NICKEL PLATE ROAD

THE NEW YORK, CHICAGO & ST. LOUIS
RAILROAD COMPANY

CLOVER LEAF DISTRICT

TIME TABLE

No. 44

Takes Effect Sunday, April 29, 1934

at 12:01 a. m.

Central Standard Time

For the Information and Government of Employes only.

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

OFFICERS

A. C. SHOWALTER, General Superintendent
W. A. COLLIE, Supt. Transportation

OGDEN PIERCE, Superintendent
P. B. SKIVER, Trainmaster
R. D. MALONEY, Trainmaster
H. J. TRUESDALE, Road Foreman of Engines
C. E. VORHIS, Chief Train Dispatcher

The W. S. Gilkey Printing Co., Cleveland, Ohio

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WESTWARD						Subdivison 1		EASTWARD				
SECOND CLASS		FIRST CLASS		Capacity of Passing Tracks in Cars	Distance from Toledo	STATIONS	Hours between which Train Order and Block Stations are Open	FIRST CLASS		SECOND CLASS		
43 Fast Freight	41 Through Freight		15 Passenger Mixed					16 Passenger Mixed		40 Through Freight	96 ST 96	
Daily	Daily		Daily					Daily		Daily	Daily	
.....	.....	.....	4.00PM	.....	0.6	TOLEDO, OHIO L..Erie Street Station..A	.....	8.00AM	.....	.....	.....	.....
						1.9						
6.00AM	9.00AM	.....	4.10	.....	2.5	Michigan Cent. Jct.....	DN.....	7.40	.....	9.30AM	7.30PM	.....
						M.C. 0.6						
6.03	9.05	.....	4.12	.....	3.1	Walbridge Jct.....	.....	7.32	.....	9.20	7.25	.....
						2.0						
6.06	9.10	.....	4.18	.....	5.1	Gould.....Y	.....	7.25	.....	9.15	7.23	.....
						T.T. 3.3						
6.12	9.16	.....	4.23	.....	8.4	Wanick Jct.....	.....	7.17	.....	9.07	7.15	.....
						0.1						
6.14	9.18	.....	s 4.25	72	8.5	Maumee.....	.....	f 7.16	.....	9.05	7.14	.....
						6.1						
6.25	9.38	.....	f 4.34	64	14.6	Waterville.....	6.30A -3.30P	f 7.04	.....	8.50	7.02	.....
						4.3						
6.33	9.50	.....	4.43	43	18.9	Bailey.....	.....	6.54	.....	8.39	6.53	.....
						5.6						
6.45	10.08	.....	f 4.53	50	24.5	Grand Rapids.....W	6.00A -3.00P	f **6.45**	.....	8.22	6.41	.....
						4.8						
6.54	10.23	.....	s 5.03	24	29.3	McClure.....	6.00A -3.00P	s 6.33	.....	8.08	6.30	.....
						3.6						
7.05	10.37	.....	f 5.08	68	32.9	Grelton.....	.....	f 6.25	.....	7.56	6.22	.....
						2.1						
7.12	11.07	.....	s 5.13	.....	35.0	Malinta.....	DN.....	s 6.20	.....	7.48	6.17	.....
						D T I 2.6						
.....	.....	.....	.....	.....	37.6	Elery.....	.....	.....	.....	.....	.....	.....
						4.6						
7.28	11.42	.....	s 5.28	69	42.2	Holgate.....Y	DN.....	s 6.10	.....	**7.28**	6.02	.....
						B & O 3.7						
7.37	11.57	.....	f 5.35	59	45.9	New Bavaria.....	7.00A -4.00P	f 5.57	.....	7.15	5.55	.....
						2.0						
7.42	12.07	.....	f 5.40	.....	47.9	Pleasant Bend.....	.....	f 5.52	.....	7.09	5.51	.....
						2.8						
7.49	12.27	.....	f **5.45**	67	50.7	North Creek.....	.....	f 5.47	.....	7.00	**5.45**	.....
						1.9						
.....	.....	.....	.....	.....	52.6	Wisterman.....	.....	.....	.....	.....	.....	.....
						2.3						
8.00	1.12	.....	s 6.00	67E 70W	54.9	Continental.....	DN.....	s 5.40	.....	6.45	5.22	.....
						N K P Dist 3.4						
8.15	1.32	.....	f 6.08	33	58.3	Dupont.....W	.....	f 5.22	.....	6.07	5.07	.....
						2.5						
8.23	1.55	.....	f 6.15		60.8	Cloverdale.....	6.30A -3.30P	f 5.17	.....	6.01	5.01	.....
						3.0						
.....	.....	.....	.....	.....	63.8	Muntanna.....	.....	.....	.....	.....	.....	.....
						2.3						
8.37	2.10	.....	6.27	59	66.1	Douglas.....	.....	5.07	.....	5.48	4.48	.....
						2.7						
8.45	2.35	.....	f 6.35	68	68.8	Ft. Jennings.....	6.50A -3.50P	f 5.02	.....	5.40	4.40	.....
						3.9						
9.00AM	3.00PM	.....	s 6.45PM	.....	72.7	A..Delphos Yard L	DN.....	4.55AM	.....	5.30AM	4.30PM	.....
Daily	Daily		Daily					Daily		Daily	Daily	
43	41		15					16		40	96	

Subdivision 2

WESTWARD							STATION		EASTWARD					
SECOND CLASS	FIRST CLASS				Capacity of Passing Tracks in Cars	Distance from Toledo		Hours Between which Train Order and Block Stations are Open	FIRST CLASS				SECOND CLASS	
43 Fast Freight	15 Passenger Mixed	9 Pagr.	25 Pagr. Mixed	21 Pagr. Mixed					10 Pagr.	16 Pagr. Mixed	22 Pagr. Mixed	26 Pagr. Mixed	40 Through Freight	96 ST 96
Daily	Daily	Daily	Daily	Daily Except Sunday					Daily	Daily	Daily Except Sunday	Daily	Daily	Daily
10.00AM	6.50PM					72.7	L..Delphos Yard.....A	DN		4.45AM			3.15PM	4.10PM
	s 6.57					73.8	Penna. 1.1 Delphos			s 4.40				
10.10	7.00				69	74.7	0.9 Nowlan			4.31			2.55	3.52
10.25	s 7.13				65	81.2	6.5 Venedocia			f 4.22			2.40	3.40
						84.4	3.2 Jonestown							
10.45	s 7.25				80	89.7	5.3 Ohio City	DN		s 4.10			2.20	3.15
10.55	7.39				67	95.8	CN-Erie 6.1 Schumm			3.57			1.45	2.57
11.05	s 7.45				73	99.5	3.7 Willshire.....W	7.00A -4.00P		s 3.47			1.30	2.48
11.12	s 7.55				65	102.7	3.2 Pleasant Mills			3.43			1.15	2.42
11.25	s 8.03				65	108.2	5.5 Decatur	{8.00A-1.00P 2.00P-10.00P		s 3.36			1.00	2.33
11.35	8.20				72	113.1	Penna. 4.9 Peterson			3.28			12.40	2.24
11.45	s 8.30				74	117.8	4.7 Craigville	9.00A -4.00P		s 3.20			12.25	2.18
12.10	s 8.45				77	123.4	5.6 Bluffton.....W	12.01P-4.00A		s 3.10			12.10	2.03
12.25	f 9.00				70	129.4	L E & W Dist. 6.0 Liberty Centre	9.00A -4.00P		3.02			11.35	1.50
12.35	9.10				71	133.4	4.0 Buckeye			2.56			11.20	1.43
12.45	s 9.17				48	137.2	3.8 Warren	8.00A -5.00P		2.50			11.00	1.36
1.23	s 9.35				133	143.9	6.7 Van Buren.....CW	DN		s 2.37			10.35	1.23
1.28	9.40				60	146.5	2.6 Landess			2.30			10.15	1.09
1.40	9.50				61	151.6	5.1 Davis			2.20			9.50	12.57
1.45	s 10.10				26	153.5	C C C & St. L. 1.9 Penna Marion.....W	DN		s 2.10			9.40	12.53
1.55	10.16				62	156.3	C C C & St L 2.8 Kiley.....Y			2.03			9.20	12.48
						159.0	2.7 Roseburgh							
						162.1	3.1 Herbst							
2.15	s 10.27				42	164.2	2.1 Swayzee	9.00A -6.00P		1.53			8.50	12.35
2.19	10.32				70	165.9	1.7 Sims.....W			1.50			8.30	12.32
						169.2	3.3 Sycamore							
2.30	10.43				61	171.9	2.7 Greentown	7.00A -4.00P		s 1.38			8.10	12.17
2.38	10.50				70	175.7	3.8 Vermont			1.30			7.55	12.10
2.50	s 10.57				65	181.1	5.4 Kokomo.....W	DN		s 1.20			7.40	12.02
2.55	11.10				68	182.4	Penna. L E&W 1.3 Shambaugh			1.12			7.20	11.55
3.05	11.19				63	187.0	4.6 Middletons.....W			1.04			7.05	11.48
3.12	11.28				67	190.4	3.4 Russiaville	7.30A -4.30P		s12.56			6.55	11.43
3.20	11.35				70	194.6	4.2 Forest	7.00A -4.00P		12.50			6.35	11.36
3.30	11.42				55	199.0	4.4 Michigantown	6.30A -3.30P		12.42			6.25	11.27
	s 12.05	12.35	6.00	6.30		206.2	7.2 L.....Frankfort.....A		12.22	s12.25	9.15	6.45		
3.45PM	12.10AM	12.37AM	6.01AM	6.35PM		206.7	Penna. 0.5 [C I & L A...Frankfort Yard...L	DN	12.20AM	12.20AM	9.00AM	6.35PM	6.00AM	11.10AM
Daily	Daily	Daily	Daily	Daily Except Sunday					Daily	Daily	Daily Except Sunday	Daily	Daily	Daily
43	15	9	25	21					10	16	22	26	40	96

NOTE—When trains 9 and 10 meet at Frankfort, unless otherwise instructed, No. 9 will use the Allen track.

