SAFETY FIRST

ALWAYS
BE
CAREFUL

LOOK
OBSERVE
THINK

NICKEL PLATE ROAD

THE NEW YORK, CHICAGO AND ST. LOUIS
RAILROAD COMPANY

CLOVER LEAF DISTRICT

TIME TABLE

No. 60

Takes Effect Sunday, Sept. 24, 1950

at 12:01 A. M.

Central Standard Time

For the Information and Government of Employees only.

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

OFFICERS

M. B. PHIPPS, General Superintendent
G. R. BOWMAN, Assistant General Superintendent
D. M. BENDER, Superintendent Transportation

E. B. HUNTER, Superintendent
C. L. EYRSE, Trainmaster, St. Louis Division
G. W. MATHEWS, Trainmaster, Toledo Division
J. P. WELCH, Terminal Trainmaster, St. Louis Terminal
G. McLAIN, Road Foreman of Engines
C. L. PUTMAN, Road Foreman of Engines
B. ZIMMERSCHIED, Chief Train Dispatcher
B. O'DONNELL, Master Mechanic
R. L. MAYS, Division Engineer

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

FIRST SUBDIVISION--WESTBOUND

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									
					43 Fast Freight	45 Through Freight	95 Fast Freight							
					Daily	Daily Except Sunday	Daily							
			TOLEDO, OHIO											
.....	0.6	1.6	Erie Street Station.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	2.2	0.9	Michigan Cent. Jct.....	DN.....	5.00 98 AM	7.00AM	10.00PM	.....	.....	.....	.....	.....	.....	.....
.....	3.1	2.0	Walbridge Jct.....	.....	5.05	7.05	10.02	.....	.....	.....	.....	.....	.....	.....
.....	5.1	3.3	Gould.....	DN	5.10	7.10	10.05	.....	.....	.....	.....	.....	.....	.....
.....	8.4	0.1	Wanick Jct.....	.....	5.15	7.20	10.10	.....	.....	.....	.....	.....	.....	.....
66	8.5	6.1	Maumee .....B	.....	5.20	7.22	10.11	.....	.....	.....	.....	.....	.....	.....
59	14.6	9.9	Waterville .....B	Exc. Sat. & Sun. 7.00A - 4.00P	5.40	7.35	10.21	.....	.....	.....	.....	.....	.....	.....
45	24.5	4.8	Grand Rapids .....BW	Exc. Sat. & Sun. 6.45A - 3.45P	6.10	7.55	10.37	.....	.....	.....	.....	.....	.....	.....
.....	29.3	3.6	McClure.....	Exc. Sat. & Sun. 6.00A - 3.00P	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
60	32.9	2.1	Grelton .....B	.....	6.30	8.10	10.51	.....	.....	.....	.....	.....	.....	.....
.....	35.0	7.2	Malinta.....	DN.....	6.35	8.25	10.54	.....	.....	.....	.....	.....	.....	.....
62	42.2	3.7	Holgate.....B	DN	6.50	8.45	11.06	.....	.....	.....	.....	.....	.....	.....
51	45.9	2.0	New Bavaria .....B	Exc. Sat. & Sun. 7.00A - 4.00P	7.00	8.55	11.13	.....	.....	.....	.....	.....	.....	.....
.....	47.9	2.8	Pleasant Bend.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
61	50.7	4.2	North Creek .....B	.....	7.10	9.05	11.21	.....	.....	.....	.....	.....	.....	.....
61	54.9	3.4	Continental .....B	DN.....	8.00	10.00	11.28	.....	.....	.....	.....	.....	.....	.....
.....	58.3	2.5	Dupont .....BW	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
54	60.8	3.0	Cloverdale .....B	.....	8.15	10.15	11.38	.....	.....	.....	.....	.....	.....	.....
.....	63.8	2.3	Muntanna.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	66.1	2.7	Douglas.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
63	68.8	3.9	Ft. Jennings .....B	Exc. Sat. & Sun. 6.00A - 3.00P	8.35	10.30	11.52	.....	.....	.....	.....	.....	.....	.....
.....	72.7		Delphos Yard	DN.....	A 9.00AM	A 10.50AM	A 12.01AM	.....	.....	.....	.....	.....	.....	.....
					Daily	Daily Except Sunday	Daily							
					43	45	95							

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

FIRST SUBDIVISION--EASTBOUND

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									
					98 Fast Freight	40 Through Freight	96 Fast Freight							
					Daily	Daily Except Sunday	Daily							
.....	72.7		Delphos Yard	DN	12.45AM	11.30AM	2.10PM	.....	.....	.....	.....	.....		
		3.9		Exc. Sat. & Sun.										
63	68.8		Ft. Jennings .....B	6.00A - 3.00P	12.55	11.50	2.18	.....	.....	.....	.....	.....		
		2.7												
.....	66.1		Douglas	.....	.....	.....	.....	.....	.....	.....	.....	.....		
		2.3												
.....	63.8		Muntanna	.....	.....	.....	.....	.....	.....	.....	.....	.....		
		3.0												
54	60.8		Cloverdale .....B	.....	1.10	12.15PM	2.30	.....	.....	.....	.....	.....		
		2.5												
.....	58.3		Dupont .....BW	.....	.....	.....	.....	.....	.....	.....	.....	.....		
		3.4												
61	54.9		Continental ..... B	DN	2.15	2.30	3.30	.....	.....	.....	.....	.....		
		4.2												
61	50.7		North Creek .....B	.....	2.25	2.40	3.41	.....	.....	.....	.....	.....		
		2.8												
.....	47.9		Pleasant Bend.....	.....	.....	.....	.....	.....	.....	.....	.....	.....		
		2.0		Exc. Sat. & Sun.										
51	45.9		New Bavaria .....B	7.00A - 4.00P	2.35	2.50	3.48	.....	.....	.....	.....	.....		
		3.7												
62	42.2		Holgate .....B	DN	2.43	3.10	3.58	.....	.....	.....	.....	.....		
		7.2												
.....	35.0		Malinta	DN	3.05	3.30	4.10	.....	.....	.....	.....	.....		
		2.1												
60	32.9		Grelton .....B	.....	3.12	3.35	4.15	.....	.....	.....	.....	.....		
		3.6		Exc. Sat. & Sun.										
.....	29.3		McClure	6.00A - 3.00P	.....	.....	.....	.....	.....	.....	.....	.....		
		4.8		Exc. Sat. & Sun.										
45	24.5		Grand Rapids .....BW	6.45A - 3.45P	3.30	3.55	4.28	.....	.....	.....	.....	.....		
		9.9		Exc. Sat. & Sun.										
59	14.6		Waterville ..... B	7.00A - 4.00P	3.55	4.34	4.53	.....	.....	.....	.....	.....		
		6.1												
66	8.5		Maumee .....B	.....	4.10	4.45	5.04	.....	.....	.....	.....	.....		
		0.1												
.....	8.4		Wanick Jct.....	.....	4.15	4.46	5.05	.....	.....	.....	.....	.....		
		3.3												
.....	5.1		Gould	DN	4.25	4.52	5.10	.....	.....	.....	.....	.....		
		2.0												
.....	3.1		Walbridge Jct.....	.....	4.35	4.56	5.20	.....	.....	.....	.....	.....		
		0.9												
.....	2.2		Mich. Cent. Jct.....	DN	A 5.00 AM	A 5.10PM	A 5.30PM	.....	.....	.....	.....	.....		
		1.6												
.....	0.6		Erie Street Station..... TOLEDO, OHIO	.....	.....	.....	.....	.....	.....	.....	.....	.....		
					Daily	Daily Except Sunday	Daily							
					98	40	96							

