GOLD E. H. HARRIMAN AWARD
TO NICKEL PLATERS FOR
OUTSTANDING
SAFETY PERFORMANCE
IN 1957

NICKEL PLATE ROAD

THE NEW YORK, CHICAGO AND ST. LOUIS
RAILROAD COMPANY

NICKEL PLATE DISTRICT

FT. WAYNE DIVISION AND CHICAGO DIVISION

TIME TABLE No. 153

Takes Effect Sunday, Oct. 26, 1958
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

H. P. THINNES, General Superintendent
R. A. GLEASON, Assistant General Superintendent
D. M. BENDER, Superintendent Transportation
K. F. BRABENDER, Superintendent
V. E. COE, Terminal Superintendent
Chicago Terminal
W. H. BURR, Train Master—Chicago Division
E. C. DUKE, Train Master—Ft. Wayne Division
W. E. RUBY, Assistant Train Master
A. R. FEAGLER, Chief Train Dispatcher
H. G. WIEGMAN, Road Foreman of Engines
Ft. Wayne Division
C. E. BROWN, Road Foreman of Engines
Chicago Division
R. J. HUGHES, Master Mechanic
R. C. TURNBELL, Division Engineer

FT. WAYNE DIVISION---WESTBOUND

Capacity of Sidings in Cars	Distance from Buffalo	Distance between Stations	STATIONS AND SIDINGS	Hours between which Train Order Stations are Open.	FIRST CLASS TRAINS			THIRD CLASS TRAINS					
					5	7	9	63	61	47	65	49	67
					Fast Freight			Fast Freight	Switch Run	Fast Freight	Fast Freight	Fast Freight	Through Freight
					Daily	Daily	Daily	Daily	Daily Except Sunday	Daily	Daily	Daily	Daily
.....	245.4	1.2	West End BK Double.	.....	12.24AM	9.34AM	7.24PM	.....	.....	.....	.....	.....	.....
.....	246.6	0.7	BELLEVUE YARD L	DN	.....	.....	.....	3.45AM	.....	8.45AM	1.45PM	6.00PM	7.15PM
.....	247.3	0.3	.....Bellevue....A East End FS Double L	12:01A-1:01A 4:45A-8:45P	s 12 32 12 37	s 9.40 9.44	s 7.30 7.33	.....	.....	.....	.....	.....	.....
.....	247.6	2.7	W&LE Dist. Tower .	DN	12.38	9.45	7.35	.....	.....	.....	.....	.....	.....
113 W. 103 E.	250.3 259.5	9.2 4.9	..... Spence ....Green Springs...B	DN	12.42 12.51	9.48 9.57	7.38 f 7.47	.....	.....	.....	.....	.....	.....
.....	264.4	3.6	.....Old Fort.... B	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	268.0	0.8	.....Narlo.....B	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
108 W. 96 E.	268.8	9.9	....Maple Grove...B	DN	12.59	10.05	7.55	.....	.....	.....	.....	.....	.....
96	278.7	1.1	.....Blair..... B	DN	1.08	10.14	8.05	.....	.....	.....	.....	.....	.....
.....	279.8	1.3	.....Fostoria.....B	.....	s 1.18	s 10.22	s 8.10	.....	.....	.....	.....	.....	.....
104W	281.1	4.1	..... FS ..... B	.....	1.21	10.24	8.12	5.13	9.30AM	9.53	4.23	7.03	9.08
101	285.2	0.3	West End FS Double ..... DA .....B	.....	1.25	10.28	8.18PM	5.20AM	9.40AM	10.00AM	4.30PM	7.10PM	9.15PM
.....	285.5	6.9	.....Arcadia..... B	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
143 W. 145 E.	292.4	7.6	...North Findlay...B	DN	s 1.37	s 10.37	.....	.....	.....	.....	.....	.....	.....
107	300.0	5.7	.....McComb.... B	.....	.....	f 10.46	.....	.....	.....	.....	.....	.....	.....
.....	305.7	1.5	.....Townwood...B East End YC Running Track	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	307.2	2.7	...Yellow Creek.... B West End YC Running Track	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
266	309.9	7.9	.....Leipsic Jct....B	DN	2.01	10.56	.....	.....	.....	.....	.....	.....	.....
155	317.8	7.1	.....Millers City... B	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
153 W. 158 E.	324.9	5.8	.....Continental... B	DN	2.18	s 11.12	.....	.....	.....	.....	.....	.....	.....
144	330.7	4.2	.....Oakwood.... B	.....	.....	11.19	.....	.....	.....	.....	.....	.....	.....
111	334.9	4.0	.....Goodwin.... B	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	338.9	2.5	.....Broughton... B	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
280	341.4	2.6	.....Latty..... B	DN	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	344.0	4.9	.....Briceton..... B	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
144	348.9	4.3	.....Payne..... B	.....	2.43	11.38	.....	.....	.....	.....	.....	.....	.....
.....	353.2	4.5	.....Edgerton.... B	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
144	357.7	6.8	.....Dawkins.... B	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
145	364 5	0.9	.....New Haven... B	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	365.4	0 9	.....NE Tower.....	.....	3.04	11.56	.....	.....	.....	.....	.....	.....	.....
.....	366.3	0.7	East Wayne Yard..	DN	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	367.0	3.7	Four Mile Road B East End WH Double	.....	3.06	11.58	.....	.....	.....	.....	.....	.....	.....
.....	370.7	1.2	.....Ft. Wayne...A L	DN	s 3.20 3.35	s 12.05PM 12.12	.....	.....	.....	.....	.....	.....	.....
.....	371.9		.....West Wayne... Runnion Ave.	DN	3.38AM	12.14PM	.....	.....	.....	.....	.....	.....	.....
					Daily	Daily	Daily	Daily	Daily Except Sunday	Daily	Daily	Daily	Daily
					5	7	9	63	61	47	65	49	67

Symbols: B—Telephone Booth; DN—Continuously

PROVISIONAL AND SPECIAL STOPS FOR PASSENGER TRAINS

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

(b) No. 7 will stop at McComb on Sundays.

(c) No. 7 will stop at Payne on Saturdays, Sundays and Holidays.

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

No. 5—Leipsic Jct. and Continental to leave from Fostoria and East and take for Fort Wayne and West and to receive or discharge parcel post.

No. 7—Leipsic Jct. to leave from Cleveland and East and to take for Fort Wayne and West, and receive or discharge parcel post.

—Oakwood daily except Sundays to receive and discharge parcel post.

—Payne to leave from Cleveland and East and take for South Whitley and West, and to receive or discharge parcel post.

FT. WAYNE DIVISION--WESTBOUND

Capacity of Sidings in Cars	Distance from Buffalo	Distance between Stations	STATIONS AND SIDINGS	Hours between which Train Order Stations are Open.	THIRD CLASS TRAINS								
					35	21	23	29	55	37	51	39	
					Through Freight	Switch Run	Switch Run	Switch Run	Fast Freight	Through Freight	Fast Freight	Through Freight	
					Daily	Daily Ex. Sunday	Daily Ex. Sunday	Daily Ex. Sunday	Daily	Daily	Daily	Daily	
.....	246.6		BELLEVUE YARD L	DN	2.00AM	4.00AM	.....	7.01AM	9.45AM	12.30PM	5.10PM	7.45PM	.....
.....	247.3	0.7	Bellevue East End FS Double	12:01A-1:01A 4:45A-8:45P	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	247.6	0.3	W&LE Dist. Tower	DN	.....	.....	.....	.....	.....	.....	.....	.....	.....
113W 103E	259.5	11.9	Green Springs B	DN	.....	.....	.....	8.01	.....	.....	.....	.....	.....
.....	264.4	4.9	Old Fort B	.....	.....	.....	.....	8.10	.....	.....	.....	.....	.....
.....	268.0	3.6	Nario B	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
108W 96E	268.8	0.8	Maple Grove B	DN	.....	.....	.....	9.15	.....	.....	.....	.....	.....
95	278.7	9.9	Blair B	DN	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	279.8	1.1	Fostoria B	.....	.....	.....	.....	A 1:30PM	.....	.....	.....	.....	.....
104W	281.1	1.3	FS B	.....	3.53	5.30	.....	.....	11.24	2.08	6.08	9.58	.....
101	285.2	4.1	DA B West End FS Double	.....	4.00	5.35	.....	.....	11.30	2.15	6.15	10.05	.....
.....	285.5	0.8	Arcadia B	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
143W 145E	292.4	6.9	North Findlay B	DN	.....	.....	.....	.....	.....	.....	.....	.....	.....
107	300.0	7.6	McComb B	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	305.7	5.7	Townwood B East End YC Running Track	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	307.2	1.5	Yellow Creek B West End YC Running Track	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
266	309.9	2.7	Leipsic Junction B	DN	.....	7.20	L 6.00AM	.....	.....	.....	.....	.....	.....
155	317.8	7.9	Millers City B	.....	.....	7.40	6.14	.....	.....	.....	.....	.....	.....
153W 158E	324.9	7.1	Continental B	DN	.....	8.15	7.11	.....	.....	.....	.....	.....	.....
144	330.7	5.8	Oakwood B	.....	.....	8.35	7.33	.....	.....	.....	.....	.....	.....
111	334.9	4.2	Goodwin B	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	338.9	4.0	Broughton B	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
280	341.4	2.5	Latty B	DN	.....	9.05	7.56	.....	.....	.....	.....	.....	.....
.....	344.0	2.6	Briceton B	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
144	348.9	4.9	Payne B	.....	.....	9.45	8.29	.....	.....	.....	.....	.....	.....
.....	353.2	4.3	Edgerton B	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
144	357.7	4.5	Dawkins B	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
145	364.5	6.8	New Haven B	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	365.4	0.9	NE Tower	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	366.3	0.9	East Wayne Yard A	DN	6.15AM	10.45AM	10.00AM	.....	2.00PM	5.00PM	7.55PM	1.10AM	.....
.....	367.0	0.7	Four Mile Road B East End WH Double	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	370.7	3.7	Ft. Wayne	DN	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	371.9	1.2	West Wayne Runnion Ave.	DN	.....	.....	.....	.....	.....	.....	.....	.....	.....
					Daily	Daily Ex. Sunday	Daily Ex. Sunday	Daily Ex. Sunday	Daily	Daily	Daily	Daily	
					35	21	23	29	55	37	51	39	

Symbols: B—Telephone Booth; DN—Continuously.

