 S. 3rd St.	3-2617	304 W. Adams St.	3-2996
★*Marion, Ind.	DR. R. W. LAVENGOOD	225 Glass Block Bldg.	NO 2-6500	Charles Rd.	NO 2-2337
★*Kokomo, Ind.	DR. COPELAND BOWERS	210 W. Mulberry St. Kokomo Clinic	6169	1530 W. Taylor St.	5693
★*◎Frankfort, Ind.	DR. PAUL VANKIRK	1252 South Jackson	659-2632	701 E. Clinton St.	654-6762
	DR. R. A. HEDGCOCK	205 B. Clinton St.	654-5922	857 B. Clinton St.	659-3677
	DR. MILTON W. ERDEL Oculist	2 E. White St.	654-5223	658 E. Armstrong St.	659-2698
Veedersburg, Ind.	DR. C. B. McCORD	216 N. Main St.	15	711 N. Walnut St.	126
★*◎Charleston, Ill.	DR. J. T. BELTING	National Bank Bldg.	DI 5-4567	901-11th St.	DI 5-2932
	DR. L. E. ADKINS	730 6th St.	DI 5-5757	820 "A" St.	DI 5-5434
	DR. C. E. DUNCAN Oculist	803 Jackson St.	DI 5-2234	803 Jackson St.	DI 5-2234
Neoga, Ill.	DR. ANTON DIPPOLD	Chestnut St.	37	Main St.	265
Cowden, Ill.	DR. R. L. JONES		2481		2491
Edwardsville, Ill.	DR. EUGENE F. WAHL	National Bank Bldg.	181	215 Commercial Ave.	625
★*◎Madison, Ill. ★East St. Louis, Ill.	DR. L. G. REED	1907 Delmar Granite City, Ill.	GL 1-9744	2801 Grand Ave. Granite City, Ill.	GL 1-9744

★Ambulance Service *Emergency Surgical Supply Box ◎Where stretchers are located

AMBULANCE SERVICE

Toledo, Ohio	Clegg Ambulance Service	522 E. Broadway	TA 2481
	Birkenkamp Funeral Home	1003 Broadway	CH 3-2183
	Bunting Ambulance Service	2354 Whitney Ave.	CH 6-5152
Delphos, Ohio	Harter & Sons Funeral Home	209 W. 3rd St.	692-8055
	Kolkmeyer Funeral Home	228 N. Franklin St.	692-7010
Marion, Ind.	Diggs Funeral Service	504 W. 3rd St.	2-2503
	Raven Funeral Service	911 S. Washington St.	1480
Kokomo, Ind.	Jacobs Funeral Home	208 E. Mulberry St.	5013
	Peacock Funeral Home	414 W. Jefferson St.	5171
Frankfort, Ind.	Goodwin Bros. Funeral Home	200 S. Main St.	654-5533
	Hartman Funeral Home	608 N. Main St.	654-5944
Charleston, Ill.	Clark Funeral Home	1117 Jackson St.	DI 5-5474
	Lewis Funeral Home	815 Jackson St.	DI 5-2511
Madison, Ill.	Lahey Funeral Home	501 Madison St.	TR 6-6222
East St. Louis, Ill.	Kassly Funeral Home	1109 N. 9th St.	UP 5-1234

NICKEL PLATE ROAD

THE NEW YORK, CHICAGO AND ST. LOUIS RAILROAD COMPANY

CLOVER LEAF DISTRICT

TOLEDO DIVISION AND ST. LOUIS DIVISION

TIME TABLE No. 81

Takes Effect Sunday, April 28, 1963

1:01 A. M. Eastern Standard Time

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

V. E. COE, General Superintendent

G. W. MATHEWS, Assistant General Superintendent

D. M. BENDER, Superintendent Transportation

G. G. CREWS, Superintendent

W. E. LEAVERS, Trainmaster, St. Louis Division

E. J. McKEAN, Trainmaster, Toledo Division

H. B. MASON, Terminal Trainmaster, St. Louis Terminal

C. L. PUTMAN, Road Foreman of Engines

C. R. HIBNER, Road Foreman of Engines

F. K. GRAFTON, Chief Train Dispatcher

R. H. KIESER, Master Mechanic

R. I. ROLLINGS, Division Engineer

SAFETY FIRST

SAFETY ALWAYS PAYS ALL WAYS

NICKEL PLATE ROAD

TEAMWORK KEEPS FREIGHT ON RAILS