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

SECOND SUBDIVISION--WESTBOUND

Capacity of Sidings in Cars	Distance from Toledo	Distance between Stations	STATIONS AND SIDINGS	Hours between which Train Order and Block Stations are Open	FIRST CLASS TRAINS			SECOND CLASS TRAINS					
					9	21		95 Fast Freight	41 Through Freight	43 Fast Freight			
					Daily	Daily Except Sunday		Daily	Daily Except Sunday	Daily			
.....	72.7	1.1	Delphos Yard	DN	.....	.....	.....	12.10AM	7.30AM	1.10PM	.....	.....	.....
.....	73.8	0.9	Delphos		.....	.....	.....	.....	.....	.....	.....	.....	.....
62	74.7	6.5	Nowlan B		.....	.....	.....	12.15	7.40	1.20	.....	.....	.....
60	81.2	8.5	Venedocia B		.....	.....	.....	12.25	7.55	1.36 90	.....	.....	.....
69	89.7	6.1	Ohio City B	DN	.....	.....	.....	12.40	8.40	1.55	.....	.....	.....
62	95.8	3.7	Schumm B		.....	.....	.....	12.50	8.50	2.10 40	.....	.....	.....
65	99.5	8.7	Willshire BW	Exc. Sat. & Sun. 6.45A-3.45P	.....	.....	.....	12.56	9.05	2.17	.....	.....	.....
60	108.2	4.9	Decatur B	DN Except 10.45P Sun. to 6.45A Mon.	.....	.....	.....	1.10	9.30	2.30	.....	.....	.....
66	113.1	4.7	Peterson B	Exc. Sat. & Sun.	.....	.....	.....	1.18	10.30	2.40	.....	.....	.....
66	117.8	5.6	Craigville B	7.30A-4.30P Except Sun.	.....	.....	.....	1.26	10.40	2.50	.....	.....	.....
69	123.4	6.0	Bluffton BW	6.45A-3.45P Exc. Sat. & Sun.	.....	.....	.....	1.36	11.20	3.05	.....	.....	.....
63	129.4	4.0	Liberty Centre B	6.45A-3.45P	.....	.....	.....	1.46	11.40 40	3.15	.....	.....	.....
65	133.4	3.8	Buckeye B	Exc. Sat. & Sun.	.....	.....	.....	1.53	11.50	3.22	.....	.....	.....
45	137.2	6.7	Warren B	8.00A-5.00P Exc. Sat. & Sun.	.....	.....	.....	1.58	12.06 96 PM	3.29	.....	.....	.....
66	143.9	7.7	Van Buren BCW	6.45A-3.45P	.....	.....	.....	2.14	12.45	3.44	.....	.....	.....
56	151.6	1.9	Davis B		.....	.....	.....	2.30	1.05	4.10	.....	.....	.....
.....	153.5	2.8	Marion BW	DN	.....	.....	.....	2.34	1.15	4.20	.....	.....	.....
57	156.3	1.1	Kiley B		.....	.....	.....	2.40	1.25	4.35	.....	.....	.....
.....	157.4	6.8	West Marion Belt B	Exc. Sat. & Sun.	.....	.....	.....	2.43	1.45	4.52	.....	.....	.....
.....	164.2	1.7	Swayzee B	6.45A-3.45P	.....	.....	.....	2.52	2.05	5.10	.....	.....	.....
62	165.9	6.0	Sims BW	Exc. Sat. & Sun.	.....	.....	.....	2.55	2.15	5.21	.....	.....	.....
56	171.9	9.2	Greentown B	6.45A-3.45P	.....	.....	.....	3.04	2.30	5.40	.....	.....	.....
60	181.1	1.3	Kokomo BW	DN	.....	.....	.....	3.19	2.45	6.10	.....	.....	.....
63	182.4	8.0	Shambaugh B	Exc. Sat. & Sun.	.....	.....	.....	3.24	3.15	7.12 98	.....	.....	.....
62	190.4	4.2	Russiaville B	6.45A-3.45P Exc. Sat. & Sun.	.....	.....	.....	3.39	3.30	7.40	.....	.....	.....
63	194.6	4.4	Forest B	9.00A-6.00P Exc. Sat. & Sun.	.....	.....	.....	3.46	3.40	7.50	.....	.....	.....
49	199.0	7.2	Michigantown B	6.45A-3.45P	.....	.....	.....	3.54	3.55	8.01	.....	.....	.....
.....	206.2	0.5	Frankfort		1.15AM 1.25	11.40AM	.....	.....	4.10	.....	.....	.....	.....
.....	206.7		Frankfort Yard	DN	1.27AM	11.42AM	.....	A 4.10AM	A 4.20PM	A 8.30PM	.....	.....	.....
					Daily	Daily Except Sunday		Daily	Daily Except Sunday	Daily			
					9	21		95	41	43			

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

SECOND SUBDIVISION--EASTBOUND

Capacity of Sidings in Cars	Distance from Toledo	Distance between Stations	STATIONS AND SIDINGS	Hours between which Train Order and Block Stations are Open	FIRST CLASS TRAINS			SECOND CLASS TRAINS					
					22	10		40 Through Freight	96 Fast Freight	98 Fast Freight			
					Daily Except Sunday	Daily		Daily Except Sunday	Daily	Daily			
.....	206.7	0.5	Frankfort Yard	DN.....	12.45PM	11.57PM	.....	6.30AM	9.45AM	6.30PM	.....	.....	.....
.....	206.2	7.2	Frankfort.....	.....	A12.50PM	A11.59PM	.....	6.35	.....	.....	.....	.....	.....
49	199.0	4.4	Michigantown .....B	Exc. Sat. & Sun. 6.45A-3.45P	.....	.....	.....	6.50	10.00	6.45	.....	.....	.....
63	194.6	4.2	Forest.....B	Exc. Sat. & Sun. 9.00A.6-00P	.....	.....	.....	7.01	10.08	6.53	.....	.....	.....
62	190.4	8.0	Russiaville.....B	Exc. Sat. & Sun. 6.45A-3.45P	.....	.....	.....	7.15	10.15	7.00	.....	.....	.....
63	182.4	1.3	Shambaugh.....B	.....	.....	.....	.....	7.45	10.27	7.12 43	.....	.....	.....
60	181.1	9.2	Kokomo.....BW	DN..	.....	.....	.....	8.01	10.34	7.19	.....	.....	.....
56	171.9	6.0	Greentown.....B	Exc. Sat. & Sun. 6.45A-3.45P	.....	.....	.....	8.40	10.49	7.34	.....	.....	.....
62	165.9	1.7	Sims.....BW	.....	.....	.....	.....	8.55	11.04	7.44	.....	.....	.....
.....	164.2	6.8	Swayzee.....B	Exc. Sat. & Sun. 6.45A-3.45P	.....	.....	.....	9.05	11.07	7.47	.....	.....	.....
.....	157.4	1.1	West Marion Belt.....B	.....	.....	.....	.....	9.40	11.16	7.56	.....	.....	.....
57	156.3	2.8	Kiley.....B	.....	.....	.....	.....	9.45	11.19	7.59	.....	.....	.....
.....	153.5	1.9	Marion.....BW	DN.....	.....	.....	.....	9.55	11.24	8.10	.....	.....	.....
56	151.6	7.7	Davis.....B	.....	.....	.....	.....	10.05	11.31	8.15	.....	.....	.....
66	143.9	6.7	Van Buren.....BCW	Exc. Sat. & Sun. 6.45A-3.45P	.....	.....	.....	10.55	11.53	8.33	.....	.....	.....
45	137.2	3.8	Warren.....B	Exc. Sat. & Sun. 8.00A-5.00P	.....	.....	.....	11.20	12.06 41 PM	8.43	.....	.....	.....
65	133.4	4.0	Buckeye.....B	.....	.....	.....	.....	11.30	12.13	8.50	.....	.....	.....
63	129.4	6.0	Liberty Centre.....B	Exc. Sat. & Sun. 6.45A-3.45P	.....	.....	.....	11.40 41	12.20	9.00	.....	.....	.....
69	123.4	5.6	Bluffton.....BW	Except Sun. 6.45A-3.45P	.....	.....	.....	12.30 96 PM	12.30 40	9.20	.....	.....	.....
66	117.8	4.7	Craigville.....B	Exc. Sat. & Sun. 7.30A-4.30P	.....	.....	.....	1.01	12.40	9.40	.....	.....	.....
66	113.1	4.9	Peterson.....B	.....	.....	.....	.....	1.10	12.47	9.50	.....	.....	.....
60	108.2	8.7	Decatur.....B	DN Except 10.45P Sun. to 6.45A Mon.	.....	.....	.....	1.45	12.55	10.10	.....	.....	.....
65	99.5	3.7	Willshire.....BW	Exc. Sat. & Sun. 6.45A-3.45P	.....	.....	.....	2.01	1.08	10.27	.....	.....	.....
62	95.8	6.1	Schumm.....B	.....	.....	.....	.....	2.10 43	1.14	10.38	.....	.....	.....
69	89.7	8.5	Ohio City.....B	DN.....	.....	.....	.....	2.35	1.25	10.55	.....	.....	.....
60	81.2	6.5	Venedocia.....B	.....	.....	.....	.....	2.55	1.36 43	11.15	.....	.....	.....
62	74.7	0.9	Nowlan.....B	.....	.....	.....	.....	3.10	1.45	11.30	.....	.....	.....
.....	73.8	1.1	Delphos.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	72.7		Delphos Yard.....	DN.....	.....	.....	.....	A 3.30PM	A1.55PM	A11.59PM	.....	.....	.....
					Daily Except Sunday	Daily		Daily Except Sunday	Daily	Daily			
					22	10		40	96	98			