FT. WAYNE DIVISION--EASTBOUND

Capacity of Sidings in Cars	Distance from Chicago	Distance between Stations	STATIONS AND SIDINGS	Hours between which Train Order Stations are Open.	FIRST CLASS TRAINS 6 Daily	10 Daily	8 Daily	SECOND CLASS TRAINS 54 Fast Freight Daily	56 Fast Freight Daily	50 Fast Freight Daily	52 Fast Freight Daily	98 Fast Freight Daily	64 Fast Freight Daily
.....	151.0		....West Wayne... (Runnion Ave.)	DN	2.38AM	.....	2.21PM	.....	.....	.....	.....	.....	.....
		1.2			s 2.41	.....	s 2.25	.....	.....	.....	.....	.....	.....
.....	152.2		.....Ft. Wayne... A	DN	2.56	.....	2.30	.....	.....	.....	.....	.....	.....
		3.7	L										
.....	155.9	0.7	..Four Mile Road. B (East End WH Double)	.....	3.02	.....	2.35	.....	.....	.....	.....	.....	.....
.....	156.6	0.9	..East Wayne Yard..L	DN	.....	.....	.....	6.15AM	1.11PM	11.09PM	11.44PM	.....	.....
.....	157.5		.....NE Tower.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
145	158.4	0.9	.....New Haven... B	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
		6.8											
144	165.2	4.5	.....Dawkins.... B	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	169.7		.....Edgerton.... B	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
144	174.0	4.3	.....Payne..... B	.....	.....	.....	2.52	.....	.....	.....	.....	.....	.....
		4.9											
.....	178.9	2.6	.....Briceton..... B	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
280	181.5	2.5	.....Latty..... B	DN	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	184.0	4.0	.....Broughton... B	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
111	188.0		.....Goodwin.... B	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
		4.2											
144	192.2	5.8	.....Oakwood.... B	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
153 W. 158 E.	198.0	7.1	.....Continental... B	DN	3.48	.....	s 3.16	.....	.....	.....	.....	.....	.....
155	205.1		.....Millers City...B	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
		7.9											
266	213.0	2.7	.....Leipsic Jct....B (West End YC Running Track)	DN	4.07	.....	3.29	.....	.....	.....	.....	.....	.....
.....	215.7	1.5	...Yellow Creek.... B	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	217.2	5.7	.....Townwood....B (East End YC Running Track)	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
107	222.9		.....McComb.... B	.....	.....	.....	s 3.40	.....	.....	.....	.....	.....	.....
		7.6											
143 W. 145 E.	230.5	6.9	....North Findlay....	DN	4.27	.....	s 3.52	.....	.....	.....	.....	.....	.....
.....	237.4	0.3	.....Arcadia..... B	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
101	237.7	4.1	.....DA.....B (West End FS Double)	.....	4.37	5.26AM	4.01	8.25	3.02	1.02AM	1.55AM	1.20AM	4.50AM
104W	241.8	1.3	..... FS ..... B	.....	4.41	5.30	4.05	8.30	3.07	1.07	2.00	1.25	4.55
.....	243.1	1.1	.....Fostoria.....B	.....	s 4.51	s 5.35	s 4.12	.....	.....	.....	.....	.....	.....
95	244.2	9.9	.....Blair..... B	DN	4.53	5.37	4.15	.....	.....	.....	.....	.....	.....
108 W. 96 E.	254.1	0.8	....Maple Grove... B	DN	5.04	5.46	4.24	.....	.....	.....	.....	.....	.....
.....	254.9		.....Narlo..... B	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
		3.6											
.....	258.5	4.9	.....Old Fort.....B	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
113 W. 103 E.	263.4		...Green Springs...B	DN	5.14	5.56	4.34	.....	.....	.....	.....	.....	.....
		9.2											
.....	272.6	2.7	.....Spence.....		5.24	6.06	4.45	.....	.....	.....	.....	.....	.....
.....	275.3	0.3	W&LE Dist. Tower.	.....	5.27	6.09	4.48	.....	.....	.....	.....	.....	.....
.....	275.6		.....Bellevue. A (East End FS Double)	12:01A - 1:01A 4:45A-8:45P	5.30AM	6.11AM	4.51PM	.....	.....	.....	.....	.....	.....
		0.7			.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	276.3		BELLEVUE YARD. A	DN	.....	.....	.....	10 00AM	4.00PM	2.00AM	3.00AM	2.40AM	6.30AM
					Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily
					6	10	8	54	56	50	52	98	64

Symbols: B—Telephone Booth; DN—Continuously.

PROVISIONAL AND SPECIAL STOPS FOR PASSENGER TRAINS

(a) All passenger trains will stop on instructions opposite East Wayne Yard Office to permit employees deadheading under orders to board or alight.
(b) Passengers from Englewood will be treated as Chicago passengers.
(c) No. 8 will stop at Payne on Saturdays, Sundays and Holidays.
(d) Trains will stop on signal at stations for handling parcel post and discharge pay passengers or take on pay passengers for stations where trains are scheduled to stop, as follows:

No. 6—Continental on Sunday to take for Cleveland and East.
—Leipsic Jct. to leave from Chicago and take for Cleveland and East, and to receive or discharge parcel post.
—North Findlay to leave from Chicago and take for Cleveland and East.

No. 8—Payne to leave from Chicago and take for Cleveland and East.
—Green Springs to leave from Fort Wayne and West and take for Cleveland and East.

No. 10—Green Springs for passengers.

FT. WAYNE DIVISION--EASTBOUND

Capacity of Sidings in Cars	Distance from Chicago	Distance between Stations	STATIONS AND SIDINGS	Hours between which Train Order Stations are Open.	SECOND CLASS TRAINS—Continued						THIRD CLASS TRAINS				
					60	90	68	66			24	32	36	34	
					Switch Run	Fast Freight	Fast Freight	Through Freight			Switch Run	Through Freight	Through Freight	Through Freight	
					Daily Except Sunday	Daily	Daily	Daily			Daily Except Sunday	Daily	Daily	Daily	
.....	151.0	1.2	.....West Wayne... Runnion Ave.	DN	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	152.2		.....Ft. Wayne.....	DN	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
		3.7													
.....	155.9		..Four Mile Road..B		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
		0.7	East End WH Double												
.....	156.6	0.9	..East Wayne Yard..L	DN	.....	.....	.....	.....	.....	.....	2.00AM	3.01AM	9.00AM	8.30PM	.....
.....	157.5	0.9	.....NE Tower.....		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
145	158.4		....New Haven....B		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
		6.8													
144	165.2	4.5	.....Dawkins.....B		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	169.7	4.3	.....Edgerton.....B		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
144	174.0		.....Payne.....B		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
		4.9													
.....	178.9	2.6	.....Briceton.....B		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
280	181.5	2.5	.....Latty.....B	DN	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	184.0	4.0	.....Broughton... B		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
111	188.0		.....Goodwin.....B		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
		4.2													
144	192.2		.....Oakwood.... B		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
153 W. 158 E.	198.0	5.8	.....Continental....B	DN	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
155	205.1	7.1	.....Millers City....B		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
		7.9													
266	213.0		..Leipsic Junction..B	DN	.....	.....	.....	.....	.....	.....	A5.00AM	.....	.....	.....	.....
		2.7	West End YC Running Track												
.....	215.7	1.5	..Yellow Creek....B		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	217.2		....Townwood....B		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
		5.7	East End YC Running Track												
107	222.9		.....McComb.....B		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
		7.6													
143 W. 145 E.	230.5		....North Findlay....	DN	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
		6.9													
.....	237.4		.....Arcadia .... B		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
101	237.7	0.3	.....DA.....B		.....	10.15AM	11.20AM	4.00PM	6.30PM	.....	.....	6.30	11.00	10.30	.....
			West End FS Double												
104W	241.8	4.1	.....FS .....B		.....	10.25AM	11.26	4.06	6.36	.....	.....	6.40	11.15	10.40	.....
.....	243.1	1.8	.....Fostoria.....B		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
95	244.2	1.1	.....Blair.....B	DN	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
108 W. 96 E.	254.1	9.9	.....Maple Grove...B	DN	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	254.9	0.8	.....Narlo.....B		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
		3.6													
.....	258.5		.....Old Fort.....B		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
113 W. 103 E.	263.4	4.9	...Green Springs...B	DN	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	275.3	11.9	.W&LE Dist. Tower.		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	275.6	0.3	.....Bellevue.....	{12:01A-1:01A 4:45A-8:45P	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
		0.7	East End FS Double												
.....	276.3		BELLEVUE YARD A	DN	.....	12.45PM	5.15PM	7.45PM	.....	.....	.....	7.40AM	12.15PM	11.40PM	.....
					Daily Except Sunday	Daily	Daily	Daily			Daily Except Sunday	Daily	Daily	Daily	
					60	90	68	66			24	32	36	34	

Symbols: B—Telephone Booth; DN—Continuously.