Capacity of Passing Tracks in Cars	Distance from Toledo	Subdivision 3 — STATIONS	Hours between which Train Order and Block Stations are Open		WESTWARD—First Class			WESTWARD—Second Class					
					9 Passenger			49 C S 7	43 Through Freight	41 Through Freight	47 N S I		
					Daily			Daily	Daily	Daily	Daily		
.....	206.2	Frankfort ..... L (Penna)	.....		12.35AM	.....	.....	.....	.....	.....	.....	.....	.....
		0.5 (C I & L)											
.....	206.7	Frankfort Yards	DN.....		12.37	.....	.....	3.55AM	2.00PM	3.50PM	6.25PM	.....	.....
		3.6											
50	210.3	Jefferson	.....		12.44	.....	.....	4.05	2.10	4.00	6.35	.....	.....
		4.9											
.....	215.2	Fickle	.....		.....	.....	.....	.....	.....	.....	.....	.....	.....
		2.6 (C C C & St L)											
91	217.8	Clark's Hill	DN.....		12.54	.....	.....	4.18	2.30	4.25	6.55	.....	.....
		5.9											
66	223.7	Kirkpatrick	.....		1.01	.....	.....	4.26	2.45	4.35	7.05	.....	.....
		4.8											
81	228.5	Linden	DN.....	s	1.08	.....	.....	4.33	3.00	4.43	7.15	.....	.....
		3.9 (C I & L)											
96	232.4	New Richmond ..... W	8.20A -5.20P		1.14	.....	.....	4.41	3.15	4.53	7.23	.....	.....
		5.3											
66	237.7	Wingate	{8.45A-4.45P 6.30P-2.30A		1.20	.....	.....	4.50	3.30	5.01	7.33	.....	.....
		4.0											
61	241.7	Mellott	8.30A -5.30P		1.25	.....	.....	4.56	3.45	5.10	7.41	.....	.....
		3.0											
73	244.7	Graham	.....		1.30	.....	.....	5.01	3.52	5.22	7.47	.....	.....
		4.4											
88	249.1	Veedersburg ..... W	DN.....	s	1.36	.....	.....	5.09	4.06	5.40	7.55	.....	.....
		3.8 (C C C & St L) (C A & S)											
68	252.9	Mackie	.....		1.41	.....	.....	5.14	4.15	5.53	8.04	.....	.....
		5.6											
60	258.5	Cates	9.00A -4.00P		1.48	.....	.....	5.23	4.30	6.03	8.15	.....	.....
		4.7											
73	263.2	Silverwood	.....		1.54	.....	.....	5.30	4.45	6.13	8.25	.....	.....
		3.3											
87	266.5	Cayuga ..... YCW	DN.....	s	1.59	.....	.....	5.40	5.15	6.35	8.40	.....	.....
		5.4 (C & E I)											
70	271.9	Humrick ..... Y	7.00A -4.00P		2.06	.....	.....	5.54	5.35	7.00	8.57	.....	.....
		5.9 (C M St P & P)											
77	277.8	Ridge Farm	DN.....		2.13	.....	.....	6.04	5.55	7.15	9.07	.....	.....
		4.7 (C C C & St L)											
80	282.5	Mortimer ..... W	.....		2.21	.....	.....	6.12	6.10	7.30	9.15	.....	.....
		6.0											
80	288.5	Metcalf	7.30A -4.30P		2.28	.....	.....	6.20	6.25	7.43	9.25	.....	.....
		3.9 (B & O)											
77	292.4	Melwood	.....		2.33	.....	.....	6.26	6.35	7.51	9.35	.....	.....
		4.9 (K & S)											
82	297.3	Brocton ..... W	{8.00A-4.00P 6.30P-2.30A		2.39	.....	.....	6.33	6.50	8.01	10.07	.....	.....
		6.3											
61	303.6	Oakland	8.00A -5.00P		2.46	.....	.....	6.48	7.05	8.15	10.20	.....	.....
		5.5 (Penna.)											
107	309.1	Rardin	.....		2.53	.....	.....	7.03	7.20	8.27	10.28	.....	.....
		2.2											
.....	311.3	Bushton	7.30A -4.30P		.....	.....	.....	.....	.....	.....	.....	.....	.....
		2.1											
71	313.4	Fair Grange	.....		3.00	.....	.....	7.13	7.30	8.40	10.35	.....	.....
		4.8											
.....	318.2	Charleston Yard	DN.....		3.07	.....	.....	7.25AM	8.00PM	9.00PM	10.45PM	.....	.....
		0.9 (C C C & St L)											
.....	319.0	Charleston ..... A	DN.....	s	3.10AM	.....	.....	.....	.....	.....	.....	.....	.....
					Daily			Daily	Daily	Daily	Daily		
					9			49	43	41	47		

NOTE—When trains 9 and 10 meet at Frankfort, unless otherwise instructed, No. 9 will use the Allen track.

Capacity of Passing Tracks in Cars	Distance from Toledo	Subdivision 3 — STATIONS	Hours between which Train Order and Block Stations are Open	EASTWARD—First Class			EASTWARD—Second Class					
				10			96	48	42	98	90	
				Passenger			ST 96	Through Freight	Through Freight	MB 98	KC 44	
				Daily			Daily	Daily	Daily	Daily	Daily	
.....	319.0	Charleston L	DN	9.35PM	.....	.....	.....	.....	.....	.....	.....	.....
		C C C & St L 0.8										
.....	318.2	Charleston Yard	DN.....	9.38	.....	.....	6.20AM	7.30AM	11.45AM	3.00PM	11.30PM	.....
		4.8										
71	313.4	Fair Grange.....	.....	9.44	.....	.....	6.30	7.45	12.01	3.10	11.45	.....
		2.1										
.....	311.3	Bushton.....	7.30A -4.30P	.....	.....	.....	.....	.....	.....	.....	.....	.....
		2.2										
107	309.1	Rardin.....	.....	9.49	.....	.....	6.37	7.55	12.10	3.17	11.52	.....
		Penna 5.5										
61	303.6	Oakland.....	8.00A -5.00P	9.57	.....	.....	6.48	8.10	12.22	3.25	12.02	.....
		6.3										
82	297.3	Brocton..... W	{8.00A-4.00P {6.30P-2.30A	10.07	.....	.....	7.00	8.25	12.35	3.35	12.15	.....
		K & S 4.9										
77	292.4	Melwood.....	.....	10.14	.....	.....	7.08	8.35	12.45	3.43	12.25	.....
		B & O 3.9										
80	288.5	Metcalf.....	7.30A -4.30P	10.19	.....	.....	7.15	8.45	12.53	3.50	12.30	.....
		6.0										
80	282.5	Mortimer..... W	.....	10.26	.....	.....	7.25	9.00	1.03	4.00	12.38	.....
		C C C & St L 4.7										
77	277.8	Ridge Farm.....	DN.....	10.32	.....	.....	7.33	9.15	1.15	4.08	12.45	.....
		C M St P & P 5.9										
70	271.9	Humrick..... Y	7.00A -4.00P	10.39	.....	.....	7.45	9.40	1.27	4.17	12.55	.....
		5.4										
87	266.5	Cayuga..... YCW	DN.....	s 10.49	.....	.....	8.05	10.15	1.45	4.37	1.15	.....
		C & E I 3.3										
73	263.2	Silverwood.....	.....	10.54	.....	.....	8.13	10.25	1.55	4.45	1.22	.....
		4.7										
60	258.5	Cates.....	9.00A -4.00P	11.00	.....	.....	8.23	10.55	2.05	4.55	1.48	.....
		5.6										
68	252.9	Mackie.....	.....	11.07	.....	.....	8.35	11 10	2.15	5.05	2.00	.....
		C C C & St L 3.8 C A & S										
88	249.1	Veedersburg..... W	DN.....	s 11.13	.....	.....	8.43	11.30	2.24	5.13	2.08	.....
		4.4										
73	244.7	Graham.....	.....	11.20	.....	.....	8.52	11.50	2.39	5.22	2.20	.....
		3.0										
61	241.7	Mellott.....	8.30A -5.30P	11.25	.....	.....	8.59	12.01	2.47	5.29	2.25	.....
		4.0										
66	237.7	Wingate.....	{8.45A-4.45P {6.30P-2.30A	11.30	.....	.....	9.06	12.15	3.00	5.37	2.33	.....
		5.3										
96	232.4	New Richmond..... W	8.20A -5.20P	11.36	.....	.....	9.15	12.35	3.15	5.46	2.45	.....
		C I & L 3.9										
81	228.5	Linden.....	DN.....	s 11.41	.....	.....	9.25	12.50	3.35	5.54	2.55	.....
		4.8										
66	223.7	Kirkpatrick.....	.....	11.48	.....	.....	9.36	1.05	3.55	6.04	3.05	.....
		5.9										
91	217.8	Clark's Hill.....	DN.....	11.56	.....	.....	9.48	1.20	4.25	6.14	3.20	.....
		C C C & St L 2.6										
.....	215.2	Fickle.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
		4.9										
50	210.3	Jefferson.....	.....	12.05	.....	.....	10.03	1.35	4.45	6.35	3.35	.....
		3.6										
.....	206.7	Frankfort Yards.....	DN	12.20	.....	.....	10.20AM	1.45PM	5.00PM	6.45PM	3.50AM	.....
		Penna 0.5 C I & L										
	206.2	Frankfort ..... A	.....	12.22AM	.....	.....	.....	.....	.....	.....	.....	.....
				Daily			Daily	Daily	Daily	Daily	Daily	
				10			96	48	42	98	90	

NOTE—When trains 9 and 10 meet at Frankfort, unless otherwise instructed No. 9 will use the Allen Track.