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

THIRD SUBDIVISION--WESTBOUND

Capacity of Sidings in Cars	Distance from Toledo	Distance between Stations	STATIONS AND SIDINGS	Hours between which Train Order and Block Stations are Open	FIRST CLASS TRAINS 9 Daily	FIRST CLASS TRAINS 21 Daily Except Sunday	SECOND CLASS TRAINS 49 Fast Freight Daily	45 Through Freight Daily	41 Through Freight Daily	47 Fast Freight Daily	43 Fast Freight Daily
.....	206.2	0.5	Frankfort	.....	1.25AM	11.40AM	.....	.....	.....	.....	.....
.....	206.7	3.6	Frankfort Yard	DN.....	1.27	A 11.42AM	.....	3.55AM	7.00AM	1.30PM	5.45 98 PM	9.00PM
88	210.3	7.5	Jefferson..... B	.....	1.33	.....	.....	4.05	7.10	1.40	5.55	9.10
84	217.8	5.9	Clark's Hill..... B	DN.....	1.41	.....	.....	4.18	7.25	1.55	6.15	9.25
61	223.7	4.8	Kirkpatrick..... B	.....	1.48	.....	.....	4.26	7.35	2.10	6.25	9.32
74	228.5	3.9	Linden..... B	DN..... Exc. Sat. & Sun.	s 1.54 90	.....	.....	4.33	7.45	2.25	6.35	9.40
88	232.4	5.3	New Richmond..... BW	8.00A - 5.00P	2.00	.....	.....	4.41	7.55	2.40	6.41	9.47
62	237.7	4.0	Wingate..... B	DN..... Exc. Sat. & Sun.	2.07	.....	.....	4.50	8.12 96	3.00	6.49	9.55 42
74	241.7	7.4	Mellott..... B	6.45A - 3.45P	2.11	.....	.....	4.56	8.30	3.08	6.55	10.05
92	249.1	3.8	Veedersburg..... B	DN.....	s 2.20	.....	.....	5.09	9.10	3.25	7.07	10.20
62	252.9	5.6	Mackie..... B	.....	2.26	.....	.....	5.14	9.20	3.35	7.17	10.30
80	258.5	4.7	Cates..... B	6.30A - 2.30P 9.30P - 5.30A	2.33	.....	.....	5.23	9.35	3.50	7.30	10.49 10
65	263.2	3.3	Silverwood..... B	.....	2.39	.....	.....	5.30	9.45	4.10 98	7.40	11.00
79	266.5	5.4	Cayuga..... BW	DN.....	s 2.43	.....	.....	5.37	10.15 48	4.25	7.47	11.08
64	271.9	5.9	Humrick..... B	DN.....	2.54	.....	.....	5.50	10.55	4.40	8.05	11.25
71	277.8	4.7	Ridge Farm..... BW	DN.....	3.01	.....	.....	6.00	11.10	4.50	8.20 42	11.35
73	282.5	6.0	Mortimer..... B	..... Exc. Sat. & Sun.	3.07	.....	.....	6.10	11.20	5.05	8.28	11.45
73	288.5	3.9	Metcalf..... B	6.45A - 3.45P	3.14	.....	.....	6.18	11.35	5.20	8.36	12.03 90 AM
71	292.4	4.9	Melwood..... B	.....	3.19	.....	.....	6.24	11.45	5.30	8.42	12.15
75	297.3	6.3	Brocton ..... BW	DN.....	3.26	.....	.....	6.35 90	11.59	5.40	8.48	12.25
57	303.6	5.5	Oakland..... B	Exc. Sat. & Sun. 6.45A - 3.45P	3.34	.....	.....	6.50	12.22PM	6.00	8.58	12.35
95	309.1	2.2	Rardin..... B	.....	3.42	.....	.....	7.03	12.35	6.15	9.06	12.43
.....	311.3	2.1	Bushton.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
63	313.4	4.8	Fair Grange..... B	.....	3.48	.....	.....	7.13	12.45	6.30	9.16	12.50
.....	318.2	0.9	Charleston Yard	DN.....	3.55	.....	.....	A 7.25AM	A 1.00PM	A 7.00 42 PM	A 9.30 10 PM	A 1.05AM
.....	319.0		Charleston	DN.....	s 3.57 4.02AM	.....	.....	.....	.....	.....	.....	.....
					Daily	Daily Except Sunday		Daily	Daily	Daily	Daily	Daily
					9	21		49	45	41	47	43

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

THIRD SUBDIVISION--EASTBOUND

Capacity of Sidings in Cars	Distance from Toledo	Distance between Stations	STATIONS AND SIDINGS	Hours between which Train Order and Block Stations are Open	FIRST CLASS TRAINS 10 Daily	FIRST CLASS TRAINS 22 Daily Except Sunday		SECOND CLASS TRAINS 96 Fast Freight Daily	48 Through Freight Daily	98 Fast Freight Daily	42 Through Freight Daily	90 Fast Freight Daily
.....	319.0	0.8	Charleston.....	DN	s 9.23PM / 9.28	.....	.....	.....	.....	.....	.....	.....
.....	318.2	4.8	Charleston Yard	DN.....	9.30 47	.....	.....	6.00AM	7.30AM	2.40PM	7.00 41 PM	11.15PM
63	313.4	2.1	Fair Grange..... B	.....	9.36	.....	.....	6.10	7.45	2.50	7.10	11.25
.....	311.3	2.2	Bushton.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
95	309.1	5.5	Rardin..... B	.....	9.41	.....	.....	6.17	7.55	2.57	7.20	11.32
57	303.6	6.3	Oakland..... B	Exc. Sat. & Sun. 6.45A - 3.45P	9.48	.....	.....	6.26	8.10	3.07	7.30	11.41
75	297.3	4.9	Brocton..... BW	DN	9.55	.....	.....	6.35 49	8.25	3.16	7.40	11.50
71	292.4	3.9	Melwood..... B	.....	10.01	.....	.....	6.42	8.35	3.23	7.50	11.58
73	288.5	6.0	Metcalf..... B	Exc. Sat. & Sun. 6.45A - 3.45P	10.06	.....	.....	6.47	8.45	3.28	7.56	12.03 43 AM
73	282.5	4.7	Mortimer..... B	.....	10.13	.....	.....	6.55	9.00	3.36	8.06	12.11
71	277.8	5.9	Ridge Farm..... BW	DN.....	10.19	.....	.....	7.03	9.15	3.43	8.20 47	12.19
64	271.9	5.4	Humrick.....B	DN	10.26	.....	.....	7.11	9.40	3.51	8.35	12.28
79	266.5	3.3	Cayuga..... BW	DN.....	s 10.36	.....	.....	7.22	10.15 45	4.02	8.46	12.40
65	263.2	4.7	Silverwood..... B	.....	10.42	.....	.....	7.27	10.25	4.10 41	8.53	12.46
80	258.5	5.6	Cates..... B	6.30A - 2.30P 9.30P - 5.30A	10.49 43	.....	.....	7.36	10.35	4.20	9.05	12.56
62	252.9	3.8	Mackie..... B	.....	10.56	.....	.....	7.44	10.50	4.28	9.15	1.04
92	249.1	7.4	Veedersburg..... B	DN.....	s 11.02	.....	.....	7.50	11.05	4.34	9.25	1.10
74	241.7	4.0	Mellott..... B	Exc. Sat. & Sun. 6.45A - 3.45P	11.12	.....	.....	8.04	11.30	4.49	9.40	1.25
62	237.7	5.3	Wingate..... B	DN	11.17	.....	.....	8.12 45	11.45	4.57	9.55 43	1.32
88	232.4	3.9	New Richmond..... BW	Exc. Sat. & Sun 8.00A - 5.00P	11.23	.....	.....	8.19	12.01PM	5.04	10.05	1.40
74	228.5	4.8	Linden..... B	DN.....	s 11.28	....	.....	8.25	12.20	5.10	10.15	1.54 9
61	223.7	5.9	Kirkpatrick..... B	.....	11.36	.....	.....	8.32	12.35	5.17	10.25	2.15
84	217.8	7.5	Clark's Hill..... B	DN.....	11.42	.....	.....	8.40	12.50	5.25	10.35	2.25
88	210.3	3.6	Jefferson..... B	.....	11.50	.....	.....	8.52	1.05	5.37	10.50	2.40
.....	206.7	0.5	Frankfort Yard.....	DN	11.57	12.45PM	.....	A 9.00AM	A 1.20PM	A 5.45 47 PM	A 11.00PM	A 2.50AM
.....	206.2		Frankfort.....	.....	A 11.59PM	A 12.50PM	.....	.....	.....	.....	.....	.....
					Daily	Daily Except Sunday		Daily	Daily	Daily	Daily	Daily
					10	22		96	48	98	42	90