CHICAGO DIVISION--WESTBOUND

Capacity of Sidings in Cars	Distance from Buffalo	Distance between Stations	STATIONS AND SIDINGS	Hours between which Train Order Stations are Open.	FIRST CLASS TRAINS		SECOND CLASS TRAINS					THIRD CLASS TRAINS	
					5	7	39	35	55	51	37	25	27
							Through Freight	Through Freight	Fast Freight	Fast Freight	Through Freight	Switch Run	Switch Run
					Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily Ex. Sunday	Daily Ex. Sunday
.....	366.3	0.7	...East Wayne Yard. L	DN	.....	.....	3.30AM	9.50AM	3.35PM	8.30PM	10.30PM	2.50AM	7.30AM
.....	367.0	3.7	..Four Mile Road . B East End WH Double	.....	3.06AM	11.58AM	.....	.....	.....	.....	.....	.....	.....
.....	370.7		....Ft. Wayne..... A	DN	s 3.20	s 12 05PM	.....	.....	.....	.....	.....	.....	.....
.....		1.2	L		3.35	12.12	.....	.....	.....	.....	.....	.....	.....
.....	371.9	4.8	.... West Wayne .... Runnion Ave.	DN	3.38	12.14	.....	.....	.....	.....	.....	.....	.....
.....	376.7	4.4	.....Hadley.....B West End WH Double	.....	3.45	12.20	3.55	10.15	4.02	8.41	11.05	3.20	7.50
144	381.1	5.1	.....Dunfee..... B	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	386.2	2.9	.....Raber..... B	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
143	389.1	3.0	.....Peabody..... B	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	392.1	4.3	.....Arnolds..... B	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
144	396.4	6.2	....South Whitley.. B	.....	s 4.04	f 12.39	.....	.....	.....	.....	.....	.....	.....
155	402.6	7.6	.....Sidney..... B	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
144	410.2	4.9	.....Claypool .. . B	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
84	415.1	3.8	.....Burket..... B	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	418.9	0.7	.....Mentone.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
145	419.6	4.0	.....Clemer..... B	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
87	423.6	7.1	.....Tippecanoe ... B	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
157 E. 147 W.	430.7	7.4	.....Argos..... B	DN	.....	.....	.....	.....	.....	.....	.....	.....	A 12.01PM
184	438.1	12.8	.....Hibbard..... B	.....	4.52	1.25	.....	.....	.....	.....	.....	.....	.....
195 E. 167 W.	450.9	11.4	.....Knox..... B	.....	s 5.11	s 1.42	.....	.....	.....	.....	.....	.....	.....
145	462.3	5.0	.....Thomaston.... B	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
142	467.3	5.8	....South Wanatah.. B	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
152	473.1	3.3	.....Nickel..... B	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	476.4	3.5	.....Valparaiso... B	.....	5.35	2.05	.....	.....	.....	.....	.....	.....	.....
171	479.9	7.6	.....Spriggsboro... B	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
141 E. 145 W.	487.5	4.8	.....Hobart..... B	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
89	492.3	4.8	.....South Gary.... B	.....	5.55	2.24	.....	.....	.....	.....	.....	.....	.....
108	497.1	2.8	.....Vanloon..... East End OS Double	DN	6.02	2.31	7.30	1.50PM	7.30	11.18	3.01AM	10.10	.....
96E	499.9	3.1	.....Osborn.. ... B	.....	6.06	2.35	.....	.....	.....	.....	.....	.....	.....
.....	503.0	0.5	.....Hammond.... B	.....	s 6.17	s 2.45	.....	.....	.....	.....	.....	.....	.....
.....	503.5	5.8	.....Erie Jct.....	.....	6.20	2.47	.....	.....	.....	.....	.....	.....	.....
.....	509.3	1.1	..... 110th Street ... B	.....	6.36	2.57	.....	.....	.....	.....	.....	.....	.....
.....	510.4	1.2	.... Calumet Yard .. A	DN	.....	.....	8.30AM	2.50PM	8.30PM	12.15AM	4.30AM	11.55AM	.....
.....	511.6	1.0	.. 95th Street Cabin ..	DN	7.01	3.04	.....	.....	.....	.....	.....	.....	.....
.....	512.6	1.5	.....I. C. Jct.....	.....	7.06	3.08	.....	.....	.....	.....	.....	.....	.....
.....	514.1	2.1	.....JN Tower.....	.....	7.15	3.20	.....	.....	.....	.....	.....	.....	.....
.....	516.2	6.7	.....Englewood.....	.....	s 7.20	s 3.25	.....	.....	.....	.....	.....	.....	.....
.....	522.9		.....CHICAGO....A	DN	7.35AM	3.40PM	.....	.....	.....	.....	.....	.....	.....
					Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily Ex. Sunday	Daily Ex. Sunday
					5	7	39	35	55	51	37	25	27

Symbols: B—Telephone Booth; DN—Continuously.

PROVISIONAL AND SPECIAL STOPS FOR PASSENGER TRAINS

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

(b) Passengers for Englewood will be treated as Chicago passengers.

(c) No. 7 will stop at South Whitley and Hibbard on Saturdays, Sundays and Holidays.

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

No.5—Hibbard to leave from Cleveland and take for Chicago.
—Valparaiso to leave from Fort Wayne and East.
—South Gary to leave from Lorain and East.

No. 7—Hibbard to leave from Fort Wayne and East, and take for Chicago.
—South Gary to leave from Lorain and East.

CHICAGO DIVISION--EASTBOUND

Capacity of Sidings in Cars	Distance from Chicago	Distance Between Stations	STATIONS AND SIDINGS	Hours between which Train Order Stations are Open	FIRST CLASS TRAINS		SECOND CLASS TRAINS				THIRD CLASS TRAINS			
					8	6	54	56	50	52	34	32	28	36
							Fast Freight	Fast Freight	Fast Freight	Fast Freight	Through Freight	Through Freight	Switch Run	Through Freight
					Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily Ex. Sunday	Daily
.....	0.0	6.7	...CHICAGO L	DN	11.20AM	11.32PM	.....	.....	.....	.....	.....	.....	.....	.....
.....	6.7	2.1	Englewood ..	.....	s 11.34	s 11.44	.....	.....	.....	.....	.....	.....	.....	.....
.....	8.8	1.5	...JN Tower...	.....	11.38	11.48	.....	.....	.....	.....	.....	.....	.....	.....
.....	10.3	1.0	....I. C. Jct.....	.....	11.41	11.50	.....	.....	.....	.....	.....	.....	.....	.....
.....	11.3	1.2	95th St. Cabin.	DN	11.45	11.53	.....	.....	.....	.....	.....	.....	.....	.....
.....	12.5	1.1	Calumet Yard.L	DN	.....	.....	1.01AM	8.01AM	6.10PM	7.00PM	12.30PM	1.01PM	.....	9.30PM
.....	13.6	5.8	110th Street..B	.....	11.52	11.57	.....	.....	.....	.....	.....	.....	.....	.....
.....	19.4	0.5	Erie Jct.	.....	11.59	12 07AM	.....	.....	.....	.....	.....	.....	.....	.....
.....	19.9	3.1	Hammond.. B	.....	s 12 03PM	s 12.11	.....	.....	.....	.....	.....	.....	.....	.....
96E	23.0	2.8	.Osborn .. B	.....	12.07	12.16	.....	.....	.....	.....	.....	.....	.....	.....
108	25.8	4.8	....Vanloon.... East End OS Double	DN	12.10	12.19	2.00	9.00	7.55	8.00	2.01	2.05	.....	10.15
89	30.6	4.8	South Gary B	.....	12.15	12.25	.....	.....	.....	.....	.....	.....	.....	.....
141 E. 145 W.	35.4	7.6	Hobart B	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
171	43.0	3.5	Spriggsboro. B	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	46.5	3.3	..Valparaiso. B	.....	12.30	12.41	.....	.....	.....	.....	.....	.....	.....	.....
152	49.8	5.8	.Nickel.. B	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
142	55.6	5.0	So. Wanatab.. B	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
145	60.6	11.4	Thomaston B	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
195 E. 167 W.	72.0	12.8	.Knox... .. B	.....	s 12.59	s 1.13	.....	.....	.....	.....	.....	.....	.....	.....
184	84.8	7.4	Hibbard... B	.....	1.12	1.26	.....	.....	.....	.....	.....	.....	.....	.....
157 E. 147 W.	92.2	7.1	....Argos.... B	DN	.....	.....	.....	.....	.....	.....	.....	.....	L 3.00PM	.....
87	99.3	4.0	Tippecanoe... B	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
145	103.3	0.7	.....Clemer... B	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	104.0	3.8	...Mentone....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
84	107.8	4.9	.....Burket... B	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
144	112.7	7.6	..Claypool.... B	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
155	120.3	6.2	.....Sidney... B	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
144	126.5	4.3	South Whitley.B	.....	f 1.54	2.06	.....	.....	.....	.....	.....	.....	.....	.....
.....	130.8	3.0	..Arnolds.... B	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
143	133.8	2.9	....Peabody.. B	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	136.7	5.1	.....Raber.... B	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
144	141.8	4.4	.....Dunfee.. B	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	146.2	4.8	.....Hadley.... West End WH Double	.....	2.16	2.29	4.45	12.04PM	10.40	10.45	5.35	7.00	5.15	2.40AM
.....	151.0	1.2	..West Wayne.. Runnion Ave.	DN	2.21	2.38	.....	.....	.....	.....	.....	.....	.....	.....
.....	152.2	3.7	..Ft. Wayne.. A L	DN	s 2.25 2.30	s 2.41 2.56	.....	.....	.....	.....	.....	.....	.....	.....
.....	155.9	0.7	Four Mile Rd. B East End WH Double	.....	2.35PM	3.02AM	.....	.....	.....	.....	.....	.....	.....	.....
.....	156.6		East Wayne Yd. A	DN	.....	.....	5.00AM	12.40PM	10.55PM	11.00PM	6.15PM	7.30PM	5.55PM	3.30AM
					Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily Ex. Sunday	Daily
					8	6	54	56	50	52	34	32	28	36

Symbols: B—Telephone Booth; DN—Continuously.

PROVISIONAL AND SPECIAL STOPS FOR PASSENGER TRAINS

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

(b) Passengers from Englewood will be treated as Chicago Passengers.

(c) No. 8 will stop at Valparaiso, Hibbard and South Whitley on Saturdays, Sundays and Holidays.

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

No. 6—South Gary to take for Lorain and East.
—Hibbard to leave from Chicago and take for Cleveland and East.

No. 8—South Gary to take for Lorain and East.
—Valparaiso to take for Fort Wayne and East.
—Hibbard to leave from Chicago and take for Fort Wayne and East.

SPECIAL INSTRUCTIONS

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

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

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

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

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

AUTOMATIC BLOCK SYSTEM RULES ARE IN EFFECT BETWEEN BELLEVUE AND JN TOWER EXCEPT BETWEEN ENDING AND BEGINNING AUTOMATIC BLOCK SIGNS AT 95TH ST. AND SIGNAL 512.5. SIGNS WILL DESIGNATE BEGINNING AND ENDING OF AUTOMATIC BLOCK SYSTEM TERRITORY.

MANUAL BLOCK SYSTEM RULES ARE NOT IN EFFECT.

REGULATIONS IN YARDS

1. BELLEVUE.

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

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

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

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

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

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

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

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

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

2. FOSTORIA.

3. FT. WAYNE.

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

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

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

All movements using south Wye track must not foul the Knitting Mill track or NYC main track without permission of signalman at West Wayne and must not proceed over Knitting Mill track until it is known that route is clear.

(c) Trains, engines and yard engines using track 25 in eastbound direction will have preference over trains, engines and yard engines in westbound direction.

Unless otherwise instructed, inbound engines will be left on track 25 in the vicinity of coal dock.

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

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

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

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

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

(e) Four Mile Road:

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

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

(g) All movements using Falstaff Brewery track must protect Wayne Street crossing by having man on the ground in advance of each movement over the crossing.

4. CALUMET YARD.

(a) Eastbound trains or engines may run ahead of trains No. 8 and No. 6 JN Tower to entrance switch west end of Calumet Yard, unless overtaken, then they will let them pass promptly.

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

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

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

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

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

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

Westbound trains or engines will not move from entrance switch to yard at Stony Island Ave. to eastward track without securing permission from signalman at 95th Street Cabin.

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

(d) Between 95th Street Cabin and Stony Island Avenue. Eastbound trains, engines and yard engines will not exceed yard speed on eastward track.