Capacity of Passing Tracks in Cars	Distance from Toledo	Subdivision 4 — STATIONS	Hours between which train Order and Block Stations are Open	WESTWARD—First Class			WESTWARD—Second Class					
				9 Passenger	11 Passenger Mixed		43 Through Freight	49 CS 7	45 Through Freight	41 Through Freight	47 NS 1	
				Daily	Daily Except Sunday		Daily	Daily	Daily	Daily	Daily	
.....	318.2	Charleston Yard.....L	DN.....	3.07AM	.....	.....	1.30AM	7.40AM	4.00PM	9.50PM	11.15PM	
		CCC&StL 0.8										
.....	319.0	Charleston.....	DN.....	3.15	5.50AM	.....	.....	.....	.....	.....	.....	.....
		0.9										
67	319.9	Ross.....	.....	3.17	**5.55**	.....	1.35	7.45	4.05	9.55	11.20	.....
		7.6										
58	327.5	Lerna.....	DN.....	**3.32**	s 6.08	.....	2.00	8.02	4.30	**10.30**	11.40	.....
		IC 4.6										
58	332.1	Trilla.....	.....	3.38	f 6.17	.....	2.10	8.10	4.42	10.45	11.50	.....
		6.5										
67	338.6	Neoga.....	DN.....	3.46	s 6.31	.....	2.30	8.20	5.05	11.00	12.00	.....
		IC 3.8										
.....	342.4	Trowbridge.....	.....	.....	f 6.39	.....	.....	.....	.....	.....	.....	.....
		2.4										
58	344.8	Kingman.....W	.....	3.55	f 6.44	.....	**2.45**	8.30	5.20	11.15	12.12	.....
		Wabash 4.6										
55	349.4	Stewardson.....	6.30A –3.30P	4.02	s 6.54	.....	3.00	8.38	5.34	11.25	12.22	.....
		5.7										
67	355.1	Mode.....Y	DN.....	4.10	s 7.06	.....	3.12	8.46	5.50	11.40	12.35	.....
		C&EI 2.2										
.....	357.3	Fancher.....	.....	.....	f 7.11	.....	.....	.....	.....	.....	.....	.....
		0.7										
72	358.1	Milne.....	.....	4.15	7.13	.....	3.20	8.51	5.55	11.50	12.40	.....
		B&O 4.7										
53	362.7	Cowden.....W	7.00A –4.00P	4.24	s 7.23	.....	3.30	9.01	**6.17**	12.00	12.50	.....
		7.1										
80	369.8	Herrick.....	7.00A –4.00P	**4.34**	s 7.38	.....	3.45	9.14	6.35	12.15	1.05	.....
		4.8										
58	374.6	Dressor.....	.....	4.41	f 7.47	.....	3.55	**9.22**	6.45	12.23	**1.13**	.....
		4.0										
83E 69W	378.6	Ramsey.....CW	DN.....	s 4.48	s 8.00	.....	**4.07**	9.40	7.15	**12.40**	1.30	.....
		IC 3.9										
59	382.5	Bayle.....	.....	4.55	f 8.08	.....	4.30	9.45	{7.35[44] 8.01[10]	12.47	1.39	.....
		2.5										
56	385.0	Bingham.....	.....	4.59	f 8.13	.....	4.40	9.50	8.11	12.52	1.44	.....
		3.5										
.....	388.5	Fillmore.....	.....	.....	s 8.20	.....	.....	.....	.....	.....	.....	.....
		3.1										
87	391.6	New Harvey.....	.....	5.07	**8.25**	.....	4.55	9.58	8.30	1.05	1.56	.....
		3.2										
59	394.8	Coffeen.....	8.00A –12M	**5.14**	s 8.35	.....	**5.14**	10.03	8.45	1.10	2.01	.....
		5.9										
59	400.7	Donnellson.....	8.00A –5.00P	5.22	s 8.47	.....	5.45	10.13	9.00	1.22	2.15	.....
		2.9										
.....	403.6	Panama.....	.....	.....	s 8.53	.....	.....	.....	.....	.....	.....	.....
		C&Q 3.2										
79	406.8	Sorento.....W	DN.....	s 5.32	s 9.00	.....	6.00	10.23	9.20	1.35	2.30	.....
		5.8										
76	412.6	New Douglas.....	.....	5.44	s 9.12	.....	6.20	10.32	9.36	1.50	2.42	.....
		IC 6.2										
69	418.8	Alhambra.....	DN.....	5.54	s 9.25	.....	6.40	10.41	9.51	2.05	**2.54**	.....
		3.2										
.....	422.0	Kaufman.....	.....	.....	f 9.32	.....	.....	.....	.....	.....	.....	.....
		5.2										
41	427.2	Fruit.....	.....	6.06	f 9.43	.....	**7.00**	10.54	10.07	2.20	3.08	.....
		4.9										
84	432.1	Edwardsville.....W	DN.....	s 6.13	s 9.53	.....	7.20	**11.05**	**10.25**	**2.30**	3.20	.....
		ITC 4.5										
.....	436.6	Glen Carbon.....	.....	.....	f 10.02	.....	.....	.....	.....	.....	.....	.....
		IC 1.2										
59	437.8	Peters.....	.....	**6.25**	f 10.04	.....	7.35	11.20	10.40	2.45	3.35	.....
		3.5										
59	441.3	Stallings.....	.....	6.30	10.11	.....	7.45	11.28	10.47	2.55	3.42	.....
		A&S 5.2										
.....	446.5	Madison.....	DN.....	6.42	s 10.23	.....	8.00AM	11.50AM	11.00PM	3.20AM	4.00AM	.....
		0.2										
.....	446.7	M. B. Connection.....	.....	6.44	10.24	.....	.....	.....	.....	.....	.....	.....
		MB-Sou 2.8 IC-Wab										
.....	449.5	Bridge Junction.....	.....	.....	10.32	.....	.....	.....	.....	.....	.....	.....
		ITC,C&A, Sou 0.6 TRRAss'n										
.....	450.1	E. St. Louis Front St. Sta. A	.....	.....	10.37AM	.....	.....	.....	.....	.....	.....	.....
.....	454.9	St. Louis, Union Station A	.....	7.15AM	.....	.....	.....	.....	.....	.....	.....	.....
				Daily	Daily Except Sunday		Daily	Daily	Daily	Daily	Daily	
				9	11		43	49	45	41	47	

Capacity of Passing Tracks in Cars	Distance from Toledo	Subdivision 4 — STATIONS	Hours between which Train Order and Block Stations are Open		EASTWARD—First Class			EASTWARD—Second Class					
					12 Passenger Mixed	10 Passenger		96 ST 96	42 Through Freight	98 MB 98	90 KC 44	48 Through Freight	
					Daily Except Sunday	Daily		Daily	Daily	Daily	Daily	Daily	
.....	454.9	St. Louis, Union Station L	.....		.....	6.10PM	.....	.....	.....	.....	.....	.....	.....
.....	450.1	E. St. Louis Front St. Sta.	.....		2.53PM	.....	.....	.....	.....	.....	.....	.....	.....
		I T C, C & A, Sou 0.6 T R R Ass'n											
.....	449.5	Bridge Junction L	.....		2.56	.....	.....	.....	.....	.....	.....	.....	.....
		M B - Sou 2.8 I C Wab.											
.....	446.7	M-B Connection	.....		.....	6.35	.....	.....	.....	.....	.....	.....	.....
		0.2											
.....	446.5	Madison	DN.....	s	3.10	6.36	.....	2.00AM	6.00AM	10.30AM	5.00PM	9.30PM	.....
		A & S 5.2											
59	441.3	Stallings.....	.....		3.22	6.43	.....	2.10	6.10	10.40	5.10	9 45	.....
		3.5											
59	437.8	Peters.....	.....	f	3.31	6.47	.....	2.16	**6.25**	10.46	5.18	9.55	.....
		I C 1.2											
.....	436.6	Glen Carbon.....	.....	f	3.33	.....	.....	.....	.....	.....	.....	.....	.....
		I T C 4.5											
84	432.1	Edwardsville.....W	DN.....	s	3.43	s 6.51	.....	**2.30**	6.45	**11.05**	5.38	**10.25**	.....
		4.9											
41	427.2	Fruit.....	.....	f	3.55	7.04	.....	2.38	**7.00**	11.13	5.47	10.45	.....
		5.2											
.....	422.0	Kaufman.....	.....	f	4.06	.....	.....	.....	.....	.....	.....	.....	.....
		3.2											
69	418.8	Alhambra.....	DN.....	s	4.13	7.14	.....	**2.54**	7.15	11.26	6.06	11.05	.....
		I C 6.2											
76	412.6	New Douglas.....	.....	s	4.26	7.21	.....	3.03	7.28	11.35	6.20	11.20	.....
		5.9											
79	406.8	Sorento.....W	DN.....	s	4.36	7.29	.....	3.12	7.40	11.45	6.36	11.35	.....
		C B & Q 3.2											
.....	403.6	Panama.....	.....	s	4.45	.....	.....	.....	.....	.....	.....	.....	.....
		2.9											
59	400.7	Donnellson.....	8.00A -5.00P	s	4.55	7.37	.....	3.22	7.55	11.57	6.52	11.50	.....
		5.9											
59	394.8	Coffeen.....	8.00A -12M	s	5.08	7.44	.....	3.32	8.08	12.07	7.05	12.05	.....
		3.2											
87	391.6	New Harvey.....	.....		5.17	7.49	.....	3.37	**8.25**	12.12	7.10	12.10	.....
		3.1											
.....	388.5	Fillmore.....	.....	s	5.22	.....	.....	.....	.....	.....	.....	.....	.....
		3.5											
56	385.0	Bingham.....	.....	f	5.29	7.57	.....	3.47	8.35	12.25	7.30	12.20	.....
		2.5											
59	382.5	Bayle.....	.....	f	5.34	**8.01**	.....	3.52	8.40	12.30	**7.35**	12.25	.....
		I C 3.9											
83E 69W	378.6	Ramsey.....CW	DN.....	s	5.43	**8.06**	.....	**4.07**	9.00	12.45	**8.05**	**12.40**	.....
		4.0											
58	374.6	Dressor.....	.....	f	5.52	8.12	.....	4.15	**9.22**	12.55	8.25	**1.13**	.....
		4.8											
80	369.8	Herrick.....	7.00A -4.00P	s	6.02	8.18	.....	**4.34**	9.35	1.03	8.37	1.30	.....
		7.1											
53	362.7	Cowden.....W	7.00A -4.00P	s	**6.17**	8.27	.....	4.46	9.50	1.16	8.50	1.50	.....
		B & O 4.7											
72	358.1	Milne.....	.....		6.28	8.34	.....	4.55	10.01	1.26	9.03	2.00	.....
		0.7											
.....	357.3	Fancher.....	.....	f	6.30	.....	.....	.....	.....	.....	.....	.....	.....
		C & E I 2.2											
67	355.1	Mode.....Y	DN.....	f	6.35	8.38	.....	4.59	10.06	1.31	9.10	2.10	.....
		5.7											
55	349.4	Stewardson.....	6.30A -3.30P	s	6.47	8.46	.....	5.07	10.20	1.41	9.25	2.25	.....
		Wabash 4.6											
58	344.8	Kingman.....W	.....	f	6.56	8.52	.....	5.15	10.30	1.49	9.35	**2.45**	.....
		2.4											
.....	342.4	Trowbridge.....	.....	f	7.01	.....	.....	.....	.....	.....	.....	.....	.....
		I C 3.8											
67	338.6	Neoga.....	DN.....	f	7.12	9.00	.....	5.24	10.45	2.00	10.00	3.00	.....
		6.5											
58	332.1	Trilla.....	.....	f	7.27	9.07	.....	5.32	10.58	2.10	10.15	3.12	.....
		I C 4.6											
58	327.5	Lerna.....	DN.....	f	7.39	9.14	.....	5.39	11.10	2 20	**10.30**	**3.32**	.....
		7.6											
67	319.9	Ross.....	.....		7.52	9.25	.....	**5.55**	11.25	2.35	10.45	3.50	.....
		0.9											
.....	319.0	Charleston.....	DN.....	s	8.00PM	s 9.35	.....	.....	.....	.....	.....	.....	.....
		C C C St. L 0.8											
.....	318.2	Charleston Yard.....A	DN		.....	9.38PM	.....	6.00AM	11.30AM	2 45PM	11.00PM	4.00AM	.....
					Daily Except Sunday	Daily		Daily	Daily	Daily	Daily	Daily	
					12	10		96	42	98	90	48	