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

FOURTH SUBDIVISION--WESTBOUND

Capacity of Sidings In Cars	Distance from Toledo	Distance between Stations	STATIONS AND SIDINGS	Hours between which train Order and Block Stations are Open	FIRST CLASS TRAINS 9 Daily	11 Mixed Daily Except Sunday		SECOND CLASS TRAINS 43 Fast Freight Daily	49 Fast Freight Daily	45 Through Freight Daily	41 Through Freight Daily	47 Fast Freight Daily
.....	318.2		Charleston Yard.....	DN.....	3.55AM	.....	.....	1.30AM	7.40AM	2.30 98 PM	9.00PM	10.10PM
		0.8										
.....	319.0		Charleston.....	DN.....	s 3.57 4.02	6.00AM	.....	.....	.....	.....	.....	.....
		0.9										
60	319.9		Ross..... B	.....	4.05	6.02	.....	1.40	7.45	2.37	9.21 10	10.15
		7.6										
89	327.5		Lerna..... B	DN	4.17	s 6.15	.....	1.53	8.02	2.55	9.40	10.35 90
		4.6										
52	332.1		Trilla..... B	.....	4.23	f 6.23	.....	1.59	8.10	3.01	9.48	10.50
		6.5										
85	338.6		Neoga..... B	DN.....	4.31	s 6.32 48	.....	2.08	8.20	3.10	10.10 90	11.05
		3.8										
.....	342.4		Trowbridge.....	.....	.....	f 6.45	.....	.....	.....	.....	.....	.....
		2.4										
54	344.8		Kingman..... BW	.....	4.39 96	f 6.50	.....	2.15	8.30	3.18	10.25	11.13
		4.6		Exc. Sat. & Sun.								
87	349.4		Stewardson..... B	6.30A - 3.30P	4.45	s 7.05	.....	2.21	8.38	3.25	10.35	11.20
		5.7										
62	355.1		Mode.....	DN.....	4.51	s 7.13	.....	2.29	8.46	3.33	10.45	11.30
		2.9										
65	358.1		Milne..... B	.....	4.55	7.30	.....	2.34	8.51	3.38	10.50	11.35
		4.7		Exc. Sat. & Sun.								
53	362.7		Cowden..... B	6.45A -3.45P	5.02	s 7.45	.....	2.42	8.59	3.44	10.58	11.43
		7.1		Exc. Sat. & Sun.								
73	369.8		Herrick..... B	6.45A-7.00P	5.12	s 8.00	.....	2.52	9.12	3.56 42	11.08	11.53
		4.8										
.....	374.6		Dressor..... B	.....	.....	f 8.09	.....	.....	.....	.....	.....	.....
		4.0										
75W 64E	378.6		Ramsey..... BCW	DN.....	s 5.25 48	s 8.30	.....	3.04	9.35	4.09	11.21	12.08AM
		3.9										
54	382.5		Bayle..... B	.....	5.31	s 8.40	.....	3.09	9.43	4.14	11.26	12.16
		2.5										
.....	385.0		Bingham..... B	.....	.....	s 8.45	.....	.....	.....	.....	.....	.....
		3.5		Exc. Sat. & Sun.								
.....	388.5		Fillmore.....	6.45A - 3.45P	.....	s 8.52	.....	.....	.....	.....	.....	.....
		3.1										
80	391.6		New Harvey..... B	.....	5.43	8.57	.....	3.27 96	9.58	4.29 12	11.38	12.28
		3.2										
87	394.8		Coffeen..... B	DN	5.48	s 9.07	.....	3.45	10.03	4.40	11.43	12.33
		5.9		Exc. Sat. & Sun.								
78	400.7		Donnellson..... B	6.45A - 3.45P	5.56	s 9.19	.....	3.55	10.12	4.50	11.55	12.43
		2.9										
.....	403.6		Panama..... B	.....	.....	f 9.25	.....	.....	.....	.....	.....	.....
		3.2										
73	406.8		Sorento..... BW	DN.....	s 6.04	s 9.32	.....	4.12 48	10.21	5.00	12.10AM	12.53
		5.8										
73	412.6		New Douglas..... B	.....	6.13	s 9.44	.....	4.27	10.29	5.10	12.20	1.03
		6.2										
62	418.8		Alhambra..... B	DN.....	6.21	s 9.57	.....	4.36	10.37	5.20	12.30	1.13
		8.4										
38	427.2		Fruit..... B	.....	6.31	f 10.12	.....	4.48	10.49	5.32	12.42	1.25
		4.9										
75	432.1		Edwardsville..... BW	DN.....	s 6.40	s 10.22	.....	4.57	11.00 98	5.55	12.50	1.35
		4.5										
.....	436.6		Glen Carbon.....	.....	.....	f 10.30	.....	.....	.....	.....	.....	.....
		4.7										
88	441.3		Stallings..... B	.....	6.52	10.40 98	.....	5.12	11.12	6.10	1.05	1.47
		5.2										
.....	446.5		Madison	DN.....	s 7.00	s 11.05	.....	A 5.30AM	A 11.20AM	A 6.30PM	A 1.15AM	A 2.00 96 AM
		0.2										
.....	446.7		M. B. Connection.....	.....	7.05	11.07	.....	.....	.....	.....	.....	.....
		2.8										
.....	449.5		Bridge Junction.....	.....	.....	11.15	.....	.....	.....	.....	.....	.....
		0.6										
.....	450.1		E. St. Louis Front St. Sta.	.....	.....	A 11.25AM	.....	.....	.....	.....	.....	.....
.....	454.9	.....	St. Louis, Union Station..	.....	A 7.38AM	.....	.....	.....	.....	.....	.....	.....
					Daily	Daily Ex. Sunday		Daily	Daily	Daily	Daily	Daily
					9	11		43	49	45	41	47

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

FOURTH SUBDIVISION--EASTBOUND

Capacity of Sidings in Cars	Distance from Toledo	Distance between Stations	STATIONS AND SIDINGS	Hours between which Train Order and Block Stations are Open	FIRST CLASS TRAINS 12 Mixed Daily Except Sunday	FIRST CLASS TRAINS 10 Daily		SECOND CLASS TRAINS 96 Fast Freight Daily	48 Through Freight Daily	98 Fast Freight Daily	42 Through Freight Daily	90 Fast Freight Daily
.....	454.9	.....	St. Louis, Union Station	.....	.....	6.25PM	.....	.....	.....	.....	.....	.....
.....	450.1	0.6	E. St. Louis Front St. Sta.	.....	2.15PM	.....	.....	.....	.....	.....	.....	.....
.....	449.5	2.8	Bridge Junction.....	.....	2.18	.....	.....	.....	.....	.....	.....	.....
.....	446.7	0.2	M-B Connection	.....	2.25	6.52	.....	.....	.....	.....	.....	.....
.....	446.5	5.2	Madison	DN.....	s 2.35	s 6.55	.....	2.00 47 AM	2.30AM	10.30AM	1.00PM	7.00PM
88	441.3	4.7	Stallings..... B	.....	2.47	7.02	.....	2.10	2.45	10.40 11	1.10	7.10
.....	436.6	4.5	Glen Carbon.....	.....	f 2.57	.....	.....	.....	.....	.....	.....	.....
75	432.1	4.9	Edwardsville..... BW	DN.....	s 3.07	s 7.12	.....	2.30	3.15	11.00 49	1.40	7.30
38	427.2	8.4	Fruit..... B	.....	f 3.20	7.20	.....	2.38	3.25	11.10	1.50	7.38
62	418.8	6.2	Alhambra..... B	DN.....	s 3.35	7.29	.....	2.50	3.40	11.23	2.05	7.55
73	412.6	5.8	New Douglas..... B	.....	s 3.48	7.34	.....	2.57	3.55	11.33	2.15	8.05
73	406.8	3.2	Sorento..... BW	DN.....	s 4.00	7.40	.....	3.04	4.12 43	11.45	2.30	8.15
.....	403.6	2.9	Panama..... B	.....	f 4.06	.....	.....	.....	.....	.....	.....	.....
78	400.7	5.9	Donnellson..... B	Exc. Sat. & Sun. 6.45A-3.45P	s 4.12	7.47	.....	3.14	4.27	11.57	2.43	8.25
87	394.8	3.2	Coffeen..... B	DN	s 4.24	7.53	.....	3.22	4.40	12.07PM	2.55	8.34
80	391.6	3.1	New Harvey..... B	.....	4.29 45	7.57	.....	3.27 43	4.55	12.12	3.00	8.39
.....	388.5	3.5	Fillmore.....	Exc. Sat. & Sun. 6.45A-3.45P	s 4.35	.....	.....	.....	.....	.....	.....	.....
.....	385.0	2.5	Bingham..... B	.....	f 4.41	.....	.....	.....	.....	.....	.....	.....
54	382.5	3.9	Bayle..... B	.....	f 4.46	8.08	.....	3.38	5.10	12.30	3.15	8.52
64E 75W	378.6	4.0	Ramsey..... BCW	DN.....	s 5.01	8.14	.....	3.44	5.25 9	12.38	3.30	8.58
.....	374.6	4.8	Dressor..... B	.....	f 5.08	.....	.....	.....	.....	.....	.....	.....
73	369.8	7.1	Herrick..... B	Exc. Sat. & Sun. 6.45A-7.00P	s 5.20	8.24	.....	3.56	5.40	12.56	3.56 45	9.11
53	362.7	4.7	Cowden..... B	Exc. Sat. & Sun. 6.45A-3.45P	s 5.30	8.32	.....	4.05	5.50	1.06	4.10	9.21
65	358.1	2.9	Milne..... B	.....	5.40	8.38	.....	4.12	5.58	1.16	4.18	9.29
62	355.1	5.7	Mode	DN.....	f 5.50	8.41	.....	4.16	6.03	1.20	4.23	9.34
87	349.4	4.6	Stewardson..... B	Exc. Sat. & Sun. 6.30A-3.30P	f 6.02	8.47	.....	4.26	6.12	1.30	4.33	9.44
54	344.8	2.4	Kingman..... BW	.....	f 6.12	8.52	.....	4.39 9	6.19	1.37	4.43	9.52
.....	342.4	3.8	Trowbridge.....	.....	f 6.16	.....	.....	.....	.....	.....	.....	.....
85	338.6	6.5	Neoga..... B	DN.....	f 6.40	8.59	.....	4.55	6.32 11	1.47	4.58	10.10 41
52	332.1	4.6	Trilla..... B	.....	f 6.50	9.06	.....	5.05	6.45	1.57	5.13	10.20
89	327.5	7.6	Lerna..... B	DN	s 7.01	9.12	.....	5.17	6.55	2.07	5.28	10.35 47
60	319.9	0.9	Ross..... B	.....	7.12	9.21 41	.....	5.30	7.05	2.22	5.43	10.48
.....	319.0	0.8	Charleston	DN.....	A 7.15PM	s {9.23 9.28	.....	.....	.....	.....	.....	.....
.....	318.2		Charleston Yard	DN	.....	9.30 47 PM	.....	A 5.40AM	A 7.10AM	A 2.30 45 PM	A 5.50PM	A 10.55PM
					Daily Ex. Sunday	Daily		Daily	Daily	Daily	Daily	Daily
					12	10		96	48	98	42	90

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

SPECIAL INSTRUCTIONS

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

BETWEEN WALBRIDGE JCT. AND WANICK JCT. TRAINS ARE OPERATED UNDER CENTRALIZED TRAFFIC CONTROL SYSTEM, JURISDICTION WABASH RY. CO. BOOK FORM 1764 GOVERNS.

AUTOMATIC BLOCK SYSTEM RULES ARE IN EFFECT ONLY BETWEEN MELLOTT AND CAYUGA; 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 MELLOTT; CAYUGA AND HUMRICK; 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) All westbound second class or extra trains and engines leaving M. C. Junction must receive from operator, information on clearance Form A, authorizing movement to Walbridge Junction and operator M. C. Junction will get permission from operator at Gould before authorizing movement.

Operator at Gould will not permit eastbound second class or extra trains and engines to leave Walbridge Junction without permission from operator at M. C. Junction.

Operators M. C. Junction and Gould will keep daily register showing time of all second class or extra trains and engines departing from their respective stations and report to each other promptly, departure of these trains and engines.

(c) Gould — Train Order Signal is a two-position upper quadrant signal. In addition to displaying the signal in STOP position, aspect "B" as provided in Rule 221a shall be displayed at all times when train orders and/or messages are to be delivered to train or engine.