(e) All trains and engines will approach I.C. Jct. crossover and entrance switch at Stony Island Avenue expecting to find trains or engines occupying track.

(f) Yard movements will be on lookout for instructions which may be handed on by signalman at 95th Street Cabin.

(g) Trains or engines having cleared a main track between Cummings Drawbridge and State Line Interlocking must not re-enter or

foul main track or cross from one main track to another, without obtaining permission from signalman at Burnham. This will not relieve employees from the duty of promptly and properly protecting the movement. Information secured from signalman must be repeated.

5. GENERAL INSTRUCTIONS.

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

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

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

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

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

(e) 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.

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

(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 a main track switch until the train has come to a stop, except at points where proper signals are provided to control the approach and movement of train.

(i) 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.

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

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

(k) Light engines, with or without caboose must not use sand except in case of emergency and if stopped on a sanded rail, move off of same promptly to insure proper operation of all signals including electric highway signals.

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

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

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

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

(o) Between FS and Bellevue Yard — eastbound only.
Between Four Mile Road and Hadley—westbound and eastbound.
Between Vanloon and 110th Street — westbound and eastbound.

Trains moving with the current of traffic will run with reference to other trains in the same direction by block signals whose indications will supersede the superiority of trains and after clearing a track, must not re-enter or foul that track without permission of Train Dispatcher except where governed by interlocking rules.

Trains will advise Train Dispatcher in advance when they have work to do or cannot make usual running time.

(p) Electric Highway Crossing Signals.

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

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

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

(a) A YELLOW marker indicates entrance to an approach starting section.
(b) A RED marker indicates entrance to a second starting section, or where special circuits are provided account switching operations.
(c) A WHITE marker indicates entrance to a circuit over crossing where no approach starting section is provided.

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

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

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

(7) To avoid unnecessary operation of electric highway signals:
(a) Engines or cars must not occupy circuits unnecessarily.
(b) When circuits are occupied by standing engine or car available cut out device must be used to avoid unnecessary delay to highway traffic.

(8) Trainman manual control device for canceling automatic operation may be either of two types:
(a) Insert switch key in control box and turn clockwise as far as possible. To restore automatic operation remove switch key.
(b) Insert switch key in control box and turn clockwise as far as possible and remove. To restore automatic control push button marked "lower gates" or "re-start".

(9) Westbound movements on westward track, West Wayne, stopping between a point 250 feet east of home signal NYC crossing and Runnion Avenue or moving less than 15 miles per hour on first starting section must approach Runnion Avenue prepared to stop unless crossing protection has been operating a sufficient length of time to warn highway traffic.

(10) Westbound trains and engines stopping or delayed within interlocking limits must approach Main Street, Hobart, at a speed not to exceed twenty-five (25) miles per hour to permit proper operation of crossing protection.

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

Location	Crossing	Track	Remarks
Ft Wayne	Glasgow Ave.	Kroger	Note 1
Hammond	Oakley St.	Oil	Note 2

Note 1—Manual operation by towerman only. In addition, all movements using Kroger track (first track north of main track) must protect Glasgow Avenue crossing by having a man on the ground in advance of each movement over crossing.

Note 2—Manual operation by towerman only.

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

Track	Crossing	Location	Control Located	Movements
Main	Grant St. and Ridge Rd.	So. Gary	On case N.E. quadrant of crossing.	Westbound
Main	Grant St.& Ridge Rd.	So. Gary	On case N.W. quadrant of crossing.	Eastbound
Main	Main St.	Hobart	South gate mechanism.	Eastbound and Westbound
Eastward	Cline Ave.	Hammond	South side west of crossing.	Eastbound
*Eastward	Euler Rd.	Hammond	*South side east of crossing.	Eastbound
Eastward	Columbia Ave.	Hammond	Housing in S.W. quadrant of crossing.	Eastbound and when movements against the current of traffic foul the second starting circuit.
Westward	Sohl St.	Hammond	Instrument case N.E. quadrant of crossing.	Westbound
Eastward	Sohl St.	Hammond	Adjacent to team track switch.	Eastbound

*Before cutting Cline Ave. crossing use key controller, then pull cut east of Euler Rd. Rear of train must clear Grand Ave. and occupy Cline Ave. To restore automatic operation use pushbutton at Euler Rd.

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

(r) LE&W District trains with corresponding schedules included in NKP District time table under same numbers and extra trains moving from FS or DA, will maintain their authorized identity, displaying classification signals, as required by the rules.

(s) At Blair, train order signal is eastward only.

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

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

(v) Indicators:

(1) Indicator located 600 feet east of Green Street, New Haven, will display one (1) Lunar White light when westward home signal at NE Tower displays approach medium, medium approach, approach or restricting indication.

(2) Indicators located just east of Heaton Street, Knox. Main track indicator located south of main track, will display one (1) Lunar White light when main track home signal east of NYC crossing, displays clear, approach, medium approach or restricting indication. Siding indicator located north of siding will display one (1) Lunar White light when siding home signal east of NYC crossing displays medium clear, approach, medium approach or restricting indication.

(3) Indicator located just east of Oakley Street, Hammond, will display one (1) Lunar White light when westward home signal Hammond displays approach aspect.

(4) Indicator located 300 feet east of Torrence Avenue, Chicago, will display one (1) Lunar White light when westward home signal at Cummings Drawbridge displays clear, approach or restricting indication.

(w) Movement of Locomotives and/or Diesel Units in Trains.

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

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

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

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

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

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

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

(x) Lubrication and Care of Journal Boxes.

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

When cars with hot journals are set out where car inspectors do not take immediate charge precaution must be taken to know that journal is left in condition to avoid damage to car by fire.

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

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

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

When the resultant odor or smoke is detected, the train should be stopped at once and the overheated bearing located. At times it is possible to get a false indication of either odor or smoke due to leaking cartridge, when this has been detected, other indicators should be examined as both of them should go off with the same degree of overheating. The box with the discharged heat indicator should be felt for running heat, and if same does not exceed that of the other boxes on the car it is safe to assume that the car can be handled to

the next terminal where same should be looked at by car inspector, and car either forwarded to destination or cut out of train. If the box is abnormally hot and both heat indicators are discharged, in the case of car equipped with two heat indicators and one heat indicator discharged in the car equipped with only one heat indicator, cars should not be brought forward at excessive speed and should be set off as further damage may result to the bearing assembly, and in extreme cases the journal will eventually fail.

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

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

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

(a) When used as a pusher or second engine.
(b) By specific authority of Superintendent.

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

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

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

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

7. PERSONAL INJURY ACCIDENTS.

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

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

8. ILLINOIS HOUSE BILL No. 110 (1957)

(To be observed within the State of Illinois)

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

ILLINOIS COMMERCE COMMISSION ORDER No. 138:

(To be observed within the State of Illinois)

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

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

Location	Office	Standard Clock	Bulletin Board	Register Book
Bellevue Yard	Telegraph	X	X	X
Bellevue	Depot	X	X	X
Blair	Yard	X	X	X
Fostoria	Depot	X	X	
Lima	Yard	X	X	
*East Wayne	Yard	X	X	X
*Fort Wayne	Telegraph	X	X	
West Wayne	Yard	X	X	
West Wayne	Telegraph			X
Vanloon	Telegraph			X
Osborn	Telegraph	X	X	
*Calumet	Yard	X	X	X
	West end	X	X	
*Chicago	Station Master	X	X	X

*Also includes NYC bulletins and bulletin books.
X Indicates location.

10. REGISTERING AND CLEARING OF TRAINS.

(a) LE&W District trains are not required to receive Clearance Form A at FS or DA.

(b) **First Class Trains.**

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

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

Engineer taking Train No. 9 from Fostoria must receive Clearance Form A and any train orders or messages indicated thereon from incoming engineer and check with conductor before proceeding.

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

Engineer taking Train No. 10 from Fostoria must receive Clearance Form A and any train orders or messages indicated thereon from incoming engineer and check with conductor before proceeding.

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

(c) **Second-class and inferior Trains.**

WESTBOUND.. Register at Bellevue Yard, East Wayne Yard and Calumet Yard.

Trains originating, terminating or turning at Blair will register at Blair.

EASTBOUND... Register at Calumet Yard, East Wayne Yard and Bellevue Yard.

Trains originating, terminating or turning at Blair will register at Blair.

11. SPEED RESTRICTIONS.

LOCATION AND CONDITIONS	Miles Per Hour: Passenger Trains	Miles Per Hour: Freight Trains
Passenger Engines	70	60
Diesel Road Switchers	65	60
Engines running light with or without caboose	.....	50
Engines with side or main rods down or disconnected	.....	20
Steam switch engines without engine truck handled in train	.....	20
Trains handling scale test cars X-1000, X-55355 and X-56130 handle on rear end only	.....	30
Trains handling locomotive cranes, pile drivers or similar equipment moving on own wheels, load or heavy end must be toward engine	.....	30
High hopper cars of coal and other heavy commodities loaded to cubic capacity (top of car or above):	.....	50
Trains handling short hopper cars; DM&IR, LS&I, Soo Line, C&NW and similar equipment of other ownership.		
When loaded	.....	30
When empty	.....	35
Solid trains of tank cars loaded with petroleum or petroleum products	.....	50
Trains handling flangers	25	25
Snow plows (See Instructions Page 9)	.....	35
Snow plows passing passenger trains on double track	.....	4
Large derricks:		
Tangent track	.....	40
Curves	.....	30
250 ton derrick over bridge 514-96	.....	15

