

The New York Central Railroad Company

TOLEDO DIVISION

Time Table No. 56

FOR EMPLOYES ONLY

Effective 12:01 A. M., Eastern Standard Time

Sunday, November 1, 1942

L. J. PETROT,
Superintendent

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COMPANY SURGEONS

ADRIAN, MICH.: W. E. Jewett, Jr.
Phone 97

AIR LINE JCT., O.: A. E. Canfield, 827 Junction Ave.
Phone Adams 9971

ANGOLA, IND.: Donald W. Creel.
Phone 94

ARCHBOLD, O.: E. R. Murbach, 601 N. Defiance St.
Phone 2

BEREA, O.: W. P. Bowser, 31 E. Bridge St
Phone 152

ELYRIA, O.: T. F. Cushing, 802 Lorain County Bank Bldg.
Phone 3466

BRYAN, O.: J. W. Long, 110 W. High St.
Phone 142

ELKHART, IND.: L. A. Elliott, 405 South Second St.
Phone J-59

FORT WAYNE, IND.: Robert Brosius, 1603 Wells St.
Phone Anthony 3230

GOSHEN, IND.: H. P. Bowser, 107 S. 5th St.
Phone 159

HILLSDALE, MICH.: C. T. Bower.
Phone 565

HUDSON, MICH.: I. L. Spaulding.
Phone 49F

HURON, O.: C. E. Swanbeck.
Phone 41

JACKSON, MICH.: Thos. E. Hackett, 401 Carter Bldg.
Phone 25271
Geo. A. Seybold, 408 Reynolds Bldg.
Phone 26537

KENDALLVILLE, IND.: H. O. Williams, 115 E. Rush St.
Phone 40J

MANCHESTER, MICH.: P. A. Scheurer.
Phone 164

NORWALK, O.: J. A. Sipher.
Phone 110

PORT CLINTON, O.: H. J. Pool.
Phone 7171

SANDUSKY, O.: H. B. Frederick, 813 W. Washington St.
D. D. Love, 813 W. Washington St.
Phone 776

TECUMSEH, MICH.: H. H. Hammel.
Phone 87-R1

TOLEDO, O.: E. B. Gillette, 320 Michigan St.
Phone Main 4291

N. W. Gillette, 320 Michigan St.
Phone Main 4291

K. F. Corpe, 320 Michigan St.
Phone Main 4291

VERMILION, O.: E. J. Heinig.
Phone 2852

WATERLOO, IND.: J. P. Showalter.
Phone 22

OCULISTS

TOLEDO, O.: E. C. Unckrich, 416 Colton Bldg.
Phone Main 2505

ELKHART, IND.: H. N. McKee, 319 Monger Bldg.
Phone 393

ELKHART: L. F. Swihart, 118 West Marion St.
Phone: Office 2223 Res. 3765

HOSPITALS

ADRIAN, MICH.: Emma L. Bixby.
Phone 451

ELKHART, IND.: Elkhart General.
Phone 900

ELYRIA, O.: Memorial.
Phone 2213

FORT WAYNE, IND.: Methodist.
Phone A-2111

FORT WAYNE, IND.: St. Joseph's.
Phone A-4121

HILLSDALE, MICH.: Hillsdale.
Phone 609

JACKSON, MICH.: W. A. Foote Memorial.
Phone 7131

SANDUSKY, O.: Providence.
Phone Main 465

STURGIS, MICH.: Sturgis Memorial.
Phone 344

TOLEDO, O.: St. Vincent's.
Phone Main 8161

SPECIAL INSTRUCTIONS

Special instructions prefixed by letter or number modify Rules for the Government of the Operating Department with corresponding letter or number, unless otherwise specified.

B-3. LAWS AND REGULATIONS.

Ohio.

At railroad crossings and junctions at grade, not interlocked, all trains must come to a full stop, not nearer than two hundred (200) feet, nor farther than five hundred (500) feet from the crossing, and shall not cross until signaled to do so by the watchman nor until the way is clear.

REPORTS.