(d) Trainmen and enginemen operating on the Toledo Terminal and Pere Marquette tracks, at Toledo, must provide themselves with a copy of the current Toledo Terminal and Pere Marquette timetables and will be governed by their rules and instructions while on their tracks.

3. MARION YARD AND SWITCHING DISTRICT.

(a) Between P. R. R. crossing and Third street, caboose day time marker nearest N. Y. C. main track will be taken down account close clearance between N. K. P. and N. Y. C. main tracks.

(b) Engines using the West Marion Belt, including wye tracks at West Marion Belt to P. R. R. 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.

(c) Yard engines must have train orders to make all main track movements in the yard and switching district.

4. KOKOMO YARD.

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

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

5. FRANKFORT YARD.

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

(b) First track north of tower at C. I. & L. Crossing is designated main track between Pennsylvania Crossing and L. E. & W. switch at west end of yard.

(c) Road engines will receive instructions from Yardmasters at Yard Office, or WY designating track to be used between the engine track and west end of Frankfort Yard.

(d) Interlocking and train order signals at west end of Frankfort Yard is designated as WY. L. E. & W. District turn out and both ends of No. 1 crossover are interlocked. Movements within interlocking limits governed by color light dwarf signals. Top arm of train order signals governs westbound C. L. District trains, lower arm westbound L. E. & W. District trains. WY train order and block station is continuous for westbound trains.

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

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

Westbound trains or engines will not proceed beyond the clearance point of the 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 the switchtender and the switches are properly lined and the route is clear and proper signal is displayed on the PRR Crossing semaphore.

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

6. CHARLESTON YARD.

(a) No. 11's train will occupy main track Charleston Passenger Station after 5.50 A.M.

(b) ALL WESTBOUND second class and inferior trains and engines will use the second switch west of yard limit board to enter yard unless they have message instructions over yardmaster's signature to use main track to yard office.

(c) ALL EASTBOUND second class and inferior trains and engines will use the switch, just east of N. Y. C. crossing, which is connected with the interlocking to enter the yard unless they have message instructions over yardmaster's signature to use main track to yard office. Operator at CO tower must be given copy of Yardmaster's instructions as authority to allow eastbound second class and inferior trains to use main track.

(d) No engines permitted to use track over coal dump pit at dock.

7. MADISON YARD AND SWITCHING DISTRICT.

(a) A. & S. Tower is continuous train order and block station for Eastbound trains.

(b) ALL WESTBOUND second class and inferior trains will use the first switch west of A. & S. crossing which is connected with the interlocking to enter the yard unless they have message of instructions over yardmaster's signature to use main track.

(c) All movements (except First Class Trains) made between Madison and E. St. Louis, will be handled by Yardmaster.

(d) No. 11 is superior to No. 12 between Madison and East St. Louis Front St. Station.

(e) Before entering upon Merchants Bridge Terminal Tracks, trains, or engines must have permission from S.H. Tower, (which may be secured by telephone from either yard office or Illinois Central Station) and will be governed by their rules and signals while on their tracks.

(f) Movement of cars or engines must not be made on the lead and No. 1 track adjacent to the turntable while Class S engines are being turned account Class S engines while in certain positions on the turntable fouling these tracks.

8. GENERAL INSTRUCTIONS

(a) Aspect B as provided in Rule 221a will be used in manual block territory where train orders and/or messages are to be delivered to train or engine.

(b) Class S engines and H-6 engines with 22,000 gallon tenders and H-6 engines with boosters must not be operated between Continental and Mile Pole 184. Class H-5, H-6, K and L engines must not be operated between Continental and Delphos.

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

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

(e) 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.

(f) 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.

(g) 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.

(h) 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 the trains.

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

(j) 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 signals and be governed accordingly.

(k) 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.

(l) Dupont. After taking water, leave the water spout pointed to the east.

(m) Humrick. Hand-throw derail equipped with banner and light on east end siding for protection of cars set out on this track. When cars are placed on this track, hand brakes must be set and derail placed in derailing position and locked. When track is clear, derail must be left in non-derailing position and locked. Trains using siding must be sure of position of derail.

(n) Ramsey. The siding located east of the Illinois Central Railroad will be used as the Westward siding and the siding west of the Illinois Central Railroad will be used as the Eastward siding.

(o) Edwardsville. Trains or engines desiring to use the following tracks at the interlocking will sound whistle indicated:

Indication	Sound
Main	——
Siding	—— 0 ——
Old passing siding	0 0 ——
I. T. Connection	—— 0
I. T. Delivery	0 —— 0
Kettle River	—— 0 0 ——

Edwardsville– 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 authorized by train order.

(p) Decatur, Liberty Centre, Van Buren, Russiaville, Cayuga, Ridge Farm, Brocton, Trilla, Coffeen, Donnellson and Edwardsville flasher light highway warning signals protect movements over highway crossings for both main track and sidings.

Load Limits.

Maximum permissible weight limit of cars is as follows:

Between Toledo (Erie St.) and M. C. Jct.....172,000 lbs.
Between M. C. Jct., and Continental.....210,000 lbs.
Between Continental and Delphos.....172,000 lbs.
Between Delphos and East St. Louis.....210,000 lbs.

EXCEPT between Toledo (Erie St.) and M. C. Junction cars of gross weight not exceeding 208,000 lbs. may be moved if coupled at both ends, to cars not exceeding 150,000 lbs. gross weight observing maximum speed of 15 MPH over all bridges.

AND EXCEPT between Continental and Delphos, cars not in excess of 208,000 lbs. may be moved if coupled at both ends to cars not exceeding 150,000 lbs. gross weight observing a maximum speed of 15 MPH over Bridge 58.97 at Dupont.

AND EXCEPT that USNX Helium tank cars loaded or empty, weight limit is as follows:

Between Toledo (Erie Street) and M. C. Jct...not permissible
Between M. C. Junction and Continental.....220,000 lbs.
Between Continental and Delphos.....not permissible
Between Delphos and Frankfort.....220,000 lbs.
Between Frankfort and East St. Louis.....225,000 lbs.

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.

9. STANDARD CLOCKS AND BULLETIN BOARDS, LOCATION.

M. C. Jct.....Yard Office.
Delphos.....Yard Office.
Marion.....Freight Office.
Frankfort.....Passenger station (except standard clock).
.....Chief Dispr's Office.
.....Yard Office.
Charleston.....Yard Office.
.....Passenger Station.
Madison.....Yard Office.
St. Louis.....Union Station Tel. Office, (except Bulletin Board).

10. TRAIN REGISTER BOOKS, LOCATION.

M. C. Junction.....Yard Office.
Delphos.....Yard Office.
Frankfort.....Passenger station (For first class trains).
Frankfort Yard.....Yard Office.
Charleston Yard.....Yard Office.
Charleston.....CO Tower (For first class trains).
Madison.....Yard Office.
Bridge Junction.....M. P. 449-29 westbound only. (For first class trains).
East St. Louis.....Front St. Station

St. Louis.....Union Station.

11. REGISTERING AND CLEARING OF TRAINS.

(a) First Class Trains.

Register

EASTBOUND	WESTBOUND
St. Louis	Frankfort
Frankfort Yard	St. Louis
Frankfort	Bridge Junction
	East St. Louis Front St. Station

Conductors on 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 the yard office.

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.

Leave Register Slip

EASTBOUND	WESTBOUND
Madison	Frankfort Yard
CO Tower	Charleston Yard
Charleston Yard	CO Tower
	Madison

Receive Clearance Form A

EASTBOUND	WESTBOUND
St. Louis	Frankfort Dispatcher's Office
Madison	CO Tower
CO Tower	Operator Madison, before entering upon Merchants Bridge Terminal track.

Train No. 12 leaving E. St. Louis Front Street Station will not receive clearance Form A.

(b) Second Class and Inferior Trains.

Register

M. C. Junction	Charleston Yard
Delphos Yard	Madison
Frankfort Yard	

12. SPEED RESTRICTIONS.

Location and Conditions	Passenger Trains	Freight Trains
Between—		
Toledo and Delphos	50	40
Delphos and Frankfort	50	45
Frankfort and Madison	65	55
Madison and East St. Louis	20	20
Class H-5, H-6, G-7, G-8, G-9, G-10-A and G-44 engines.		
Between Toledo and Delphos	40	40
Between Delphos and Frankfort	45	45
Class H-5, H-6 and S engines.		
Between Frankfort and Madison	55	55
Class G-7, G-8, G-9, G-10-A and G-44 engines.		
Between Frankfort and Madison	50	50
(Mixed trains will be governed by speed restriction for freight trains.)		
Engines with main or side rods down or disconnected	.....	20
Engines running light (except switch engines without engine trucks)	40	40
Switch engines without engine truck running light in road service or handled in train	.....	20
(Switch engines without engine truck handled in train must be moved backward.)		
Engines running backward	25	25
Engines running backward around curves	15	15
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
Freight trains handling high hopper cars of coal or other commodities, loaded to cubic capacity (to top of car or above) between Toledo and Mile Pole 211	.....	30
Between Mile Pole 211 and Madison	.....	40
Solid trains of tank cars loaded with petroleum or petroleum products	.....	50
Trains handling steam shovel, locomotive crane, pile driver or similar equipment on own wheels, load or heavy end must be toward engine	.....	30
Large steam derricks:		
Between Frankfort 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.		
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.		
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 and X-55355 handle on rear of train only	.....	30
Sidings, turnouts, crossovers from main track not otherwise designated	15	15

SPEED RESTRICTIONS—Continued.