11. SPEED RESTRICTIONS.

LOCATION AND CONDITIONS	Miles Per Hour: Passenger Trains	Miles Per Hour: Freight Trains
Except on curves restricted to less than 30 miles per hour for freight trains—freight train speed restriction to apply.		
(When relief train leaves terminal with derrick boom leading, a stop should be made at a convenient point, as soon as steam has been gotten up on the derrick, boom swung around to trailing position.)		
Bellevue: Between West end of BK Double and East end FS Double	55	45
Curve west of W. & L. E. Dist. Tower	40	40
Green Springs: Turnout, East end Westward siding	35	35
Maple Grove: Turnout, East end Westward siding	35	35
Fostoria: Between Town St. and Findlay Road	35	35
Between Findlay Road and Poplar St. Eastbound movement on Westward track	15	15
Between C&O, NYC crossing and Findlay Rd. Westbound movement on Eastward track	15	15
Curve west of NYC crossing	50	50
Curve west of depot (Findlay Road)	50	50
FS: Through all turnouts	35	35
DA: Turnout, Extension Track	50	50
Through other turnouts	35	35
North Findlay: Turnouts, through both sidings	35	35
Y. C. Running Track	50	50
Y. C. Running Track: Turnouts, east and west ends	35	35
Leipsic: Between B&O crossing and first street crossing west of DT&I interlocking	35	35
Leipsic Jct.: Turnout west end, through siding	35	35
Turnout east end, through No. 1 track	35	35
Millers City: Turnouts, through siding	35	35
Continental: Westward siding, westbound trains or engines, between old freight house and Main Street	25	25
Eastward siding, eastbound trains or engines, between dwarf signal east end siding and Main Street	25	25
Continental: Turnouts, through both sidings	35	35
Oakwood: Train No. 8 discharging U. S. Mail	45	.....
Train No. 6 discharging U. S. Mail	30	.....
Train No. 5 discharging U. S. Mail	20	.....
Turnouts, through siding	35	35
Latty: Turnouts, through siding	35	35
Payne: Turnouts, through siding	35	35
Dawkins: Turnouts, through siding	35	35
New Haven: Turnouts, through siding	35	35
Train No. 8 discharging U. S. Mail	45	.....
NE Tower: Turnouts, westward lead and eastward lead	35	35
Wabash crossing	40	40
East End East Wayne Yard: Westward lead	15	15
Four Mile Road: Turnouts, westward track and west end of north lead	35	35
Ft. Wayne:		
Westbound and Eastbound — Curve Bueter Road	45	35
Westbound and Eastbound — Greenwalt Ave. and Wayne Pump	30	30
Westbound and Eastbound — Wayne Pump and Van Buren St.	25	25
Westbound — Curve east of St. Marys River	25	25
Westbound — NYC crossing (engine only)	25	25
Eastbound — G.R.&I. crossing and St. Marys River	30	30
Eastbound — St. Marys River and Van Buren St.	25	25
Westbound and Eastbound — Curve west of G.R.&I. crossing	50	50
Hadley: Turnout, Westward track	35	35
Dunfee: Turnouts, through siding	35	35
Peabody: Turnouts, through siding	35	35
So. Whitley: Turnouts, through siding	35	35
Sidney: Turnouts, through siding	35	35
Claypool: Turnouts, through siding	35	35

11. SPEED RESTRICTIONS.

LOCATION AND CONDITIONS	Miles Per Hour: Passenger Trains	Miles Per Hour: Freight Trains
Clemer: Turnouts, through siding	35	35
Argos: Turnouts, through both sidings	35	35
Hibbard: Turnouts, through siding	35	35
Knox: Turnouts, through both sidings	35	35
City limits	30	30
Curve east of NYC	35	35
Other curves	50	50
Thomaston: Turnouts, through siding	35	35
South Wanatah: Turnouts, through siding	35	35
Nickel: Turnouts, through siding	35	35
Spriggsboro: Turnouts, through siding	35	35
Hobart: Turnouts, through westward siding	35	35
Eastward siding, eastbound trains, after engine enters Main track and train has cleared turnouts at west end	35	35
South Gary: While engine passing over street crossings	45	45
Vanloon: Turnout, Eastward track	50	50
Hammond:		
Curves between depot and State Line	30	30
Westbound trains and engines on westward track stopping within 2000 feet of home signal located east of Columbia Ave. or who have moved at a speed less than twenty-five (25) miles per hour between a point 2000 ft. east of home signal and home signal, must approach Columbia Avenue at a speed not to exceed ten (10) miles per hour to permit proper operation of crossing protection at Columbia Avenue.		
The following speed restrictions apply to trains and engines moving over street crossings With the current of traffic:		
Streets between Van Loon and Kennedy Ave.	50	50
Streets between Kennedy Ave. and Columbia Ave.	40	40
Streets between Columbia Ave. and Hohman St.	25	25
The following speed restrictions over street crossings apply to trains and engines moving Against the current of traffic.		
Westbound movements on eastward track must stop at Columbia Ave. and will not proceed over crossing without first protecting such movements by a trainman at the crossing, unless crossing protection has been operating a sufficient time to warn highway traffic		
Streets between Arizona and Indianapolis	25	25
Streets between Indianapolis and Sibley	20	20
Erie Jct.: Drawbridge turnouts	35	35
Cummings Drawbridge: Eastward track	35	35
110th Street: Curve	35	35
93rd Street: Curve	30	30
Curves between 93rd Street and east end of bridge over I. C. R. R.	40	40
Curves between east end of bridge over I. C. R. R. and JN Tower	20	20
Between 95th Street and JN Tower	55	45
JN Tower interlocking limits: Eastward track	15	15
Westward track	10	10
Eastbound equipment trains passing Englewood station	10	.....
Trains having bundles of newspapers to discharge at points where trains do not stop	20	.....
Through all other sidings	15	15
Outlying tracks	6	6
Other main track turnouts and crossovers	15	15
Other turnouts and crossovers	10	10
Speed restrictions apply to entire train, except where otherwise specified. Speed must be further reduced when, in the judgment of the engineer conditions require it.		

12. OVERHEAD AND SIDE OBSTRUCTIONS.

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

All elevators with loading spout.

Narlo.....Dolomite Stone Co. tracks.
Ilers.....Elevator building, team track.
Fostoria.....Mennel Milling Co., fence and canopy.
Fostoria Grain Co. tracks.
Yellow Creek.....Coal dock, Main and Running tracks.
Fort Wayne.....Falstaff Brewing Co. track.
Wayne Candy Co., North track.
American Coal & Supply Co. tracks.
Sewage Disposal track.
Dock St. track.
News Publishing Co. track.
Voors Coal track.
General Electric Co. tracks, LE&W District.
Briggs .....Farm Bureau No. 1 and No. 2 tracks, canopy.
So. Whitley.....Grip Nut spur.
Osborn .....Basic Inc. track.
Erie Jct.....Drawbridge eastward and westward tracks.
Burnham.....Drawbridge (Cummings) eastward and westward tracks.
Chicago.....NYC & PRR Co. bridge between 75th and 76th Streets.

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

Edgerton.....Tile Co. spur.
Fort Wayne.....Clifford Brothers Coal Co.
Indiana Road Machine Co.
Dock St. track.
Hibbard.....North end of Wye.
Chicago.....94th Street.

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

Old Fort.....Stock pens—West Elevator track.
Narlo.....Dolomite Stone Co. tracks.
Unloading Platform Switching track.
Maple Grove.....Building, Elevator track.
Fostoria.....Cyclone fence, Car Puller and Oil unloader Carbon Co. No. 3 track.
Mennel Milling Co. fence and unloading tracks.
Fostoria Grain Co. tracks.
Continental.....Raabe Elevator track.
House track
Payne.....Hyman Elevator track.
Edgerton.....Tile Company, spur.
New Haven.....Repair track platform.
Fort Wayne.....Fairfield-Ewing, Clay and Columbia Streets, bridge girders main tracks.
Falstaff Brewing Co. track.
T. E. White & Armstrong Co. track.
Wayne Candy Co., North track.
American Coal & Supply Co. tracks.
Indiana Road Machine Co. track.
Switch stand in river bridge.
General Electric Co. tracks, LE&W District.
Hoosier Solvent, South fence.
Maumee Coal Co. fence.
Bursley Co. platform and building.
Pullman track canopy
John Deere track.
Clifford Brothers Coal Co. fence.
Voors Coal track
National Carloading track.
Raber.....Team track electric box.
Briggs .....Farm Bureau building, No.1 and No. 2 tracks.
Peabody.....Building, local track.
South Whitley.....Grip Nut spur.
Elevator track Westward Home signal.
Mentone.....Conveyor, local track.
Argos.....Coal track.
Engine track.
Valparaiso.....Freight House track.
Osborn.....Hammond Lead Co. track.
Basic Inc. track
Hammond.....Freight House track.
Hammond Brass Co. track.
Oil spur.
Chicago.....Ford Plant, unloading platforms on No. 1 and No. 2 tracks.
Balloon track, car washer.
NYC & PRR Co. bridge between 75th and 76th Streets.
Girders 79th Street.
Tech Soap Co. platform.
Retaining Walls 71st Street.
Burkartsmair track retaining wall.

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

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

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

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

13. RESTRICTIONS ON SIDE TRACKS.

(a) Green Springs-After securing authority, the Big Four passing siding may be used.

(b) Engines are not permitted on the following tracks:

Narlo	Old scale track under tipple, Horn track, turnout to Hi-line track, No. 1 and No. 2 tracks under stone tipple.
	No. 12 track—engine movements over scale must be made on dead rail. Check position of spring switch at intersection of dead and running rail at east end of scale.
	No. 13 track—engine not permitted to move on or over coal hopper.
Yellow Creek	Coal pit track.
Mentone	Mill track.
Hibbard	PRR Co team track, Pennsylvania portion of the interchange track is not safe for engines east of first highway crossing east of the switch leading out of passing siding.
Knox	NYC spur. Engine spur east of coal unloading pit.
Valparaiso	Coash Co. trestle.
Hammond	Team track west of Oakley Street.

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

(d) Casad—Tracks No. 21 and No. 22 may be used by all class engines.

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

(e) Ft. Wayne—Passenger equipment not permitted on Voors Coal, Rolf Coal, Pettit (Columbia St. Whse.) and National Carloading tracks.

14. RAILROAD GRADE CROSSINGS, JUNCTIONS AND DRAWBRIDGES.

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

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

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

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

(c) The following applies to remotely controlled interlockings and automatic interlockings at railroad grade crossings:

(1) REMOTELY CONTROLLED INTERLOCKINGS

Location	Road
Fostoria	L.E. & W. Dist.....B.&O.
	L.E. & W. Dist.....C. &O....N.Y.C.
	N.K.P. Dist.....B. & O.
	N.K.P. Dist.....C. & O....N.Y.C.
	Connecting Track.....N.Y.C....C. & O.
	Movements on Connecting Track authorized to pass home signal indicating Stop must also protect against movements on C. & O. tracks.
McComb	B. & O.
West Wayne	N. Y. C.

Trains or engines arriving at home signal indicating Stop, and if no crossline train, engine or car is occupying track section between crossline home signals, trainman will immediately communicate with Dispatcher or Signalman. If home signal fails to display a proceed indication and if authorized to pass Stop signal, switches within home signal limits must be examined, power operated switches securely spiked and/or dual control switches handled in accordance with the rules. Engines or cars must then occupy track section between home signals for a period of five (5) minutes without fouling track of crossline road, after which ten (10) minute lighted red fusees must be placed on each side of crossing along crossline track. The movement may then be made at restricted speed.

Rule 663 is modified accordingly.

FS and DA:

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

Rule 663 is modified accordingly.