When a train or engine crew has been on duty 14 hours, the conductor must send report to the Superintendent by wire.

When car of live stock is due to be fed, rested and watered within 3 hours, the conductor must send report to the Superintendent by wire.

DEFECTIVE CARS.

Cars becoming defective enroute when loaded with live stock or perishable freight may be hauled by chains instead of couplers to next repair point, and when so hauled at the rear of caboose must be chained in addition to being coupled unless the air brakes are in service.

Other defective cars must not be hauled by chain in revenue trains or in association with cars commercially used, beyond the first side track.

1. STANDARD TIME.

Eastern Standard Time is in use.

3. STANDARD CLOCKS.

Elyria..... Yard office, coal dock.
 Sandusky..... { Telegraph office.
 { Yard masters office.
 Fremont, Ohio.... Telegraph office.
 Adrian..... Telegraph office.
 Hillsdale..... Telegraph office.
 Elkhart..... { Passenger station.
 { Engine house.
 { Yard masters office.
 Jackson..... M. C. telegraph office.
 Fort Wayne..... Passenger station.

5. STATIONS. ADDITIONAL TO STATION COLUMN.

Venice..... 2.80 miles west of Sandusky.
 Clay Center..... 0.85 miles west of Martin.
 Ceylon..... 3.8 miles east of Huron.
 Brownhelm..... 2.9 miles west of AR.

6. LETTERS AND SIGNS.

- Stop Saturday.
- ^ Stop daily except Sunday.
- † Stop on signal to discharge passengers.
- B Stop daily except Sunday for mail.
- C Stop on signal to receive passengers for Buffalo and beyond.
- E Stop to receive passengers for Cleveland and beyond.
- K Stop on signal to receive passengers for East of Cleveland.
- H Stop on signal to discharge passengers from Buffalo and east.
- I Stop on signal to discharge passengers from Chicago and beyond, and receive passengers for Toledo and beyond.
- J Stop on signal to discharge passengers from Toledo and beyond and receive passengers for Chicago.

12. HAND, FLAG AND LAMP SIGNALS.

Elkhart: Freight trains must receive proceed hand signal from switch tender before passing track intersection at Oakland Ave. as follows:

EASTWARD

By Day — Green and White flag.
 By Night — Green and white light.

WESTWARD

By Day — Yellow and white flag.
 By Night — Yellow and white light.

14. ENGINE WHISTLE SIGNALS.

Sound	Indication
	Train, passenger or freight, will stop at Mina for coal or water. To be sounded by eastward trains at Waterloo and WB; by westward trains at D and DV.
— o —	Trains, eastward passenger, will stop at Elyria Coal Dock for coal or water, to be sounded at "AR".

D-20a. OMISSION OF GREEN SIGNALS.

The display of green signals will be omitted on two or more tracks.

21a. OMISSION OF WHITE SIGNALS.

The display of white signals will be omitted by extra trains.

83. TRAIN REGISTERS.

Elyria Jct..... Signal station.
 Millbury Jct..... Signal station.
 Vulcan..... Signal station.
 Adrian..... Telegraph office.
 Hillsdale..... Telegraph office.
 B..... Signal station.
 Elkhart..... Passenger Station. Will apply to all passenger trains, except No. 26.
 OD..... Signal station.
 Fort Wayne..... Telegraph office.

Except as shown below, trains will be registered only at terminals.

Elyria Jct.: Signalmen register Norwalk Branch trains.
 Millbury Jct.: Signalmen register Norwalk Branch trains.
 Vulcan: Signalmen register Old Road trains.
 Adrian: Signalmen register Old Road trains.
 Hillsdale: Fort Wayne Branch trains register.
 Signalmen register Old Road trains.
 B: Signalmen register Old Road trains.
 O D: Signalmen register Jackson Branch trains.
 Fort Wayne: Operator register second class and extra trains.

83d. CLEARING OF TRAINS.