TONNAGE RATING

Class G-7, G-8, G-9, G-10a and G-44

Number of Cars	MADISON TO DONNELLSON CAYUGA TO WINGATE				DONNELLSON TO NEOGA				NEOGA TO LERNA				Number of Cars
Class	A	B	C	D	A	B	C	D	A	B	C	D	Class
100													100
95													95
90					2140	1920	1755	1560	2015	1810	1660		90
85					2190	1965	1795	1600	2050	1840	1685		85
80					2240	2010	1835	1635	2085	1880	1710		80
75					2290	2055	1875	1670	2120	1910	1735	1550	75
70	1810	1585	1435	1235	2340	2100	1915	1710	2155	1940	1765	1575	70
65	1835	1610	1460	1260	2390	2145	1960	1745	2190	1970	1795	1600	65
60	1860	1635	1485	1285	2440	2190	2000	1780	2225	2000	1825	1625	60
55	1885	1660	1510	1310	2490	2235	2040	1820	2260	2030	1850	1650	55
50	1915	1690	1540	1340	2540	2280	2080	1855	2295	2065	1880	1675	50
45	1950	1725	1575	1375	2590	2325	2120	1890	2330	2095	1910	1700	45
40	1970	1745	1595	1395	2640	2370	2165	1925	2365	2125	1935	1725	40
35	2000	1775	1625	1425		2415	2205	1960	2400	2160	1965	1750	35
30								2000		2190	1995	1775	30

Number of Cars	LERNA TO CHARLESTON				CHARLESTON TO SORENTO				SORENTO TO MADISON				Number of Cars
Class	A	B	C	D	A	B	C	D	A	B	C	D	Class
100													100
95													95
90	2165	1950	1780						2015	1810	1640		90
85	2230	2010	1830						2065	1855	1695		85
80	2300	2070	1885	1680					2120	1905	1740		80
75	2365	2130	1940	1725					2170	1950	1785	1590	75
70	2430	2185	1990	1775	1525	1300	1150	950	2225	2000	1830	1630	70
65	2495	2245	2045	1820	1565	1340	1190	990	2275	2045	1875	1670	65
60	2565	2305	2100	1870	1605	1380	1230	1030	2335	2095	1915	1710	60
55	2630	2365	2155	1920	1645	1420	1270	1070	2385	2140	1960	1745	55
50	2700	2430	2210	1970	1685	1460	1310	1110	2440	2190	2005	1785	50
45	2765	2485	2265	2020	1725	1500	1350	1150	2490	2240	2050	1825	45
40	2830	2545	2320	2065	1765	1540	1390	1190	2545	2290	2090	1860	40
35			2375	2115	1805	1580	1430	1230					35
30													30

Number of Cars	CHARLESTON TO CAYUGA				WINGATE TO FRANKFORT				FRANKFORT TO VEEDERSBURG				Number of Cars
Class	A	B	C	D	A	B	C	D	A	B	C	D	Class
100					3220	2900	2640	2350	2600	2340	2130		100
95					3290	2965	2695	2400	2650	2385	2170	1935	95
90	2630	2370	2150	1920	3360	3025	2755	2450	2700	2430	2210	1970	90
85	2715	2445	2220	1980	3430	3090	2810	2500	2750	2475	2250	2010	85
80	2800	2525	2295	2045	3500	3150	2870	2555	2800	2520	2290	2045	80
75	2890	2600	2365	2105	3570	3215	2925	2605	2850	2565	2335	2080	75
70	2975	2680	2440	2170	3640	3275	2985	2655	2900	2610	2375	2120	70
65	3060	2755	2510	2230	3710	3340	3040	2705	2950	2655	2415	2155	65
60	3145	2835	2585	2295	3780	3400	3100	2755	3000	2700	2455	2190	60
55	3230	2910	2655	2355	3850	3470	3160	2810	3050	2745	2495	2230	55
50	3320	2990	2730	2425		3530	3215	2860	3100	2790	2535	2265	50
45	3410	3070	2800	2490			3275	2910	3150	2840	2580	2300	45
40		3145	2875	2550				2960			2620	2335	40
35													35
30													30

TONNAGE RATING—Continued

Number of Cars	VEEDERSBURG TO CHARLESTON				FRANKFORT TO DELPHOS				DELPHOS TO MARION				Number of Cars
Class	A	B	C	D	A	B	C	D	A	B	C	D	Class
100													100
95													95
90	1970	1765	1615	1430					2345	2110	1920	1720	90
85	1995	1790	1635	1450					2385	2145	1950	1745	85
80	2020	1815	1655	1470	2085	1875	1710		2425	2180	1980	1770	80
75	2045	1835	1675	1490	2170	1950	1780	1585	2465	2215	2010	1795	75
70	2070	1860	1695	1510	2255	2030	1850	1650	2500	2250	2045	1825	70
65	2095	1880	1715	1530	2340	2100	1920	1710	2540	2285	2075	1850	65
60	2120	1905	1735	1550	2425	2180	1990	1770	2575	2320	2110	1880	60
55	2145	1925	1760	1565	2510	2260	2060	1830	2615	2355	2140	1905	55
50	2170	1950	1780	1580	2600	2340	2130	1895	2650	2390	2175	1935	50
45	2195	1970	1800	1600	2685	2415	2200	1960	2690	2425	2205	1960	45
40	2220	1995	1820	1620	2770	2490	2270	2020	2725	2460	2240	1990	40
35	2245	2015	1840	1640			2340	2080			2270	2015	35
30		2040	1860	1655				2140					30

Number of Cars	MARION TO KILEY				KILEY TO FRANKFORT				DELPHOS TO TOLEDO HOLGATE TO DELPHOS				Number of Cars
Class	A	B	C	D	A	B	C	D	A	B	C	D	Class
100													100
95													95
90	1890	1690	1550	1380	2520	2270	2070	1840	2700	2430	2210	1970	90
85	1925	1725	1580	1410	2595	2335	2130	1895	2750	2475	2250	2005	85
80	1960	1760	1610	1440	2670	2405	2190	1950	2800	2515	2290	2045	80
75	1995	1795	1640	1460	2745	2470	2250	2005	2850	2560	2330	2080	75
70	2035	1825	1670	1480	2820	2540	2315	2060	2900	2605	2370	2115	70
65	2070	1860	1700	1505	2895	2605	2375	2115	2950	2650	2415	2155	65
60	2110	1890	1730	1535	2970	2675	2435	2165	3000	2695	2455	2190	60
55	2145	1925	1760	1565	3045	2740	2495	2220	3050	2740	2495	2225	55
50	2185	1960	1790	1595	3120	2810	2560	2280	3100	2785	2535	2265	50
45	2220	1995	1820	1620	3195	2875	2620	2335	3150	2830	2575	2300	45
40	2260	2025	1850	1645			2680	2390		2875	2615	2335	40
35	2295	2060	1880	1670								2375	35
30			1910	1695									30

Number of Cars	TOLEDO TO HOLGATE			
Class	A	B	C	D
100				
95				
90	2540	2285	2080	1855
85	2570	2310	2105	1875
80	2600	2340	2130	1900
75	2630	2365	2155	1920
70	2660	2395	2180	1940
65	2690	2420	2205	1965
60	2720	2450	2230	1985
55	2750	2475	2255	2005
50	2780	2505	2280	2030
45	2810	2530	2305	2050
40		2560	2330	2075
35			2355	2095
30				2115

Class A Rate. Temperature above 32° F.
Class B Rate. Temperature between zero and 32° F.
Class C Rate. Temperature between zero and 32° F, and strong head or side wind or below zero and not much wind.