Location and Conditions	Passenger Trains	Freight Trains
Walbridge Junction, turn out	15	15
Walbridge Junction: Between Walbridge Junction and Wanick Junction southerly main track (Main Track No. 2	30	30
Gould, engine or lead car passing over crossing	20	15
Wanick Junction, turn out	15	15
Curve at Mile Pole 12-15	40	40
Grand Rapids, curves at ends of bridge	25	25
Delphos depot curve	8	8
Jonestown, curve	35	35
Curves between Mile Poles 122-32 and 123-23	10	10
Bluffton engines over LE&W District crossing	10	10
Curves between Mile Poles 123-28 and 124-01	25	25
Curves between Mile Poles 150 and 153	35	35
Marion, City Limits	30	30
Marion, Limits joint track interlocking Mississinewa River Bridge and N. Y. C. house track crossover	15	15
Curves between Mile Poles 154-20 and 155-20	20	20
Kokomo, City Limits	20	20
Curve at Mile Pole 181-20	10	10
Frankfort, City Limits	10	10
Curve at Mile Pole 225-15	60	55
Curve at Mile Pole 232-06	60	55
Curve at Mile Pole 235-00	60	55
Curve at Mile Pole 235-29	60	55
Curve at Mile Pole 236-28	60	55
Curve at Mile Pole 243-12	60	55
Curve at Mile Pole 245-25	50	50
Curves between Mile Poles 247-12 and 251-10	45	45
Veedersburg turn out west end of siding	35	35
Curves between Mile Poles 260-10 and 262-11	35	35
Silverwood turn out west end of siding	35	35
Curve at Mile Pole 266-20	45	45
Curves between Mile Poles 267-16 and 271-06	35	35
Curve at Mile Pole 274-04	60	55
Curve at Mile Pole 277-08	55	55
Curve at Mile Pole 308-05	60	55
Curve at Mile Pole 313-02	55	55
Curves between Mile Poles 318-20 and 319-20	35	35
Curves between Mile Poles 320-09 and 322-20	50	50
Curves between Mile Poles 323-02 and 323-24	60	55
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	55
Curves between Mile Poles 355-31 and 356-16	50	50
Curve at Mile Pole 360	50	50
Curve at Mile Pole 360-22	45	45
Curve at Mile Pole 362-29	45	45
Curve at Mile Pole 365-02	60	55
Curve at Mile Pole 370-03	55	55
Curves between Mile Poles 377-33 and 378-13	50	50
Curve at Mile Pole 378-26	35	35
Curves between Mile Poles 383-39 and 384-16	45	45
Donnellson turnout, west end of siding	35	35
Curves between Mile Poles 400-25 and 404-20	45	45
Curve at Mile Pole 424-07	60	55
Curves between Mile Poles 431-31 and 436-17	50	50
Through the slip switch to Illinois Terminal at Edwardsville	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 Holgate, Ohio City, Decatur, Marion (Penna. Co.), Metcalf, Oakland, Charleston (westbound only), Mode, Cowden and Madison (A. & S. 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

SPEED RESTRICTIONS ON BRIDGES.

Time Table speed restrictions on Bridges apply only while engine is passing over Bridge.

			MPH
Toledo	0.54 0.62 0.99	Class DP-1, DS-6, DS-7, B-11, G. engines Class K, L, H-5, H-6, U, C-17, S engines not allowed.	10
Dupont	58.97	Class DS-6, DS-7, G-7, G-8, G-9, G-10-A, G-44 engines	20
		Class DP-1 engines	15
		Class G-16-V engines	10
		Class B-11, C-17, U, K, L, H-5, H-6, S engines not allowed.	
Bluffton	122.73	Class B-11, G-16-V, K, L, H-5, H-6 non-booster engines	15
		Class H-6 booster, H-6 non-booster with over 16,500 gallon tanks, S engines not allowed.	
Kokomo	183.09	Class K, L, H-5, H-6, non-booster engines	15
		Class B-11, G-16-V, DS-6, DS-7, DS-8 engines	20
		Class H-6 booster, H-6 non-booster with over 16,500 gallon tanks, S engines not allowed.	
	183½	Engines and cars not allowed.	
Cates	255.10	Class S engines	40
Silverwood	262.33	Class S engines	40
Rardin	306.97	Class S engines	40

RESTRICTIONS ON WRECKING CRANES and PILE DRIVERS

	250-Ton Crane	160-Ton Crane	100-Ton Crane	75-Ton Crane
Toledo to Frankfort	(e)	(e)	(e)	(e)
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	(c)	(c)	(c)	(c)

(c) 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.

(e) 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.

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.

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

13. RESTRICTIONS ON SIDE TRACKS.

Class S engines coupled together, or Class S engines coupled to any engine of any class must not be used in switching industrial tracks. When switching such tracks the engines must be separated.

Toledo. Only Class DS-6, DS-7 and B engines will be permitted to operate on following tracks account curvature of track and not exceeding a speed of 5 miles per hour.

Gas House No. 2 International Harvester

Big Four Coal Company (only sufficient distance to spot cars at top pit)

Holst Sand (only sufficient distance to spot cars at Rice Elevator.)

Engines must not be operated over Bridge 0.00 on Gas House track.

Side track leading out of main track at bridge 0.62 serving the Delta Fuel and Supply Co. may be used by engine a distance of 100 feet from switch point and for cars the entire length of track.

Holgate. Class DP-1 engines not permitted on South Transfer.

Delphos. Only Class B engines will be permitted to operate over Paper Mill and Ricker Bros. tracks, account track curvature.

Class G, H-5 and H-6 engines are not permitted to operate over any industrial tracks.

Ohio City. Class DP-1 engines not permitted on CN north wye.

Decatur. Penna Co. Wye, all engines, 5 miles per hour. Class DP-1 engines not permitted on Penna. Co. connection.

Van Buren. Standard Oil Track (Popcorn Track)—all engines, 5 miles per hour.

Stock and Elevator tracks—all engines, 10 miles per hour.

Marion. Engines with engine truck must not be used on the Bursley track.

Class G, H-5 and H-6 engines must not operate over the following tracks.

North Belt	Bessemer track
Mangelli	Hub & Block
Spencer Hogan	Rolling Mill
Fibre Box	Malleable Co.
Tile Co.	N. Y. C. connection near Fibre Box.

Track No. 1 leading to Malleable Iron Works is unsafe for engines beyond coal pit.

Swayzee. Stock Track—all engines 10 miles per hour.

Kokomo. Engines not permitted over Central Mix Concrete Company Pit.

Class G, H-5 and H-6 engines must not operate over following tracks.

Green House	South track
Lumber	Horn
L. E. & W. Wye	Hansell Coal
North Track	Rod Mill
Panabaker	Malleable No. 1 track

Class DP-1 engines not permitted on Penna. Co. and LE&W District connections.

Frankfort. Class G and heavier engines must not operate on McDougall track south of Washington Avenue. Class DP-1 engines not permtted on Penna. Co. east wye.

Cayuga. Engines are not permitted beyond tipple on Neal Gravel Co. track.

Cowden. Class H-5, H-6, S, K, L and DP-1 engines must not use B&O wye beyond 840 feet from point of switch.

Bunje. Class S engines not permitted on Oil Track.

Gilmore. Class S engines not permitted east of the highway on the tangent portion of Shale Track.

Edwardsville. Class S engines not permitted on Richard Brick Tracks.

Engines not permitted west of clearance point east end of delivery (inbound) track at Kettle River.

Engines not permitted on Illinois Terminal connection beyond a point 435 feet west of the Illinois Terminal electric line crossing.

14. 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 on N. Y. C. tracks. St. Clair Street bridge on N. Y. C. tracks.
Dupont	Bridge 58.97.
Bluffton	Hoop-Track-Sterling Foundry Co., unloader.
Van Buren	Coal Dock.
Frankfort	Swift and Company building.
Cayuga	Neal Gravel Pit loading tipple.
Brocton	West elevator, overhead chute, south track.
Mile Pole 319-34	Overhead bridge.
Ramsey	Coal dock.
Mile Pole 401-31	Overhead bridge.
Gilmore	Richard Brick Co., platform will not clear engine cab or box car.
Edwardsville	Richard Brick Co.

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

Location	Signal Wire or Cable over Track.
Gould	Northeast wye track.
Continental	West wye track.

Clover Leaf District main track, north side NKP District crossing.

Frankfort	Lumber track No. 1 West end of Lime House.
New Richmond	South track back of depot.

(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 Company.
Grelton	Elevator platform.
Delphos	Delphos Grain & Milling Co. loading platform. Equity Elevator.

Ohio City	Transfer platform.
Willshire	Willshire Grain and Supply Co., loading pipe South side.
Decatur	Elevator track and Egg track.
Bluffton	Stock chute. Water Column. Hoop-Track-Sterling Foundry Co., unloader.
Van Buren	Coal Dock Team track.
Marion	Water Column. Between NKP and N. Y. C. main tracks. Between Third Street and P. R. R. crossing. C. & O. Bridge.
Roseburg	Elevator cob bin.
Kokomo	Water Column.
Michigantown	Elevator track.
Frankfort	Swift and Company building.
Kirkpatrick	Coal shed north side elevator track opposite depot.
Linden	Transfer platform.
Cayuga	Neal Gravel Pit loading tipple. Platform Cayuga Brick Co.
Metcalf	Elevator Track west end on north side.
Oakland	House track. Elevator Track loading platform.
Rardin	Coal shed and loader south side elevator track.
Bushton	House track.
Mode	Transfer platform.
Ramsey	Coal Dock.
Gilmore	Richard Brick Co. platform will not clear engine cab or box car.
Edwardsville	Richard Brick Co. N. O. Nelson loading track.