Hobart:

Trains or engines arriving at home signal indicating Stop, and if no opposing, diverging, converging, or crossline train, engine or car is occupying track section between home signals, trainmen will immediately communicate with Dispatcher at Fort Wayne, and with signalman at Bart Tower. If home signal fails to display a proceed indication and if authorized to pass Stop signal, switches within home signal limits must be examined, and dual control switches handled in accordance with the rules. Engines or cars must then occupy track section between home signals for a period of five (5) minutes without fouling track of crossline road, after which lighted ten (10) minute red fusees must be placed each side of crossing along crossline track. The movement may then be made at restricted speed.

Rule 663 is modified accordingly.

(2) AUTOMATIC INTERLOCKINGS

Location	Road
South Whitley	P.R.R.
Hibbard	P.R.R.
Thomaston	C. & O.

Trains or engines arriving at home signal indicating Stop and if no crossline train, engine or car is occupying track section between crossline home signals, trainmen will immediately communicate with the Dispatcher. If authorized to operate emergency time release, and if no crossline train is seen to be approaching the crossing, trainmen will unlock the box stenciled N.K.P. located adjacent to crossing and be governed by instructions contained therein, which are as follows:

(a) Observe light type indicator; when lighted, crossline home signals are displaying Stop indication.

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

(c) If home signal fails to display a proceed indication after operating emergency time release, and if dispatcher has authorized movement to pass a Stop signal, rules governing dual control switch mechanisms must be complied with. Train or engine must then occupy track section between home signal and crossline crossing without fouling crossline track for a period of five (5) minutes and if indicator light has remained lighted during the entire period, train or engine may proceed at restricted speed.

(d) If indicator light fails to light after complying with the provisions of article (c), crossline track must not be fouled until after a lighted 10-minute red fusee has been placed in center of crossing, and, just before it is consumed, a lighted 10-minute red fusee must be placed on each side of crossing along crossline track. After the fusee placed in center of crossing is completely consumed, and it is ascertained that no crossline movements are on or closely approaching the crossing, train or engine may proceed at restricted speed.

(e) Be sure to lock emergency release box before leaving.

Rule 663 is modified accordingly.

Knox. (Trains held at Heaton Street for N. Y. C. Crossing):

When the proper wayside indicator at Heaton Street does not display a Lunar White light for westbound freight train, trainmen will immediately contact train dispatcher. If authorized to operate emergency time release, trainmen will unlock box mounted on mast of wayside indicator involved, and be governed by the following:

Observe miniature indicator located adjacent to emergency release; when lighted, crossline home signals are displaying Stop indications. When not lighted, the route may be established for crossline movement. When miniature indicator is lighted, trainmen will comply with item (1); when not lighted, trainmen must comply with item (2).

(1) Operate emergency time release by turning knob to right as far as possible, hold for one (1) second, then release. If Lunar White light is not then displayed, trainmen will again contact train dispatcher for instructions.

(2) No action should be taken until train dispatcher has been advised that the miniature indicator is not lighted, and not before five (5) minutes has elapsed to permit route to be transferred to N.K.P. If miniature indicator lights, trainmen will comply with item (1); if miniature indicator fails to light, trainmen will so advise train dispatcher. If instructed, trainmen will proceed on foot to crossing. If there is no crossline train, engine or cars occupying track section between crossline home signals, train dispatcher must be contacted. If authorized to operate emergency time release, and if no crossline movement is seen to be approaching the crossing, trainmen will unlock emergency release box and be governed by the following:

Observe miniature indicator located adjacent to emergency release; when lighted, crossline home signals are displaying Stop indication. When not lighted, the route may be established for crossline movement. When miniature indicator is lighted, trainmen will comply with paragraph (a); when not lighted, trainmen must comply with paragraph (b).

(a) Operate emergency time release by turning knob to right as far as possible, hold for one (1) second, then release. If home signal fails to display an indication to proceed after operating emergency time release, and if train dispatcher has authorized movement to pass a Stop signal, rules governing dual control switch mechanisms must be complied with. If miniature indicator has remained lighted, trainmen will advise enginemen by telephone that train may proceed at restricted speed.

(b) No action should be taken until crossline movement has been completed, or until the route is released to N.K.P. If route is not released to N.K.P. within ten (10) minutes, trainmen will operate emergency time release by turning knob to right as far as possible, hold for one (1) second, then release and allow to return to normal position which requires three and one-half minutes. If home signal fails to display an indication to proceed after operation of the emergency time release, or if miniature indicator fails to light, or fails to remain lighted, and if train dispatcher has authorized movement past Stop signal, rules governing dual control switch mechanisms must be complied with. Trainmen must then place a lighted ten (10) minute red fusee in center of crossing and advise enginemen by telephone that train may proceed at restricted speed. This fusee protection must be maintained until locomotive enters interlocking limits. When locomotive enters the interlocking limits, trainmen will place a lighted ten (10) minute red fusee on each side of crossing along crossline track and extinguish fusee which had been placed in the center of the crossing.

(c) Be sure to lock emergency release boxes before leaving.

Rule 663 is modified accordingly.

Knox. (Trains held at N.Y.C. Crossing):

Trains or engines arriving at home signal indicating Stop, and if no crossline train, engine or car is occupying track section between crossline home signals, trainmen will immediately contact train dispatcher. If authorized to operate emergency time release, trainmen will be governed by the following:

Observe miniature indicator; when lighted, crossline home signals are displaying Stop indication. When not lighted, the route may be established for crossline movement. When indicator is lighted, trainmen will comply with article (a). When indicator is not lighted, trainmen must comply with article (b).

(a) Operate emergency time release by turning knob to right as far as possible, hold for one (1) second, then release. If home signal fails to display an indication to proceed after operating emergency release, and if train dispatcher has authorized movement to pass a Stop signal, rules governing dual control switch mechanisms must be complied with. If miniature indicator has remained lighted, train may proceed at restricted speed.

(b) No action should be taken until crossline movement has been completed, or until the route is released to N.K.P. If route is not released to N.K.P. within ten (10) minutes, trainmen will operate emergency time release by turning knob to right as far as possible, hold for one (1) second, then release and allow to return to normal position which requires three and one-half minutes. If home signal fails to display an indication to proceed after operation of the emergency time release, or if indicator light fails to light, or fails to remain lighted, and if train dispatcher has authorized movement to pass a Stop signal, rules governing dual control switch mechanisms must be complied with. Trainmen must then place a lighted ten (10) minute red fusee in center of crossing. Just before this fusee is consumed, a lighted ten (10) minute red fusee must be placed on each side of crossing along crossline track. When fusee in center of crossing is completely consumed, train or engine may proceed at restricted speed if no crossline movement is at or closely approaching the crossing.

(c) Be sure to lock emergency release box before leaving. Rule 663 is modified accordingly.

South Wanatah. C.I. & L. Crossing:

When home signal is displaying proceed indication for N.K.P. movement, the route will be held by N.K.P. movement for at least ten (10) minutes starting from the time approach clearing section is occupied. At the expiration of this time, the home signal may change to Stop indication account crossline movement occupying its approach clearing section. Trains or engines arriving at home signal indicating Stop and if no crossline train, engine or car is occupying track section between crossline home signals, trainmen will immediately communicate with the Dispatcher. If authorized to operate emergency time release, and if no crossline train is seen to be approaching the crossing, trainmen will unlock the box stenciled N.K.P. located adjacent to crossing and be governed by instructions contained therein, which are as follows:

(a) Observe light type indicator; when lighted, crossline home signals are displaying Stop indication.

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

(c) If home signal fails to display a proceed indication after operating emergency time release, and if dispatcher has authorized movement to pass a Stop signal, rules governing dual control switch mechanisms must be complied with. Train or engine must then occupy track section between home signal and crossline crossing without fouling crossline track for a period of five (5) minutes and if indicator light has remained lighted during the entire period, train or engine may proceed at restricted speed.

(d) If indicator light fails to light after complying with the provisions of article (c), crossline track must not be fouled until after the following is complied with: Trainmen must place a lighted 10-minute red fusee in center of crossing, and, just before it is consumed, a lighted 10-minute red fusee must be placed on each side of crossing along crossline track. After the fusee placed in center of crossing is completely consumed, and it is ascertained that no crossline movements are on or closely approaching the crossing, train or engine may proceed at restricted speed.

(e) Be sure to lock emergency release box before leaving. Rule 663 is modified accordingly.

At Erie Junction:

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

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

15. MOVEMENT OF TRAINS ON YELLOW CREEK RUNNING TRACK.

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

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

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

FS and Four Mile Road.
Hadley and Van Loon.

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

(b) Controlled sidings are located at North Findlay, Leipsic Jct., Millers City, Continental, Oakwood, Latty, Payne, Dawkins, New Haven, Dunfee, Peabody, South Whitley, Sidney, Claypool, Clemer, Argos, Hibbard, Knox, Thomaston, South Wanatah, Nickel, Spriggsboro and Hobart westward siding.

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

(c) When a section of a first-class train is to pass a preceding section in C. T. C. territory both will be stopped and will exchange signals and orders.

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

17. DUAL CONTROL SWITCHES.

(*) Indicates indicator lights in service.