Class D Rate. Temperature below zero and strong head or side wind.

This rating should be adhered to as closely as possible. Authority to increase or reduce tonnage for any reason must be secured from chief dispatcher. Rating may be increased, when grade and other conditions permit as follows:

Lerna to Mode	— 700 tons over the Charleston to Sorento rate.
Cowden to Donnellson	— 400 tons over the Charleston to Sorento rate.
Edwardsville to Madison	— 500 tons over the Sorento to Madison rate.
Edwardsville to Alhambra	— 850 tons over the Madison to Donnellson rate.
Mortimer to Charleston	— 650 tons over the Veedersburg to Charleston rate.
Ohio City to Delphos	—1000 tons over the Frankfort to Delphos rate.
Holgate to Toledo	— 600 tons over the Delphos to Toledo rate.

Westbound freight trains which do not stop at Humrick will handle 150 tons more than Veedersburg to Charleston rate.

Helper Engine to be used from Cayuga to Humrick.

RATING FOR OTHER CLASSES OF ENGINES

ENGINES H-6

Between Frankfort and Madison	— 146 Per Cent.

ENGINES H-5

Between Frankfort and Madison	— 130 Per Cent.

ENGINES G-6-V

Delphos to Toledo	— 114 Per Cent.
Toledo to Delphos	— 106 Per Cent.

ENGINES G-16-W

Delphos to Toledo	— 120 Per Cent.
Toledo to Delphos	— 112 Per Cent.

SPECIAL INSTRUCTIONS

CLOVER LEAF DISTRICT

EASTWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN THE OPPOSITE DIRECTION. THIS INCLUDES EXTRA TRAINS.

REGULATIONS IN YARDS

1. GENERAL.

(a) Yard Limits, Toledo, Delphos, Ohio City, Bluffton, Marion, Kokomo, Frankfort, Cayuga, Charleston and Madison will extend to yard limit boards in each direction.

2. TOLEDO YARD.

(a) The class of engines permitted to operate over bridges 1-A and 1-B must not exceed a speed of 15 miles per hour.

(b) Class B engines only will be permitted to operate on following tracks account curvature of track—Gas House, International Harvester and Holst Sand Track.

3. DELPHOS YARD.

Class B engines only will be permitted to operate over following tracks account curvature of track—Paper Mill and Ricker Bros. Track.

4. MARION YARD.

(a) Trains must reduce speed to fifteen miles per hour within limits of joint track interlocker Mississinewa River bridge.

(b) All trains will approach Crossover C. C. C. & St. L. freight house yard, expecting to find trains or engines using crossover.

5. KOKOMO YARD.

When passing siding Shambaugh is blocked with cars, switch to old foundry must be kept lined for old foundry track, same to act as derail.

6. FRANKFORT YARD.

(a) Clover Leaf District main track is the designated main track between Pennsylvania Crossing and west switch of yard.

(b) All L. E. & W. and Clover Leaf District trains and engines will approach and pass thru Frankfort yard prepared to stop short of any obstruction, regardless of track they may be using. Rule 93-A, first paragraph, is modified accordingly.

(c) Unless otherwise instructed, L. E. & W. and Clover Leaf District eastbound freight trains entering Frankfort yard will call Yardmaster's office on telephone located in telephone booth at west end of yard and receive instructions as to track to pull in on unless switches are lined and proceed signal given by yard man on ground.

(d) L. E. & W. and Clover Leaf District westbound freight trains entering Frankfort yard will receive instructions from target man at Pennsylvania crossing as to track to pull in on.

7. CHARLESTON YARD.

The time shown for first class trains applies at yard office.

8. MADISON YARD.

Yard limits extend to and include East St. Louis yard.

9. GENERAL INSTRUCTIONS.

(a) Train and engine-men operating over joint Wabash and Nickel-Plate tracks between Walbridge and Wanick Junctions will be governed by joint instructions for the operation of trains under Centralized Control System Rules Book Form 1764 and must provide themselves with copy of same.

(b) At Gould—Train order signal indications will be disregarded by Nickel Plate crews.

(c) Train and engine men operating on the Toledo Terminal tracks, at Toledo, Ohio, must provide themselves with a copy of the current Toledo Terminal time table and will be governed by their rules and instructions while upon their tracks.

(d) At Continental, in making delivery of cars to Nickel Plate District, protection must be sent ahead to see that the track is clear before proceeding.

(e) Train and engine men operating on the Terminal Railroad Association tracks, St. Louis, must provide themselves with a copy of the current St. Louis Terminal time table and will be governed by their rules and instructions while upon their tracks.

(f) When operation of a derrick car, rail unloader, steam shovel, ditcher or similar equipment will obstruct tracks other than the one it occupies, the tracks so obstructed will be protected in both directions by a flagman and the foreman, or other person in charge, will wait for advice that such protection has been furnished before starting to work.

(g) Derrick cars, steam shovels, and similar PIVOTED machinery, when handled in trains on their own wheels, or loaded on cars, either with or without boom in place, must have the ROTATING PORTION substantially anchored by two anchors at the front and two anchors at the rear (Similar to wrecking cranes) to prevent any part of the rotating apparatus turning or swinging. (This does not apply to machines where the rotating apparatus cannot be turned to project outside of the side lines of the machine or car on which loaded.) When boom is connected, it must be placed in it's lowest position and the anchors at that end must secure the boom to the machine or to the car on which machine is loaded. The minimum section of each anchor must be equivalent to a wrought iron rod 1¼ inches in diameter. In addition to anchors, pivoted machinery equipped with jacks to take care of vertical motion must have the jacks screwed tight; in the absence of jacks, blocking must be used for this purpose. (Mechanical Division Rule 306—A. R. A.)

Such pivoted machines owned by this company and all pivoted machines moving on their own wheels, including company owned machines and those moving commercially, must not be handled in any train other than local freight trains (where we have local freight trains operating in direction in which such machines are to be moved; where we have none, they will be handled in pickup or switch runs) or branch line mixed trains or in special trains operated for the purpose of handling wreck or work equipment, and at a speed of not exceeding 30 miles per hour, and conforming with lesser speed where speed restrictions require.

Such pivoted machines must be handled on rear of trains named and not more than five cars ahead of caboose; except the position may be changed to conform with needs in wreck or work service.

In actual use at wrecks, or company's work, or making short yard or switch movements, the entire crew will be held responsible to know before moving that all derrick or crane booms, pile driver rigging, etc., are sufficiently lowered to prevent striking overhead wires, and for lack of judgment in not knowing that boom is properly secured to prevent pivoted and vertical motions.

Commercial shipments consisting of cranes or other pivoted machinery, when loaded on cars, may be handled in any freight train without special speed restriction except that speed must not exceed 30 miles per hour on curves.

(h) Cranes loaded on cars, or moving on their own wheels, must have the heavy machinery end of crane toward the engine or head end of train.

(i) Maximum weight limit of cars—between Toledo and Frankfort, 172,000 lbs., Frankfort and East St. Louis 210,000 lbs.

10. STANDARD CLOCKS, LOCATION.

M. C. Junction	Yard Office.
Delphos	Yard Office.
Marion	Passenger Station.
Frankfort	Passenger Station.
Frankfort	Dispatcher's Office.
Frankfort	Yard Office.
Cayuga	Telegraph Office.
Charleston	Yard Office.
Charleston	Passenger Station
Sorento	Telegraph Office.
Madison	Telegraph Office.
St. Louis	Union Station Telegraph Office.

11. BULLETIN BOARDS, LOCATION.

M. C. Junction	Engine House Office.
M. C. Junction	Yard Office.
Delphos	Engine House Office.
Delphos	Yard Office.
Frankfort	Passenger Station.
Frankfort	Engine House Office.
Frankfort	Yard Office.
Charleston	Engine House Office.
Charleston	Yard Office.
Madison	Engine House Office.
Madison	Telegraph Office.

12. TRAIN REGISTER BOOKS, LOCATION.

M. C. Junction	Yard Office.
Delphos	Yard Office.
Frankfort	Passenger station (For first class trains)
Frankfort	Yard Office.
Charleston	Yard Office.
Charleston	Tower (For first class trains).
Madison	Telegraph Office.
Bridge Junction	For westward first class trains.

13. REGISTERING AND CLEARING OF TRAINS.

(a) **First Class Trains.**

WESTWARD. Register and receive train orders or clearance card at M. C. Junction, Delphos Yard. Register Frankfort Passenger station—receive train orders or clearance card Frankfort Dispatcher's office.

Leave register slip at Frankfort yard office, Charleston Yard Office, Madison Telegraph office.

Register and Receive train orders or clearance card at Charleston Tower.

Receive clearance card from operator in Illinois Central Station, Madison, before entering upon Merchant's Bridge Terminal track.

Register St. Louis Union Station.

Register Bridge Junction.