15. RAILROAD GRADE CROSSINGS AND JUNCTIONS.

LOCATION	ROAD	SIGNALS	Proceed on Clover Leaf District when target or gate is in following position
M. C. Jct.	M. C.	No Target	At night green light
Gould	T. T. Ry.	Interlocking	
Malinta	D. T. & I.	Interlocking	
Holgate	B. & O.	Interlocking	
Continental	N. K. P. Dist.	Dwarf signals	
Delphos	Penna. Co.	Interlocking	
Ohio City	Erie & C. N.	Interlocking	
Decatur	Penna. Co.	Interlocking	
Bluffton	L. E. & W. Dist.	Target and Gate	Horizontal—over L. E. & W. District
Marion	N. Y. C. Joint Track	Interlocking	
Marion	N. Y. C. House Track crossover	Target	Vertical (Horizontal proceed on N. Y. C. movement to and from N. Y. C. freight house lead.) (Diagonal proceed for C.L. District movement to and from N. Y. C. freight house lead.)
Marion	Penna. Co.	Interlocking	
Kokomo	Penna. Co.	Gate	Gate over Penna. Co.
Kokomo	L. E. & W. Dist.	Target	Diagonal
Frankfort	L. E. & W. Dist. Penna. Co.	Semaphore	Top arm vertical, at night green light.
Frankfort	C. I. & L.	Semaphore	Vertical, at night green light. Signal north of tower to govern movement on tracks north of tower. Signal south of tower to govern movement on tracks south of tower.
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.	Interlocking	
Metcalf	B. & O.	Automatic Interlocking	
Oakland	Penna. Co.	Automatic Interlocking	
Charleston	N. Y. C.	Interlocking	
Lerna	I. C.	Gate	Gate over I. C.
Neoga	I. C.	Interlocking	
Mode	C. & E. I.	Interlocking	
Cowden	B. & O.	Automatic 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 1 Mile East	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 R. R.	None	
Madison 1¾ Mile West	T. R. R. A.	None	
Madison 2 Mile West	Wabash	None	
Bridge Junction	E. St. Louis Connection and Belt R. R.	None	
Bridge Junction	Puzzle Switch Conn. to T. R. R. A. and I. C.	None	
Bridge Junction	Wabash	Semaphore	Diagonal
Bridge Junction	N. Y. C.	Gate	Gate over N. Y. C.
Bridge Junction	G. M. & O.	None	

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

Trains or engines must come to a full stop before crossing any railroad at grade, except when protected by interlocking, not less than 200 feet 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.

Continental, all trains and engines will stop before proceeding over crossing and will be governed by indication of dwarf signals.

If Target, signals or gates are properly set, train or engines may proceed over L. E. & W. Dist. crossing at Bluffton without com-

ing to a stop at a speed of 10 miles per hour at time engine passes over crossing.

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

Merchants Crossing, one and one-fourth mile west of Madison, trains and engines will stop irrespective of target indication and proceed only upon hand or lamp signal from man on ground.

16. 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.

17. PROVISIONAL STOPS FOR PASSENGER TRAINS.

(a) Train 9 will reduce speed to 30 miles per hour daily, except Sunday, at Herrick and on Sunday will reduce to 15 miles per hour at Cowden, Herrick, Fillmore, Coffeen, and Panama so mail and newspapers may be delivered safely, and will stop at any station west of Frankfort to leave pay passengers from Tipton or stations East and at New Richmond and Wingate on request of Postal Clerk to discharge fragile mail; at Panama and New Douglas on request to take pay passengers for St. Louis.

(b) No. 10 will stop at New Douglas to leave pay passengers from St. Louis and on signal at Ramsey to leave pay passengers from St. Louis or Edwardsville, or to take pay passengers for stations east where No. 10 stops, and will stop at any station between Charleston and Fostoria to discharge pay passengers from St. Louis or west and will stop on request at any station west of Linden to receive pay passengers for any station east of Tipton at which No. 10 is scheduled to stop, and at Brocton on request of Postal Clerk to leave fragile mail.

18. LOCATION AND SPECIAL INSTRUCTIONS GOVERNING SPRING SWITCHES.

Frankfort Yard.

West end of westbound Yard Track No. 2 leading to L. E. & W. District Main Track.

West Switch to westbound Yard Track No. 1.

Spring switches normally lined for Main Track.

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

When the electric switch lamp displays "Red":

(a) Westbound trains on Main track may proceed over the switches.

(b) Westbound trains on Yard tracks must not move through the switches, until switch has been reversed by hand.

(c) Eastbound trains must stop and not proceed over switch until switch points have been examined, and known to fit properly and switch is lined for route to be used.

All westbound trains or engines on Main track or Yard track, will approach spring switches expecting to find trains or engines using the spring switch.

East Switch of Eastbound Yard Track No. 1.

When electric switch lamp displays "Green", switch may be in normal or in reverse position.

When electric switch lamp displays "Green":

(a) Eastbound trains on Main track or on eastbound Yard Track No. 1 may proceed over switch.

(b) Westbound trains may proceed over switch for movement on Main track or movement to Yard track No. 1 according to position of switch.

When electric switch lamp displays "Red":

Trains must stop and not proceed over switch until switch points have been examined, known to fit properly and that switch is lined for route to be used.

A DISC with letter "S" mounted on switch stand indicates that switch stand is lined for Main track.

Eastward movements must not take slack or back up while on switch points unless the switch has first been placed in proper position with hand throw mechanism.

All eastbound trains or engines on main track and on east lead of eastbound yard must approach the clearance point under control expecting to find trains or engines using spring switch.

SILVERWOOD
LERNA
NEOGA
DONNELLSON
} West end of siding normally set for main track movement.

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

When electric switch lamp displays "Red" the switch is not properly lined or not properly locked for a facing point movement or for trailing movement thru switch.

When electric switch lamp displays "Red":

(a) Westbound trains on Main track may proceed over switch on main track.

(b) Westbound trains on siding must not trail thru switch until switch points have been reversed by hand.

(c) Eastbound trains must stop and not proceed over switch on main track until switch points have been examined, known to fit properly and that switch is lined for route to be used.

NEOGA

When eastward Home signal at I.C. Crossing displays "Restricting Indication". It indicates that the spring switch west end of passing siding is not properly lined or locked.

SILVERWOOD
DONNELLSON

When an automatic signal equipped with a yellow disc located at a spring switch displays "Stop and Proceed" and electric switch lamp displays "Green", freight trains with 50 percent or more of their rated tonnage may pass such signal without stopping and proceed at restricted speed.

When signal displays "Stop and Proceed" and electric switch lamp displays "Red", switch points must be examined and known to fit properly and switch lined for route to be used.

19. AUTOMATIC INTERLOCKINGS, METCALF, OAKLAND AND COWDEN.

(a) When a train arrives at Home Signal indicating STOP at an automatic interlocking a member of train crew will walk to crossing to ascertain cause and be governed by instructions posted on inside door of emergency switch-box.

(b) If no train on opposing road is closely approaching and cause for STOP indication is not ascertained, trainman must operate Time Release marked "NKP" turning knob on release in clockwise direction as far as it will go and release it. When release has run down NKP signal will clear, providing track circuits are unoccupied and there are no broken rails or other causes.

(c) If the operation under paragraph (b) fails to clear NKP home signal, trainman will move handle of emergency switch to the upper position and observe home signals on opposing road. If home signals on opposing road do not indicate STOP, NKP trains may use crossing under flag protection. If signals on opposing road display STOP indication, NKP trains may use crossing without flag protection. Handle of emergency switch must be restored to the "down" position after engine has passed home signal governing train.

(d) NKP trains being flagged over the crossing must not accept a signal from anyone other than a member of their own crew.

(e) To make a reverse movement over the crossing trainmen will operate pushbutton marked "NKP". Signal will clear immediately unless a train on opposing road has taken the crossing.

(f) Failure of the signals to operate properly must be reported by wire from first open telegraph office.

20. MODIFICATIONS AND ADDITIONS TO RULES.

DEFINITIONS:

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

Medium Speed—A speed not exceeding one half authorized speed, but not exceeding 30 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.

Rule 17.

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

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

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

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

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

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

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

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

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

Rule 19.

Displaying of top deck light will be omitted.

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

Rule 103.

A 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.

At various locations highway traffic on sidings and adjacent tracks is protected by flashing light signals and gates, the approach circuits for which extend but a short distance on either side of the crossing. At such locations a train, engine or car must not proceed over the crossing until the flashing light signals or gates have been operating a sufficient length of time to warn approaching 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.

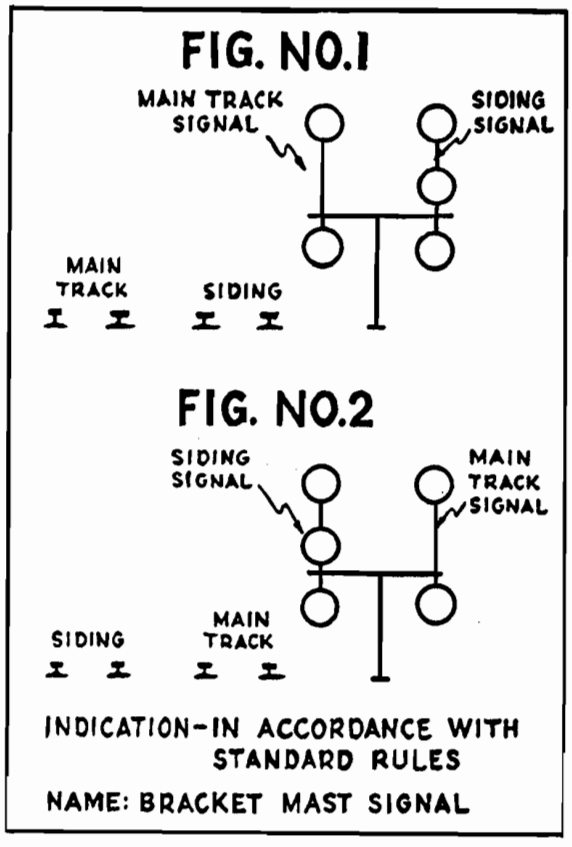
Rule 281C.