On two or more tracks, trains will be cleared at initial stations by signal indication, except as follows:

Elkhart..... Passenger trains verbally by operator at telegraph office. Will not apply to No. 26

Trains originating at:

Elyria Coal Dock.... Verbally by telephone by operator or train dispatcher.

Sandusky..... Westward verbally by telephone by operator or train dispatcher.

No. 137 must obtain verbal clearance from operator or train dispatcher.

Mina.....Verbally by telephone by train dispatcher.

Trains will not leave the following stations without clearance Form A:

Elyria Junction.....Norwalk Branch, westward trains.
 Millbury Junction.....Norwalk Branch, eastward trains.
 Vulcan.....Westward freight trains.
 Lenawee Jct.....Monroe and Jackson Branch trains off Old Road.
 Lenawee Jct.....Westward Old Road trains off Monroe and Jackson Branches.
 Adrian.....Monroe, Fayette, and Jackson Branch trains.
 Morenci.....Fayette Branch, eastward trains.
 Hillsdale.....Southward passenger trains. All freight trains.
 B.....Eastward freight trains, Old Road.
 Elkhart.....Passenger trains, Old Road.
 Fort Wayne.....All trains.
 OD.....Jackson Branch, southward trains.

S-90. SIDING SWITCHES.

Trains taking siding will take first switch except:

Norwalk..... { Westward passenger trains, second switch on north side east of station.
 Eastward, crossover west of station.
 Bellevue..... Westward passenger trains, crossover.
 Fremont, Ohio..... Eastward, crossover.
 Sylvania..... Eastward, crossover east of station.
 Blissfield..... Eastward, third switch east of station.
 Lenawee Jct.. { Westward, first switch west of station except Jackson Branch trains.
 Adrian..... { Eastward, Scale track, first switch east of Center St. overhead bridge.
 Westward, Detroit track.
 Clayton..... Westward, crossover west of station.
 Hudson..... Westward, crossover east of station.
 Hillsdale.... { Eastward, first class, crossover just west of passenger station.
 Eastward, second class and extra trains, west passing track switch.
 Westward, crossover east of station.
 Jonesville... { Westward, Michigan Central trains, first switch west of station.
 Coldwater.... Westward crossover east of station.
 Bronson..... Westward, crossover east of station.
 Sturgis..... Westward, crossover east of station.
 White Pigeon { Eastward, second switch except M. C. trains.
 Westward, crossover east of station.
 Fort Wayne... Southward, first switch south of stand pipe.
 Auburn..... { Northward, first switch north of B. & O. crossing.
 Southward, second switch north of B. & O. crossing.
 Waterloo..... Northward, crossover leading to east siding.
 Lenawee Jct.. Jackson Branch trains, southward west wye.
 Tecumseh..... Southward, first switch south of stand pipe.
 Clinton..... Southward, first switch south of station.

Napoleon.....Northward, first switch north of station.
 OD.....Provision for trains meeting and passing will be controlled by signalmen.

93. YARD LIMITS.

Elyria.	Adrian.	Fremont, Ind.
Nasby.	Hillsdale.	Reading.
Sandusky.	Fort Wayne Jct.	Jonesville.
Elkhart.	Quincy.	Haires.
Vickers.	Coldwater.	Tecumseh.
Norwalk.	Sturgis.	Clinton.
Bellevue.	White Pigeon.	Manchester.
Fremont, Ohio	Fort Wayne.	OD.
Genoa.	Auburn.	Shipshewana.
Monroe.	Waterloo.	Middlebury
Vulcan	Pleasant Lake.	Goshen (G. & M. Branch)
Blissfield.	Angola.	
Lenawee Jct.	Montgomery.	

Passenger trains must be given full protection at all times.