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

EASTWARD. Register and receive train orders or clearance card at St. Louis Union Station, Madison Telegraph Office, Charleston Tower.

Register at Charleston Yard Office, Frankfort Yard Office and Passenger Station.

Receive train orders or clearance card Frankfort Dispatcher's Office.

Register and receive train orders or clearance card at Delphos Yard.

Register at M. C. Junction.

Conductors arriving Charleston Station on train No. 12 must immediately call the operator at Charleston Yard Office by telephone, furnishing him with the necessary information that will enable him to make proper entry in the train register at the yard office.

Train No. 15, leaving Toledo Erie Street Station, will not receive clearance card and Train No. 12, leaving E. St. Louis Front Street Station will not receive clearance card. Rule 83-A is modified accordingly.

At registering stations, where trains are scheduled not to stop, conductors will throw off register slip to the operator who will register the train according to the slip, except as provided for in rule 234-11.

(b) **Second class and inferior trains.**

Register and receive train orders or clearance card at M. C. Junction, Delphos Yard, Frankfort Yard, Charleston Yard, Madison Telegraph Office.

Receive clearance card from operator at Illinois Central Passenger Station, Madison, before entering upon Merchant's Bridge Terminal track.

14. SPEED RESTRICTIONS.

Location and Conditions	Passenger Trains	Freight Trains
Toledo to Frankfort	50	40
Frankfort to East St. Louis	55	40
(Mixed trains be governed by speed restrictions for freight trains).		
Around curve at Mile Pole 12-15	30	30
Around curves both ends Bridge 25-A	25	25
Over Bridge 60-A	20	20
Class G-6-V and G-16-W engines over Bridge 60-A	10	10
(If one of these engines are doubleheaded with any engine, stop must be made and the lead engine cut off and run over bridge light.)		
Around curve Delphos Depot	8	8
" curve Jonestown	20	20
" curves Bluffton and over L. E. & W. district crossing	15	15
Over Bridge 138-B	20	20
Between Mile Poles 150 and 153	35	35
" Mile Poles 155 and 155-20	20	20
" West Passing track switch and Hansel Coal Co. switch, Kokomo	15	15
Between Milner packing House and Frankfort Station, westward trains	15	15
Over Big Four Crossing, Clarkshill	30	30
Between Mile Poles 247-15 and 251	45	35
Over C. A. & S. Crossing, Veedersburg	10	10
Between Mile Poles 260 and 261	35	35
" Mile Poles 267 and 271-30	35	35
Over B. & O. Crossing, Metcalf	20	20
" K. & S. Crossing, Brocton	10	10
" P. R. R. Crossing, Oakland	25	25
Between Mile Poles 318-20 and 323	50	
" Mile Poles 338-26 and 338-35	45	35
Over Wabash Crossing, Stewardson	20	20
" Bridge 356-14	50	35
" Bridge 360-86	35	35
" B. & O. Crossing, Cowden	20	20
Between Illinois Central Crossing and pole 379	45	35

14. SPEED RESTRICTIONS.

Location and Conditions	Passenger Trains	Freight Trains
Over Bridge 379-84 to pole 380-15	30	30
" Bridge 384-61	45	35
Between Mile Poles 400-30 and 404-20	45	35
" Mile Poles 432 and 437	50	
" Mile Poles 445 and 449-30	50	
Additional restrictions for the following class of engines:—		
K—L—H-5—H-6		
Between Mile Poles 208 and 210-15	45	35
" " " 211-28 and 214-20	45	35
" " " 237-35 and 245-25	45	35
" " " 313-20 and 318-25	45	35
" " " 323-35 and 328-15	45	35
Passenger trains handled by class N-6 engines	50	
" " " " " H-6, H-5, G-7, G-8, G-9, G-10-A and G-44	40	
All Trains		
Through passing tracks	15	15
Through the slip switch to Illinois Terminal at Edwardsville	10	10
Engines running light	30	30
Backing up	25	25
Backing up around curves	15	15
With main and side rods down or disconnected	20	20
Switch engines without engine truck in road service or handled in trains	20	20
(Switch engines without engine truck handled in trains must be moved backwards.)		
Trains handling switch engines without engine truck or new road engines with engine truck around sharp curves such as Jonestown, Bluffton and on Marion, Cayuga and Panama Hills	10	10
Snow plows.		
Not operating flangers	35	35
Operating flangers	25	25
Passing passenger trains on double track		4
Passing station platforms	6	6
Freight trains handling high hopper cars of coal or other heavy commodities, loaded to cubic capacity (to top of car or above) or trains having cars with six-wheel trucks		30
Handling scale test cars X-55355 and X-1000		30
Handling steam derrick		25
When relief train leaves terminal with derrick boom leading, a stop should be made at a convenient point as soon as steam has been gotten up on the derrick, and boom swung around to trailing position.		
Speed restrictions apply to entire trains, except where otherwise specified. Speeds must be further reduced when, in the judgment of the enginemen, conditions require it.		

15. OVERHEAD AND SIDE OBSTRUCTIONS.

(a) The following structures will not clear a man in certain positions on top or side of cars or engines:

Bridge 1-A, ¾ mile west of Erie Street Freight House, Toledo.
Bridge 1-B, over N. Y. C. tracks, Toledo.
Sumner St. Bridge and St. Clair St. Bridge on N. Y. C. tracks, Toledo.
Armours Meat House track, Toledo.
Berdan track, Toledo.
Central Elevator track, Toledo.
Toledo Grain and Milling Company's track, Toledo.
Transfer Platform opposite depot at Malinta.
Bridge 60-A, ½ mile west of Dupont.
Water Column at Delphos Yard office.
Transfer Platform, west of Ohio City Depot.
Water Column, at Bluffton station.
Coal Dock, Van Buren.
Water Column, west end of Marion platform.
C. & O. Bridge, ½ mile west of P. R. R. crossing, Marion.
Water Column, at Kokomo depot.
Elevator track, Michigantown.
Transfer Platforms, west of crossings, Clark's Hill and Linden.
Overhead Bridge, at pole 251-22.
Coal Dock, ¾ mile east of Cayuga.
House track, Oakland.
House track, Bushton.
Overhead Bridge O-321 at pole 320-31.
Kingman track, Neoga.
Water Tank, Kingman.
Transfer Platform, west of C. &. E. I. crossing, Mode.
Overhead Bridge at Pole 357-04.
Coal Dock at Ramsey.
Overhead Bridge at pole 379-20.
Overhead Bridge, 1¼ miles west of Donnellson.
Sorento Wye and House Track.
Gilmore-Richard Brick Co. Platform.

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

(c) On 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 the attention of employees in charge of such engines and trains.

16. MODIFICATION AND CHANGE OF RULES.

Rule 11 is modified to read as follows:

(a) A train finding a fusee burning Red, upon or near it's track, will stop and then proceed with caution, prepared to stop short of a train or obstruction.

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

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

(d) Train handling cars loaded with dangerous explosives, or tank cars loaded with inflammable liquid, finding a burning fusee between the running rails, will stop and remove the fusee.

Rule 14-K (additional paragraphs)

(a) All trains carrying signals for following section must sound whistle signal 14-K within 1,000 feet of open telegraph offices, unless such signal has been given or exchanged with other engines within such limits.

(b) Engineman moving snow plows will sound whistle signal 14-L frequently when approaching and passing standing trains.

Rule 14. Paragraph L, is revised to read as follows:

2 Long			1 Short			1 Long	
Blast 3 sec.	Space 2 sec.	Blast 3 sec.	Space 2 sec.	Blast 1 sec.	Space 1 sec.	Blast	until crossing is reached.

Enginemen will start to sound whistle at whistling post. This applies to fast moving trains. In order to be complied with on slow moving trains, crossing whistle must be repeated.

Rule 14-AQ, is revised to read as follows:

One long, one short (—0) blast of whistle acknowledges signal displayed for 19 train order or Clearance Card, Form A.

Rule 17 is amended by additional paragraphs to read as follows:

Electric head lights on engines should be dimed.

(a) When passing thru terminals or large yards; meeting trains on double track.

(b) Approaching telegraph offices where train orders or messages are to be handed on.

(c) In case of failure of electric headlight, if engine is not carrying signals, place white lantern in headlight and proceed.

In case of failure of classification signals, stop at first telephone booth or open office, notify dispatcher and be governed by his instructions. Notify all trains as to classification signals carried, until relieved of this duty by dispatcher.

MARKER LAMPS AND FLAGS ON TRAINS AND ENGINES

Rule 19 is modified to read as follows:

(a) The following signals will be displayed, one on each side of the rear of train, as markers, to indicate rear of train.

(b) By day, marker lamps (not lighted) on passenger trains; yellow flags on freight trains.

(c) By night, yellow lights to front and side and red lights to the rear, except when the train turns out to be met or passed by another train and is clear of main track, when green light must be displayed to the front and yellow to the side and rear.

(d) The marker lamps on engines are to be used only when engines are not coupled to cars or train. When engines are coupled to trains, the lights must be extinguished.

Rule 26 is amended, by additional paragraphs to read as follows:

(a) "In addition to this protection, a blue light or a blue flag will be hung on throttle of the engine by the car inspectors which will caution engineer to the extent that engine must not be moved until blue flag or blue light has been removed from throttle by the inspector.

(b) However, failure of car inspector to place blue light or blue flag on throttle of engine does not justify movement of engine as long as blue flag protection remains ahead of the engine."

Rule 34-A is amplified to read as follows:

"All members of train and engine crews must, when practicable, communicate to each other by it's name the indication of all signals affecting the movement of their train."

Rule 83-A is amended by additional paragraph to read as follows:

"Trains detoured on other lines must, on returning to our line, obtain orders re-establishing their identity before proceeding."

Rule 93-A, last paragraph, is revised to read as follows:

"Yard limits extent to yard limit board in both directions."