(a) Location		Controlled by
*North Findlay	East and west ends sidings	Dispatcher Ft. Wayne
*McComb	B&O Interlocking	Dispatcher Ft. Wayne
*Y. C. Running Track	East end	Dispatcher Ft. Wayne
*Leipsic Jct.	West end siding	Dispatcher Ft. Wayne
*Millers City	East and west ends siding	Dispatcher Ft. Wayne
*Continental	East and west ends sidings	Dispatcher Ft. Wayne
*Oakwood	East and west ends siding	Dispatcher Ft. Wayne
*Latty	East end siding	Dispatcher Ft. Wayne
*Payne	East and west ends siding	Dispatcher Ft. Wayne
*Dawkins	East and west ends siding	Dispatcher Ft. Wayne
*New Haven	East and west ends siding	Dispatcher Ft. Wayne
Four Mile Road	West end north lead	Dispatcher Ft. Wayne
	West end south lead	Dispatcher Ft. Wayne
	East end "WH" double	Dispatcher Ft. Wayne
*Dunfee	East and west ends siding	Dispatcher Ft. Wayne
*Peabody	East and west ends siding	Dispatcher Ft. Wayne
*So. Whitley	East end siding	Dispatcher Ft. Wayne
So. Whitley	West end siding	Dispatcher Ft. Wayne
	East end stock track	Dispatcher Ft. Wayne
*Sidney	East and west ends siding	Dispatcher Ft. Wayne
*Claypool	West end siding	Dispatcher Ft. Wayne
*Clemer	East and west ends siding	Dispatcher Ft. Wayne
Argos	East end sidings	Dispatcher Ft. Wayne
*Hibbard	East and west ends siding	Dispatcher Ft. Wayne
*Knox	East end westward siding	Dispatcher Ft. Wayne
	West end eastward siding	Dispatcher Ft. Wayne
Knox	West end westward siding	Dispatcher Ft. Wayne
	East end eastward siding	Dispatcher Ft. Wayne
*Thomaston	East and west ends siding	Dispatcher Ft. Wayne
*South Wanatah	East and west ends siding	Dispatcher Ft. Wayne
*Nickel	East and west ends siding	Dispatcher Ft. Wayne
*Spriggsboro	East end siding	Dispatcher Ft. Wayne
Hobart	East and West ends sidings	Dispatcher Ft. Wayne
*South Gary	West end siding	Dispatcher Ft. Wayne
*Van Loon	East end siding	Dispatcher Ft. Wayne
110th Street	Crossovers	Signalman Calumet Yard
	Inbound lead	Signalman Calumet Yard
	Outbound lead	Signalman Calumet Yard

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

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

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

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

18. LOCATION AND SPECIAL INSTRUCTIONS GOVERNING SPRING SWITCHES EQUIPPED WITH ELECTRIC SWITCH LAMPS.

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

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

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

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

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

(c) **Bellevue: East End Departure Lead Eastward Yard.**
Electric switch lamp displays green when switch is properly lined for movement on eastward main track.

Trains or engines moving east on departure lead authorized to pass Home signal indicating "stop" may trail through the spring switch if the electric switch lamp displays green. If electric switch lamp displays red, switch must be reversed by hand before movement through switch is made.

Trains or engines moving west may proceed on eastward main track in accordance with the rules when electric switch lamp displays green. When electric switch lamp displays red, switch points must be examined, known to fit properly, and switch lined for route to be used.

(d) Bellevue: East End of No. 1 Lead Eastward Yard.

Electric switch lamp displays green when switch is properly lined for movement on No. 2 lead.

Trains or engines moving east on No. 1 lead may trail through the spring switch if the electric switch lamp displays green after complying with Rule 110. If electric switch lamp displays red, switch must be reversed by hand before movement through the switch is made.

Trains or engines moving west may proceed on No. 2 lead when electric switch lamp displays green. When electric switch lamp displays red, switch points must be examined, known to fit properly, and switch lined for the route to be used.

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

1. Obtain permission to operate the switch or derail.

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

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

4. Handle switch or derail in usual manner.

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

6. To head into a switch:

(a) Outside of interlocking limits, movement must occupy short track circuit in advance of switch.

(b) Inside of home signals, movement must not occupy track between home signals and to restore switch to normal, movement must be clear of track between home signals and "unlock" requested.

This applies at:

West Wayne, Knitting Mill track (NKP-NYC interlocking).

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

(a) Location of Electric Switch Locks.

FS	Ohio Farmers' track.
DA Siding	East end.
McComb	East and west ends siding.
Shawtown	Elevator spur.
Leipsic Jct.	East end No. 1 track. East end High track. Turntable track.
Kiefersville	Local track.
Continental	Crossover to westward siding.
*Continental	East end South wye.
Melrose	Local track.
Goodwin	East and west ends siding.
Broughton	Elevator spur.
Latty	East end No. 1 track.
Briceton	Local track.
Worstville	Elevator track.
Payne	East end Switching track.
Edgerton	Storage track.
Casad	East and west entrance track.
New Haven	East and west ends No. 1 track. West end transfer track.
East Wayne	Apex track. Parrot track.
*West Wayne	Knitting Mill track (NKP-NYC interlocking).
Raber	Local track.
Briggs	Farm Bureau track and stock track.
South Whitley	East elevator track and PRR transfer. West end stock track.
Sidney	Extension track and North spur track.
Packertown	Local track.
Claypool	Storage track and NYC wye track.
Burket	East and west ends siding. Local and elevator tracks.
Mentone	Producers Marketing track. Northern Indiana Co-op track. East and west ends local track.
Tippecanoe	East and west ends siding. Local track.
Argos	East and west ends local track. Pickle track.
Rutland	Local track.
Knox	East and west ends storage track. East end house track. East wye track. Crossover from main track to westward siding.
Brems	Local track.
Thomaston	Team track.
So. Wanatah	East end transfer track. Local track.
Valparaiso	East and west ends storage track. East and west ends local track. Texaco Oil Co.
Hobart	Local track.
So. Gary	Local track.
Van Loon	East and west ends No. 1 track north.

*Controlled by Signalman.

(b) Location of Electric Derail Locks.

Burket	Local track.
Valparaiso	East end local track.
Hobart	Local track.

(c) Location and operation of bolt locked and pipe connected switches.

Continental	Crossover main track to westward siding.
*Argos	Crossover main track to eastward siding.
*Argos	Crossover main track to westward siding.
*Knox	Crossover main track to westward siding.
*Hobart	Crossover main track to westward siding.
#Hobart	Crossover main track to eastward siding.
Van Loon	West end No. 1 track north.

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

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

#For movement to main track when main track is occupied at the same time, electric lock will not release until door of electric lock has been opened for a period of three (3) minutes.

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

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

(b) **Fostoria—L. E. & W. Dist.**

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

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

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

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

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

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

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

(7) Snow plow X-50027 must be operated with same restrictions as item 5 (j) and those restrictions also apply at old LE&W station platform, steel masts and switch stands.

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

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

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

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

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

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

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

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

(3) Movements over Railroad crossings are governed as follows:
PRR Co. (GR&I) Gates.
NYC, PRR Co. (Ft. Wayne Div.) and Wabash are governed by interlocking with inoperative approach signals and all trains and engines will approach the home signals under full control, prepared to Stop and will not proceed unless home signals indicate proceed. Speed of engines between home signals must not exceed 20 miles per hour.

(4) Automatic flashing light signals West Main Street. Starting circuits are approximately 300 ft. either side of crossing.

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

(f) **Hobart—E. J. & E. Tracks.**

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

21. MODIFICATIONS AND ADDITIONS TO THE RULES.

Definitions.

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

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

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

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

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

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

Rule 5.

The time shown for trains at yards applies as follows:
Bellevue Yard.....Yard Office.
Blair.....Yard Office.
West Wayne.....{Telegraph Office. / Runnion Ave.

Rule 14L.

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

Rule 15.

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

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

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

SPECIAL INSTRUCTIONS—Continued

Rule 17.

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

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

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

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

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

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

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

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

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

Rule 19.

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

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

Rule 99.

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

Rule 103.

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

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

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

Rule 201.

Extra trains operating from terminal to terminal, except passenger extras and snow plows in service, may run when properly designated on Clearance Form "A" as an extra, including engine number and direction, without train orders authorizing movement.

Rule 281B.

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

Rule 281C.

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

Rule 285.

Proceed preparing to stop at next signal.

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

Rule 291.

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

Rule 670.

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

Rules for Movement of Track Cars.

Rule 801.

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

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

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

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

Rule 802.

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

Rule 803.

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

Rule 804.

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

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

Rule 805.

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

Rule 806.

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

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

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

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

Rule 807.

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

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

Rule 808.

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

Rule 809.

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

Air Brake Rules

Rule 300. (Standard Air Pressure)

Reducing valve for independent brake on diesels..30 to 35 pounds

Rule 302. Applying Brakes When Train Is To Make A Full Stop—Diesel Locomotives.

Throttle on engine must be left open and the engine brake must be held in full release position.

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

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

As speed of train decreases, the throttle must be reduced one (1) notch each time the load meter builds up seventy-five (75) amperes above the reading shown at time initial reduction was started and the throttle may then be gradually closed to idle position.

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

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

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

Rule 303. Applying And Releasing Brakes While Train Is In Motion—Diesel Locomotives.

Throttle on engine must be left open and the engine brake must be held in full release position.

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

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

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

The throttle must be reduced one (1) notch each time load meter builds up seventy-five (75) amperes above reading shown at time initial reduction was started.

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

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

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

Rule 307. (Third paragraph)

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

SAFETY RULES

Rule 1103.

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

Rule 1106.

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

Rule 1110.

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

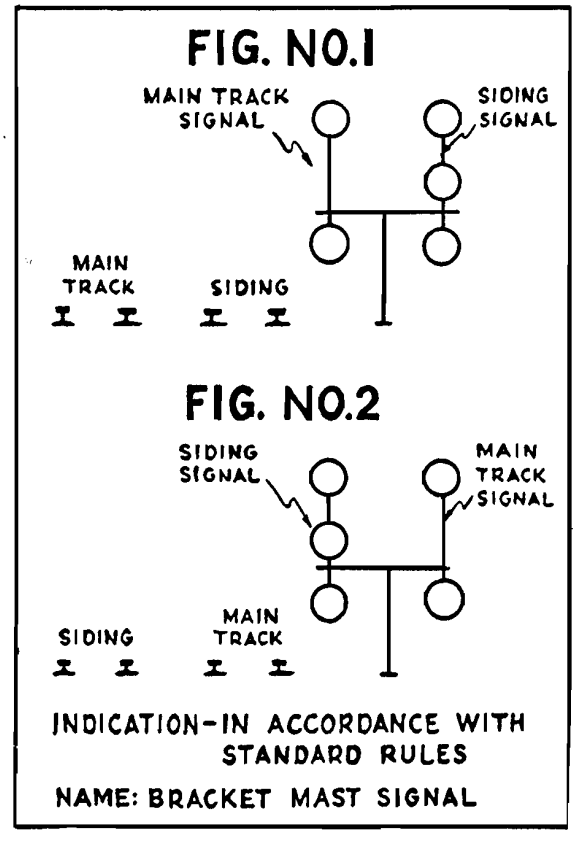
Rule 1111.

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

Rule 1111 (a).

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

BRACKET MAST SIGNAL



AUTOMATIC BLOCK SIGNALS

FT. WAYNE DIVISION

Westward	Eastward
*Home	
W.L.E. Dist. Interlocking	
	*Home
249.7G	
	250.8G
251.7	
	253.2
254.3	
Colby	
	255.8G
257.3	
	258.2G
*Home	
Green Springs Interlocking	
	*Home
262.3	262.4
Old Fort	
265.1	
	265.4
	267.0
266.9	
Narlo	
	268.6
*Home	
Maple Grove Interlocking	
*Home	
	Home
270.5	
	271.8
273.9	
	274.4
Ilers	
275.3	
	276.8
277.7	
278.9	
	279.2

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

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

Westward	Eastward
Home	
E. End Latty	
	Home
Home	
Latty Interlocking	
	Home
344.5	344.6
Home	Home
Home	
E. End Payne	
	Home
Home	
W. End Payne	
	Home
353.3	353.2
355.3	355.4
Home	
E. End Dawkins	
	Home
Home	
W. End Dawkins	
	Home
360.9	361.0
Home	
E. End New Haven	
	Home
Home	
W. End New Haven	
	Home
Home	
NE Interlocking	
	Home
End of CTC	
Home	
Four Mile Road	
	Home
	Beginning CTC
369.1	369.2
370.3G	
	370.6
	371.4
371.9	
	372.2G

G—Indicates grade signals.