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

Rule 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.

BRACKET MAST SIGNAL



Air brake Rule 307. (Third paragraph)

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

21. INTERLOCKING AND SPRING SWITCH APPROACH SIGNALS IN NON-AUTOMATIC BLOCK TERRITORY.

Interlocking Approaching Signals are inoperative, operative or automatic and will display aspects and indications as provided in the Book of Rules December 5, 1943.

LOCATION	Eastward	Westward
Malinta	Automatic	Automatic
Holgate	Inoperative	Inoperative
Continental	None	None
Delphos	Automatic	Operative
Ohio City	Inoperative	Inoperative
Decatur	Inoperative	Inoperative
Marion (Penna. Co.)	Operative	None
Frankfort (WY)	Inoperative	None (Yard)
Clarks Hill	Automatic	Automatic
Linden	Automatic	Automatic
Cayuga	Automatic	
Humrick	Operative	Operative
Ridge Farm	Operative	Operative
Metcalf	Inoperative	Inoperative
Oakland	Inoperative	Inoperative
Charleston	Automatic	None (Yard)
Lerna (Spring Switch West End)	Operative	None
Neoga	Automatic	Operative
Mode	Inoperative	Inoperative
Cowden	Inoperative	Inoperative
Ramsey	Automatic	Automatic
Sorento	Automatic	
Alhambra	Automatic	Operative
Madison (A & S)	Operative	

22. SPECIAL INSTRUCTIONS GOVERNING OPERATION IN MANUAL BLOCK SYSTEM TERRITORY BETWEEN OHIO CITY AND MELLOTT; CAYUGA AND HUMRICK; COFFEEN AND DONNELLSON.

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

Freight trains operating in the same direction may be permitted to occupy the same block under the following rule; Operators will block freight trains 5 minutes apart, if fog or storm should prevent clear view for one-half mile, operators will block all freight trains 15 minutes apart unless otherwise directed by the train dispatcher.

23. 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.

AUTOMATIC BLOCK SIGNALS

FIRST SUB-DIVISION

Westward — Eastward

Begin C. T. C. — End C. T. C.

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.

Automatic Approach

THIRD SUB-DIVISION

Westward — Eastward

Automatic approach

Begin Automatic Block — End Automatic Block

2240.9 — ✢Home

Mellott

*Home — 2241.8

2243.3 — 2243.2

2244.9 — 2244.8

2246.7 — 2246.6G

2248.1 — *Home

*Home

Veedersburg Interlocking

✱ Home

2250.1 — 2250.2

2251.3G — 2251.6

2252.7 — *Home

Mackie

*Home — 2253.2

2254.5 — 2254.6

2256.3 — 2256.2

2257.9 — *Home

Cates

*Home — 2258.8

2261.1 — 2261.0G

2262.5 — *Home

Silverwood

*Home — 2263.0G

@2264.1 — 2264.4G

2265.5 — *Home

End Automatic Block

Cayuga Interlocking

✱ Home

Begin Automatic Block

FOURTH SUB-DIVISION

Westward — Eastward

Automatic Approach

Begin Automatic Block — End Automatic Block

2400.5 — ✢Home

Donnellson

*Home — 2401.4G

2402.9 — 2403.0

2404.3 — 2404.2

2405.9 — *Home

End Automatic Block

Sorento Interlocking

✱ Home

Begin Automatic Block

Automatic Approach

Automatic Approach

2431.9G

Begin Automatic Block

*Home

Edwardsville Interlocking

End Automatic Block

2435.3 — 2435.2G

★Home

Glen Carbon Interlocking

★Home

2438.5 — 2438.6

2440.7 — *Home

Stallings

*Home — 2441.6

2443.3 — 2443.2

♯Home — *Home

End Automatic Block

Alton & Southern Interlocking

★Home

Begin Automatic Block

G-Indicates grade signals.

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

✱-Indicates signal governing through Interlocking. When signal indicates stop, trains or engines, after complying with Rule 663 may proceed at restricted speed.

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

@-When signal displays other than a clear indication, westbound freight trains having 50% or more of their loaded tonnage and having no work to do at Cayuga, will stop clear of the signal and will call the operator at Cayuga and will not proceed until clear indication is displayed, unless otherwise authorized.

♯—Indicates hold out signal. When signal indicates stop, trains or engines when authorized by the operator at A&S interlocking 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

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

426 Terminal Tower, Cleveland, Ohio.

STATIONS	SURGEONS	OFFICE	TELEPHONE	RESIDENCE	TELEPHONE
Toledo, O.	DR. OTTO K. MUHME	415 Summit St.	Adams 4911	127 University Dr.	Wa-0014
Toledo, O.	DR. E. J. McCORMICK	510-514 Ohio Bldg.	Adams 1105	3715 Sulphr. Spgs.	Jo. 1505
Toledo, O.	DR. A. L. STEINFELD, Oculist	125-15th St.	Main 3727	2015 Scottwood Ave.	Main 3517
Toledo, O.	DR. E. C. UNCKRICH, Oculist	416 Colton Bldg.	Main 2505	31 Rockingham Ave.	Ga. 7103
Continental, O.	DR. C. W. BIRD		18-S		18-R
Delphos, O.	DR. HOWARD ILLIG	113 N. Main St.	7001	530 W. 2nd St.	7451
Delphos, O.	DR. F. EDWARD SCHERGER	158 W. 3rd St.	4051	900½ N. Jefferson St.	4051
Decatur, Ind.	DR. G. J. KOHNE	134 S. 3rd St.	445	304 W. Adams St.	388
Bluffton, Ind.	DR. H. D. BRICKLEY	227 S. Main St.	900-901	227½ S. Main St.	220
Marion, Ind.	DR. MERRILL S. DAVIS	514-517 Marion Nat. Bank Bldg.	811	723 Euclid Ave.	247
Kokomo, Ind.	DR. COPELAND BOWERS	210 W. Mulberry St. Kokomo Clinic	6169	1530 W. Taylor St.	5693
Frankfort, Ind.	DR. J. A. VANKIRK	204 W. Washington St.	2632	659 Glendale Dr.	2177
Frankfort, Ind.	DR. C. B. COMPTON	51 S. Jackson St.	5412	658 S. East St.	7297
Frankfort, Ind.	DR. F. A. BEARDSLEY	51 S. Jackson St.	5412	751 E. South St.	6735
Frankfort, Ind.	DR. R. A. HEDGCOCK	205-7 E. Clinton St.	5922	857 E. Clinton St.	3677
Frankfort, Ind.	DR. C. A. ROBISON, Oculist	306 Peoples Life Bldg.	4611	508 S. Main St.	5949
Frankfort, Ind.	DR. M. W. ERDEL, Oculist	2 E White St.	5223	658 E. Armstrong St.	2698
Veedersburg, Ind.	DR. C. B. McCORD	217 N. Main St.	15	217 N. Main St.	126
Cayuga, Ind.	DR. S. C. DARROCH		66		103
Charleston, Ill.	DR. J. T. BELTING	National Bank Bldg.	88	1534 3rd St.	418
Charleston, Ill.	DR. C. E. GREER	721 Jackson St.	77	721 Jackson St.	77
Charleston, Ill.	DR. C. E. DUNCAN, Oculist	803 Jackson St.	12	803 Jackson St.	12
Neoga, Ill.	DR. S. E. BIGLER		2		2
Cowden, Ill.	DR. H. H. PETTRY		65		65
Ramsey, Ill.	DR. E. P. STAFF		84		84
Fillmore, Ill.	DR. W. O. FISH	Main St.	28-R-2	Main St.	28-R-3
Edwardsville, Ill.	DR. EUGENE F. WAHL	National Bank Bldg.	Main181	215 Commercial St.	Main 625
Madison, Ill.	DR. L. C. HARLAN	Corner 5th & Madison	Tri City 409	1734 4th St.	Tri-City 152
E. St. Louis, Ill.	DR. L. A. RYAN	417 Missouri Ave., Spivey Bldg.	East 2426	653 Vogel Place	East 7073

NICKEL PLATE ROAD

THE NEW YORK, CHICAGO AND ST. LOUIS
RAILROAD COMPANY

CLOVER LEAF DISTRICT

TIME TABLE

No. 60

Takes Effect Sunday, Sept. 24, 1950

at 12:01 A. M.

Central Standard Time

For the Information and Government of Employees only.

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

OFFICERS

M. B. PHIPPS, General Superintendent
G. R. BOWMAN, Assistant General Superintendent
D. M. BENDER, Superintendent Transportation

E. B. HUNTER, Superintendent
C. L. EYRSE, Trainmaster, St. Louis Division
G. W. MATHEWS, Trainmaster, Toledo Division
J. P. WELCH, Terminal Trainmaster, St. Louis Terminal
G. McLAIN, Road Foreman of Engines
C. L. PUTMAN, Road Foreman of Engines
B. ZIMMERSCHIED, Chief Train Dispatcher
B. O'DONNELL, Master Mechanic
R. L. MAYS, Division Engineer

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

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OBSERVE
THINK