OBSTRUCTING VIEW OF HIGHWAY CROSSING AND BLOCKING PASSING SIDINGS.

Rules 103 and 103-A are modified as follows:

"When cars are pushed by an engine, except when shifting and making up trains in yards, a trainman or switchman must take a conspicuous position on the front of the leading car.

At public crossings at grade not protected by watchman or by electric signals operated from the track on which movement is being made, a member of the crew must be stationed on the ground at the crossing to give warning to persons using same under the following conditions (with the exceptions noted thereafter):

1. When switching or moving cuts of cars over such crossings;
2. When movements are made which may cause engine or cars to move part way into street or highway;
3. When trains are recoupled after crossings have been cut;
4. When cars or engines are standing close to crossings preventing users of street or highway from seeing cars, engines, or trains that may approach on other tracks.
5. When trains are backed over such crossings;

EXCEPTIONS

1. When engine is moving light or on head end of cut of cars and is operating under full control at slow speed and provided that view of crossing from both sides of track is good.
2. When leading car or caboose is equipped with air brakes control valve and air whistle, provided that the brakes in the cut are operative and view of highway from railroad track unobstructed a sufficient distance to permit the cut to be controlled.

* * * *

In case of an accident at a highway crossing protected by flashing lights, wig-wag, alarm bell, or other type of crossing signal operated by track circuits, train or engine involved must, when practical, back over the crossing, test the signal and observe whether or not same is in proper working order.

ILLINOIS COMMERCE COMMISSION—GENERAL ORDER NO. 123.

It is therefore ordered by the Commission that in the operation of all railroads, using either electric or steam power, in the State of Illinois, the following rules shall be observed at highway grade crossings within municipalities:

All trains must approach street crossings at grade within municipalities with caution and, where view is obstructed from any cause, with train under control.

Engines must not be backed nor cars pushed over grade crossings in switching movements within municipalities unless a member of the crew operating such engine or train either rides the tender or foremost car in position to observe all danger and to assist in stopping train, if necessary, or actually flags the crossing if crossing is unprotected by flagman.

Rule 104-B

A train holding main track at meeting points must at once adjust the switch for opposing train. The person who adjusts switch must protect it unless relieved by some other competent employee.

After adjusting switch, electric headlight must be dimmed in order to avoid confusion to crew of opposing train.

Rule 201, first paragraph, is revised to read as follows:

"Over the signature of the Chief Train Dispatcher."

SPECIAL INSTRUCTIONS GOVERNING THREE INDICATION TRAIN ORDER SIGNALS.

Rule 221-D and 224-18 are consolidated and revised to read as follows:

"At stations where three indication train order signals are located, the use of auxiliary signals are discontinued.

Train and enginemen will be governed by signal indication as follows:

Horizontal, or Red Light—Stop	(31 Train Order)
Diagonal, or Yellow Light—	(19 Train order or Form A)
Vertical, or Green Light—Proceed	

Enginemen must acknowledge Signal indicating 19 train orders or Form A by Signal 14a (q). The speed of train must be reduced so as to enable the operator to deliver the order or Form A to employees on the engine and on rear of train. If employees, on engine or rear of train, fail to catch the order, or if order is illegible or not addressed to the train receiving it, train must be brought to a stop and must not proceed until a proper train order or clearance card has been delivered to it.

When operator has both 31 and 19 orders for delivery to trains, of the same direction, signal indicating 31 orders must be displayed."

Rule 236-9 amended by additional paragraph to read as follows:

When brake connections or other parts of running gear or machinery are found to be dragging or torn off of equipment in trains, trainmen will, if practical, go back over the track for entire distance such articles were dragging, for examination of switches and structures to ascertain if hazard for other trains has been created. If not practical to hold trains for this inspection, flagman will be left for that purpose.

Rules 236-38 and 241-18 are eliminated.

Rules 247-11 and 248-12 are amplified by additional paragraph to read as follows:

Where practicable, track banners showing "yellow" will be placed on right side of track fifteen (15) telegraph poles from track or structure affected by speed restrictions and a green banner will indicate the point at which normal speed may be resumed. Unless otherwise instructed by train order or bulletin, over track or structures so protected, trains will not exceed a speed of 15 miles per hour.

SPECIAL INSTRUCTIONS GOVERNING OPERATION IN INDIANA BLOCK TERRITORY BETWEEN OHIO CITY, OHIO AND RIDGE FARM, ILLINOIS.

Block rules are modified so as to permit opposing trains, both freight and passenger to meet within any given block.

Provided that authority for such meets will be given to each such train on a Form 31 train order.

Provided that such Form 31 train orders, in addition to the necessary instructions establishing the meeting point, shall read "Both Occupy Block".

Provided that no train will be permitted to follow any passenger train into any given block except that under unusual conditions of failure of telegraph or telephone communications such following movement may be authorized in accordance with Rule A-3.

Provided that freight train operating in the same direction may be permitted to occupy the same block under the following rule:

Operators will block freight trains five minutes apart. If fog or storm should prevent clear view for one-half mile, operators will block all freight trains fifteen minutes apart unless otherwise directed by the train dispatcher.

17. RAILROAD GRADE CROSSINGS AND SIGNALS.

LOCATION	ROAD	SIGNALS	POSITION	INDICATION
M. C. Jct.	M. C.	No Target	None, At night green light	Proceed
Gould	T. T. Ry.	Interlocking		
Maumee	C. L. E.	Interlocking		
Malinta	D. T. & I.	Interlocking		
Holgate	B. & O.	Interlocking		
Continental	N. K. P. Dist.	Target	Vertical	Proceed
Delphos	Penna. Co.	Interlocking		
Ohio City	Erie & C. N.	Target	Diagonal	Proceed
Decatur	Penna. Co.	Interlocking		
Bluffton	I. S. C.	Interlocking		
Bluffton	L. E. & W. Dist.	Target & Gate	Horizontal—Over L. E. & W.	Proceed
Marion	C. C. C. & St. L.	None		
Marion	Crossover Penna. Co.	Interlocking		
Kokomo	Penna. Co.	Gate	Gate over Penna. Co.	Proceed
Kokomo	L. E. & W. Dist.	Target	Diagonal	Proceed
Frankfort	Penna. Co.	Semaphore	Top arm vertical At night green light	Proceed
Frankfort	C. I. & L.	Semaphore	Signal north of tower to govern movement on tracks north of tower. Signal south of tower to govern movement on tracks south of tower. Vertical, at night green light	Proceed
Clarks Hill	C. C. C. & St. L.	Interlocking		
Linden	C. I. & L.	Gate	Gate over C. I. & L.	Proceed
Veedersburg	C. C. C. & St. L.	Interlocking		
Veedersburg	C. A. & S.	Target	Vertical	Proceed
Cayuga	C. & E. I.	Interlocking		
Humrick	C. M. St. P. & P.	Interlocking		
Ridge Farm	C. C. C. & St. L.	Interlocking		
Metcalf	B. & O.	Interlocking		
Brocton	K. & S.	Target	Vertical	Proceed
Oakland	Penna. Co.	Interlocking		
Charleston	C. C. C. & St. L.	Interlocking		
Lerna	I. C.	Gate	Gate over I. C.	Proceed
Neoga	I. C.	Interlocking		
Stewardson	Wabash	Interlocking		
Mode	C. & E. I.	Interlocking		
Cowden	B. & O.	Interlocking		
Ramsey	I. C.	Interlocking		
Sorento	C. B. & Q.	Interlocking		
Alhambra	I. C.	Interlocking		
Edwardsville	I. T. C.	Interlocking		
Glen Carbon	I. C.	Interlocking		
Madison	A. & S.	Interlocking		
Madison	T. R. R. A.	Gate	Gate over T. R. R. A.	Proceed
Madison	Merchants Crossing	Target	Diagonal	Proceed
Bridge Jct.	C. C. C. & St. L.	Gate	Gate over C. C. C. & St. L.	Proceed

18. AUTOMATIC INTERLOCKERS, METCALF, OAKLAND, STEWARDSON AND COWDEN.

General Description. An arrangement of color light home signals (only) controlled thru track circuits and relays:

Signal indications:

Red.....Stop
Green above Red.....Proceed
Yellow under two Red.....Proceed at restricted speed.

(a) A train receiving a stop signal at an automatic interlocker will immediately ascertain cause and be governed by instructions posted inside door of emergency switch box.

(b) If no cause ascertained for stop, trainman will throw handle of emergency switch up and go and observe signals on opposing road. If signals on opposing road are not at stop, N. K. P. train may use crossing under flag protection. If the signals on opposing road are at stop, N. K. P. train may use crossing without flag protection.

(c) N. K. P. trains being flagged over the crossing must not accept a signal from anyone other than a member of their own crew.

(d) Failure of the signals to work, must be reported by wire from the first open telegraph office.

19. INTERLOCKER AT MALINTA, DELPHOS AND CAYUGA.

GENERAL DESCRIPTION: These interlockers are equipped with color light and semaphore signals as follows:

Malinta: Home signals—Color light.
Approach signals—Color light.
Approach signals are located 4000 ft. from Home Signals.

Delphos: Eastward home signal—Color light.
Westward home signal—Color light (Dwarf signal).
Approach signal—Color light.
Eastward approach signal 1000 ft. west of Home Signal.
Westward approach signal 400 ft. east of dwarf signal.

Cayuga: Home signals—Eastward—Color light.
Westward upper quadrant semaphore.
Approach signal—Eastward—Color light located 6000 ft. west of Home Signal.
Approach signal—Westward—None.