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

‡—Indicates signal governing through interlocking. When signal indicates stop, trains or engines after complying with time table item 14 (c) (1), special instructions, may proceed at restricted speed.

↓—Stop indication also requires compliance with time table item 14(c) (1), special instructions.

$—When signal indicates stop, trains or engines must communicate with signalman (F) Tower and if authorized to pass stop signal, may proceed at restricted speed.

AUTOMATIC BLOCK SIGNALS

CHICAGO DIVISION

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

Westward	Eastward
Home	
W. End Claypool	
	Home
414.5	414.4G
Burket	
417.9	417.8G
Home	
E. End Clemer	
	Home
Home	
W. End Clemer	
	Home
423.7	423.8
Tippecanoe	
Home	
	Home
427.5	427.6
Home	
E. End Argos	
	Home
Home	
Argos Interlocking	
	Home
Home	
	Home
434.9	434.8
436.7G	436.8
♦Home	
Hibbard	
Automatic Interlocking	
	♦Home
Home	
W. End Hibbard	
	Home
443.1	443.2G
445.5	445.6
447.9	448.0
Home	
E. End Knox	
	Home

Westward	Eastward
♦Home	
Knox	
Automatic Interlocking	
	♦Home
Home	
W. End Knox	
	Home
456.3	456.4
458.7	458.8
460.9	461.0
♦Home	
Thomaston	
Automatic Interlocking	
	♦Home
Home	
W. End Thomaston	
	Home
466.3	466.2
♦Home	
South Wanatah	
Automatic Interlocking	
	♦Home
Home	
W. End South Wanatah	
	Home
471.5G	471.4
Home	
E. End Nickel	
	Home
Home	
W. End Nickel	
	Home
477.5	477.4G
Home	
E. End Spriggsboro	
	Home
Home	
Spriggsboro Interlocking	
	Home
482.9G	482.8
484.7	484.8G
Home	
E. End Hobart	
	Home
‡Home	
E. J. & E.	
Remotely Controlled Interlocking	
	‡Home
490.7	490.6G
Home	
South Gary Interlocking	
	Home
Home	
W. End South Gary	
	Home

Westward	Eastward
Home	
E. End Van Loon	
	Home
End of CTC	
⊙Home	
Van Loon Interlocking	
	Home
	Beginning CTC
499.1	499.2
⊙Home	
Osborn Interlocking	
	⊙Home
501.3	
	501.6
†Home	
	503.0
⊙Home	
Hammond Interlocking	
	⊙Home
⊙Home	
	⊙Home
Erie Jct.	
Drawbridge Interlocking	
⊙Home	
	⊙Home
⊙Home	
State Line Interlocking	
	⊙Home
⊙Home	
Burnham Interlocking	
	⊙Home
⊙Home	
Cummings Drawbridge Interlocking	
	⊙Home
509.1	
	509.2
♯Home	
110th Street	
	♯Home
511.1	
	511.0
	512.2
95th Street Cabin	
512.5	
513.7	
	513.8
514.7	
	514.8
Home	
JN Interlocking	

G—Indicates grade signals.

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

‡—Indicates signal governing through interlocking. When signal indicates stop, trains or engines after complying with time table item 14 (c) (1), special instructions, may proceed at restricted speed.

♦—When signal indicates stop, trains or engines will comply with time table item 14 (c) (2), special instructions.

♯—When signal indicates stop, trains or engines may proceed at restricted speed on authority of Signalman at Calumet Yard after complying with dual control switch rules.

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

SPEED SCHEDULE

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

FORT WAYNE DIVISION AND CHICAGO DIVISION SURGEONS

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

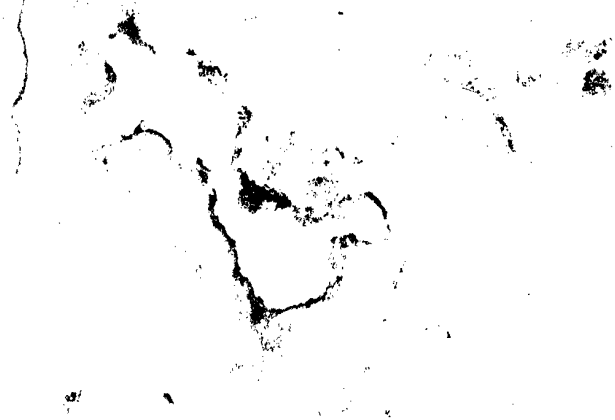
DONALD C. DARRAH, M. D.
Assistant Medical Director
426 Terminal Tower, Cleveland, Ohio

STATIONS	SURGEONS	OFFICE	TELEPHONE	RESIDENCE	TELEPHONE
*#♦BELLEVUE	Dr. John I. Appleby,	250 W. Main St.,	2-2354	717 Castalia St.,	2-1144
	Dr. F. D. Crosby,	218 E. Main St.,	2-0402	340 Northwest,	2-0403
	Dr. E. W. Sanders,	146 Kilbourne St.,	2-1624	146 Kilbourne St.,	2-1624
♦OLD FORT					
#♦FOSTORIA	Dr. G. H. W. Bruggemann,	220 W. Tiffin St.,	HE-52721	602 N. Main St.,	HE-53403
	Dr. W. Gordon Hartnett	149 W. Tiffin St.	HE-55644	541 No. Union St.	HE-56265
♦NORTH FINDLAY	Dr. F. M. Wiseley,	521 W. Sandusky St., Findlay, Ohio	351	902 S. Main St. Findlay, Ohio	1197
*♦LEIPSIC JCT	Dr. James E. Baker	309 So. Belmore St.	269	Rt. 1 Leipsic, Ohio	230R
	Dr. David A. Barr	309 So. Belmore St.	269	2429 W. Spring St. Lima, Ohio	49245
♦CONTINENTAL	Dr. Alexander Kakis	Fifth St.	941	Fifth St.	941
♦OAKWOOD					
♦PAYNE	Dr. K. C. Evans,	E. Merrin St.,	11	W. Oak St.,	10
*♦EAST WAYNE YARD					
#♦FORT WAYNE	Dr. R. J. Berghoff,	306 E. Jefferson St.,	A-8443	2009 Forest Park Blvd.	A-1757
	Dr. John H. Nill	204 E. Suttenfield St.	H-4288	440 W. Fleming,	H-8400
	Dr. Carroll O'Rourke, Oculist	604 W. Berry St.,	A-6334	Covington Rd.,	K-6446
*♦WEST WAYNE YARD					
♦SOUTH WHITLEY	Dr. V. P. Huffman,	701 State St.	250	701½ State St.	250
♦CLAYPOOL					
♦ARGOS	Dr. James N. Hampton	121 E. Walnut St.,	42	210 N. Maple St.,	45
♦KNOX	Dr. Jas. F. Denaut,	4 N. Heaton St.,	41	154 E. Lake St.,	41
♦VALPARAISO	Dr. R. C. Eades,	6 Napoleon St.,	2-7191	203 Jefferson St.,	2-7192
♦HOBART	Dr. Carl R. Bjorklund	295 So. Wisconsin St.	50	212 So. Connecticut St.,	382M
GARY	Dr. R. N. Bills,	504 Broadway,	6101 & 6107	534 Lincoln St.,	2-6208
♦OSBORN					
♦HAMMOND	Dr. William H. Howard,	5231 Hohman Ave., Room 406	Westmore 3-0068	6534 Forest,	Westmore 1-3083
	Dr. Clarence A. McVey	5231 Hohman Ave.,	Westmore 1-1024	252 Humpfer St.,	Westmore 2-1027
♦BURNHAM					
*#♦CALUMET YARD	Dr. M. Siemens,	9300 Cottage Grove Ave., Chicago, Ill.	Stewart 3-0161	9559 Longwood Drive, Chicago, Ill.	Beverly 8-0870
#CHICAGO	Dr. Arthur T. Remmert,	209 W. Jackson Blvd.,	HA-71421	3547 W. Adams,	Kedsie 3-1787
	Dr. Richard J. Bennett, Jr.,	208 So. La Salle St.,	Randolph 6-7236	8910 So. Hamilton Ave.,	Cedarcrest 3-4658
	Dr. Thomas F. Ahearn	1734 East 79th St.,	Bayport 1-0432	8223 Luella Ave.,	Regent 4-3370

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

#Ambulance Service

Bellevue:	Waters and Smith.....Tel. 2-2244
Fostoria:	Harrold Funeral Home.....Tel. 553
East Wayne Yard:	Harper and Son, New Haven, Ind.....Tel. 4633
Fort Wayne:	Mungovan and Sons.....Tel. H-2114
Stony Island:	Donnellan Ambulance Service.....Tel. South Shore 8-8821
Chicago:	Capitol Ambulance Service.....Tel. Vincennes 6-0100



GOLD E. H. HARRIMAN AWARD
TO NICKEL PLATERS FOR
OUTSTANDING
SAFETY PERFORMANCE
IN 1957

NICKEL PLATE ROAD

THE NEW YORK, CHICAGO AND ST. LOUIS
RAILROAD COMPANY

NICKEL PLATE DISTRICT

FT. WAYNE DIVISION
AND
CHICAGO DIVISION

TIME TABLE
No. 153

Takes Effect Sunday, Oct. 26, 1958
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

H. P. THINNES, General Superintendent
R. A. GLEASON, Assistant General Superintendent
D. M. BENDER, Superintendent Transportation
K. F. BRABENDER, Superintendent
V. E. COE, Terminal Superintendent
Chicago Terminal
W. H. BURR, Train Master—Chicago Division
E. C. DUKE, Train Master—Ft. Wayne Division
W. E. RUBY, Assistant Train Master
A. R. FEAGLER, Chief Train Dispatcher
H. G. WIEGMAN, Road Foreman of Engines
Ft. Wayne Division
C. E. BROWN, Road Foreman of Engines
Chicago Division
R. J. HUGHES, Master Mechanic
R. C. TURNBELL, Division Engineer