SIGNAL INDICATIONS:

Home signals—Color light.
Two Red lights—Stop.
Green over Red light—Proceed.
Yellow below two Red lights—Proceed at restricted speed.
Dwarf signal—Color light.
Red light—Stop.
Green light—Proceed.
Home Signals—Semaphore.
Arm horizontal—Red light at night—Stop.
Arm vertical—Green light at night—Proceed.
Approach signals—Color light.
Red—Stop, then proceed expecting to find train in Block, open switch, broken rail or some other obstruction.
Yellow—Proceed with caution expecting to find next signal at Stop.
Green—Proceed.

20. RAILROAD CROSSINGS AT GRADE, NOT PROTECTED BY INTERLOCKER.

Trains or engines must come to a full stop before crossing any railroad at grade, except when protected by interlocker, 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 a stop is made for a railroad crossing not protected by signals, and route is clear, before proceeding, signal 14 (b) must be sounded.

If Target, Signals or Gates are properly set, trains or engines may proceed over the following crossings without coming to a stop, at a restricted speed as shown, at time Engine passes over crossing.

Bluffton.....15 miles per hour
Veedersburg.....10 miles per hour
Metcalf.....20 miles per hour
Brocton.....10 miles per hour
Oakland.....25 miles per hour
Stewardson.....20 miles per hour
Cowden.....20 miles per hour.

21. HOURS OF SERVICE:

When it becomes apparent that a trip cannot be completed within 16 hours, it is the duty of the conductor and engineer to notify the Superintendent's office promptly, giving at least two hours advance notice.

22. PROVISIONAL STOPS FOR PASSENGER TRAINS:

(a) Trains 15 and 16 will stop on signal at all stations between Toledo and Frankfort not shown in schedule as regular stop, to receive and discharge revenue passengers or to handle mail and express.

(b) No. 9 will stop on signal at any point west of Frankfort to discharge passengers from Kokomo, Tipton or points east.

(c) No. 10 will stop on signal at Ramsey to discharge passengers from St. Louis or Edwardsville or to pick up passengers for points east where No. 10 stops; and will also stop at any point between Charleston and Frankfort to discharge passengers from St. Louis or points west and, on signal, to receive passengers for Kokomo, Tipton or points east.

23. TRAIN SIGNALS.

Operators and towermen will station themselves on station platforms or outside of tower and observe cars in all passing trains for hot boxes, brake beams down, and other defects, exchanging signals with trainmen on rear of train. Trainmen must place themselves in a position to observe such signals.

If there is a condition of any kind on a passing train which, in the opinion of the observer justifies stop signal being given, such stop signal shall be given immediately when such condition is noticed and continuously until rear end of train has passed.

Following signals will be used to indicate Conditions listed below.

Hot Journal.....	Day.....	Nose held with right hand; left pointed toward the track.
	Night.....	Swing lamp vertically in small circle; lamp to be held by guard wire around globe.
Car Doors Swinging.....	Day.....	Stop Signal
	Night.....	Stop Signal
Brakes Sticking or Sliding Wheels.....	Day.....	Rub the palms of hands together
	Night.....	Stop Signal.

When a car in a train is discovered with brakes sticking, causing the wheels to heat, conductor must make careful and personal inspection of all the wheels to determine if in his judgment car is safe to run.

SPECIAL INSTRUCTIONS—Concluded

24. RULES. FOR TESTING AIR BRAKES ON PASSENGER TRAINS.

Enginemen must, before leaving a terminal, apply the air brakes and steam heat when required, and allow them to remain on long enough for the inspectors or trainmen to see that the apparatus is in working order throughout the train, and when air hose has been uncoupled, the brakes must again be applied to know that they are in working order before proceeding on the trip. In making regular stops, the brakes must be applied in such manner as to avoid discomfort to passengers or damage to equipment. They must also know that the air signal is in working order.

Enginemen must test the air brakes as soon as the speed of train permits after leaving terminals where engines have been changed, or after parted hose has been coupled. They must also test the air brakes a sufficient distance, so that the train may, if necessary, be stopped by hand brakes, before reaching ends of double track, junctions, railroad crossings at grade, drawbridges, meeting and passing points and before going down heavy grades, and in case the brakes do not hold, at once signal for brakes. Such test should be made by applying the brakes with sufficient force to ascertain whether they are in working order. Steam or power should not be shut off when making the test unless conditions require it.

25. ADDITIONAL STATIONS.

Landeck	3.5 miles west of Delphos
Dull	2.9 miles west of Ohio City
Avery	2.9 miles west of Michigantown
Mable	2.5 miles west of Ridge Farm
Dillon	2.3 miles east of Metcalf
Kings	2.6 miles east of Oakland
Chapman	2.2 miles west of Fillmore
Bunje	0.9 miles west of Sorento.

COMPANY SURGEONS

DR. JAS. M. DINNEN, Chief Surgeon	Ft. Wayne, Ind.
DR. J. FRANK DINNEN, Asst. Chf. Surgeon	Cleveland, O.
DR. E. N. MENDENHALL, Surgeon	Ft. Wayne, Ind.
DR. W. A. NEILL, Surgeon	Toledo, O.
DR. F. B. FICKLIN, Surgeon	Toledo, O.
DR. O. K. MUHME, Surgeon	Toledo, O.
DR. A. L. STEINFELD, Oculist	Toledo, O.
DR. ROBERT HEATLEY, Surgeon	Toledo, O.
DR. T. F. HEATLEY, Surgeon	Toledo, O.
DR. L. A. MEEKER, Surgeon	Holgate, O.
DR. H. A. LEWIS, Surgeon	Continental, O.
DR. EZRA BURNETT, Surgeon	Delphos, O.
DR. C. E. SAVAGE, Surgeon	Delphos, O.
DR. J. M. MILLER, Surgeon	Decatur, Ind.
DR. H. E. LAYMON, Surgeon	Warren, Ind.
DR. J. E. DERBYSHIRE, Surgeon	Van Buren, Ind.
DR. V. V. CAMERON, Surgeon	Marion, Ind.
DR. R. P. SCHULER, Surgeon	Kokomo, Ind.
DR. J. A. VAN KIRK, Surgeon	Frankfort, Ind.
DR. CHARLES B. COMPTON, Surgeon	Frankfort, Ind.
DR. C. A. ROBISON, Oculist	Frankfort, Ind.
DR. C. B. McCORD, Surgeon	Veedersburg, Ind.
DR. S. C. DARROCH, Surgeon	Cayuga, Ind.
DR. CHAS. E. GREER, Surgeon	Charleston, Ill.
DR. C. E. DUNCAN, Oculist	Charleston, Ill.
DR. S. E. BIGLER, Surgeon	Neoga, Ill.
DR. W. G. TURNEY, Surgeon	Cowden, Ill.
DR. E. M. MONTGOMERY, Surgeon,	Cowden, Ill.
DR. E. P. STAFF, Surgeon	Ramsey, Ill.
DR. E. F. WAHL, Surgeon	Edwardsville, Ill.
DR. L. C. HARLAN, Surgeon	Madison, Ill.
DR. F. H. GUNN, Surgeon	E. St. Louis, Ill.
DR. OLIVER B. ZEINERT, Surgeon,	St. Louis, Mo.

When passengers or employes are injured, Station Agent, Conductor or any official present, will at once notify the nearest Company surgeon, and if deemed necessary, may call the most available surgical aid to serve until his arrival, which will be sufficient authority for visiting an injured employe or passenger.

The surgeons of this Company are selected as to warrant confidence in their ability, and are so located as to be reasonably accessible. No other surgeons will be expected at Company's expense, to perform more than temporary service, or until the arrival of Company surgeon, who will take charge, except in such cases where delay would be dangerous to the injured person or persons. The acceptance of the aid of a Company surgeon is entirely optional with the injured, who may, if desired, select, at their own expense, other medical or surgical attention.

When trespassers are injured, they should be sent to their homes or placed in charge of the local city or village authorities, and no expense incurred on the part of this Company through such persons being treated by Company or other surgeons.

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

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

In case of death, the Railroad Company has a right to move the remains to one side of the track so that the train can be moved and should leave a responsible party with the remains. The coroner of the County in which the accident occurs should be notified as promptly as possible, but it is not necessary to wait on the coroner.

SPEED SCHEDULE

Time Per Mile	Miles Per Hour	Time Per Mile	Miles Per Hour	Time Per Mile	Miles Per Hour
0 Min. 55 Sec.	65.4	2 Min. 5 Sec.	28.8	3 Min. 30 Sec.	17.1
0 " 56 "	64.3	2 " 10 "	27.7	3 " 35 "	16.7
0 " 57 "	63.2	2 " 15 "	26.6	3 " 40 "	16.3
0 " 58 "	62.1	2 " 20 "	25.7	3 " 45 "	16.0
0 " 59 "	61.0	2 " 25 "	24.8	3 " 50 "	15.6
1 " 0 "	60.0	2 " 30 "	24.0	3 " 55 "	15.3
1 " 5 "	55.4	2 " 35 "	23.2	4 " 0 "	15.0
1 " 10 "	51.4	2 " 40 "	22.5	4 " 17 "	14.0
1 " 15 "	48.0	2 " 45 "	21.8	4 " 36 "	13.0
1 " 20 "	45.0	2 " 50 "	21.1	5 " 5 "	12.0
1 " 25 "	42.3	2 " 55 "	20.6	5 " 27 "	11.0
1 " 30 "	40.0	3 " 0 "	20.0	6 " 0 "	10.0
1 " 35 "	37.9	3 " 5 "	19.4	6 " 40 "	9.0
1 " 40 "	36.0	3 " 10 "	18.9	7 " 30 "	8.0
1 " 45 "	34.3	3 " 15 "	18.4	8 " 34 "	7.0
1 " 50 "	32.7	3 " 20 "	18.0	10 " 0 "	6.0
1 " 55 "	31.3	3 " 25 "	17.5	12 " 0 "	5.0
2 " 0 "	30.0				