98. RAILROAD CROSSINGS AT GRADE.

Location	Railroad	Signals
Elyria Jct.....	B. & O.....	Interlocking.
Sandusky, pier track.	B. & O.....	Target.
BO.....	B. & O.....	Interlocking.
Bay Jct.....	P. R. R.....	Interlocking.
Gypsum, mill siding.	O. P. S., Elec.....	Gate.
Vickers.....	T. T.....	Interlocking.
Nasby.....	T. T.....	Interlocking.
DW.....	Wabash.....	Interlocking.
D.....	D. T. & I.....	Interlocking.
DV.....	C. C. C. & St. L.....	Interlocking.
WB.....	Wabash.....	Interlocking.
Waterloo.....	Air Line and Fort Wayne Br.	Interlocking.
Kendallville.....	P. R. R.....	Interlocking.
Monroeville.....	W. & L. E. and B. & O.....	Target.
Bellevue.....	N. Y. C. & St. L. and P. R. R.	Target.
Clyde.....	C. C. C. & St. L.....	Target.
Fremont, Ohio.....	N. Y. C. & St. L.....	Target.
*Riga (1 Mi. East).....	D. T. & I.....	Automatic Interlocking.
WB.....	Wabash.....	Interlocking.
Adrian.....	D. T. & I.....	Interlocking.
RK.....	P. R. R., Old Road and G. & M.....	Interlocking.
Bimo.....	D. T. & I.....	No Signals.
Fort Wayne.....	{ N. Y. C. & St. L..... Targets and derails. P. R. R..... Gate. P. R. R..... Interlocking. I. S. Co. Elec..... Switch Target.	
Auburn.....	B. & O., P. R. R.....	Interlocking.
*Steubenville.....	Wabash.....	Automatic Interlocking.
Lenawee Jct.....	Monroe Branch.....	Gate.
Tecumseh.....	Dundee Branch.....	Gate.
*Raisin Center.....	Wabash.....	Automatic Interlocking.
Monroe.....	P. M.....	Interlocking.
**Federman.....	Ann Arbor, Normal position for A. A.....	Interlocking.
Petersburg.....	D. T. & I.....	Electrically operated Gates.

*Riga, Steubenville and Raisin Center: A signal indicating "Stop" may be passed only on hand signal from trainman on crossing. Trainman must first see that no train is approaching on any track, then unlock box at crossing and be governed by instructions contained therein.

**Federman: Trainmen will operate interlocking.

DRAWBRIDGES.

Location	Signals
Sandusky, pier track, Bay Inlet.....	Semaphore.
DB, Sandusky Bay.....	Interlocking.
CO, Portage River.....	Interlocking.

103. PUBLIC GRADE CROSSINGS.

When switching or when trains or cars are left standing on the approach track circuit of a highway flashing light signal, causing the continuous operation of the signal, a member of the crew must, when practicable, be stationed at the crossing to facilitate highway traffic, advising such traffic when it is safe to cross.

All switching movements must be protected by a member of crew acting as flagman over the following crossings:

- Norwalk: Milan Ave.
Prospect Street.
Foster Avenue.
Wooster Street.
Whittlesey Avenue.
- Clyde: Main Street (Route 101).
- Fremont, Ohio: Croghan Street.
Garrison Street.
Birchard Avenue.

Auburn: Eleventh Street.

Trainmen must flag trains or engines over the following crossings:

- Sandusky: Milan Road, when making reverse movements on tracks 1 and 4.
- Holland: Quarry Track, Chicago Pike.
- Goshen: Bag Track, Chicago St.
Lateral Track, Pike St.
- Hillsdale: Union St. in moving from siding to main track, while cars or engines are standing upon Old Road main track between Union St. and passenger station.
- Waterloo: West Lincoln St., all movements.
- Monroe: First and Monroe Sts.: Trains and engines must stop and be preceded over crossing by a member of crew who will flag trains across street in accordance with indication of traffic lights.
- Sturgis: G. & M. Branch, Chicago, St. Joseph and West Streets.

Trains or engines must stop before moving over the following crossings:

- Tecumseh: Chicago St.
- Monroe: Highway, US-24, just west of P. M. crossing, between 7:00 P. M. and 7:00 A. M.
- Goshen: East Lincoln Ave. (G. & M. Branch).
- Sturgis: Nottawa St. (1st crossing East of station). Trains or engines must come to a stop on either side and cross only under flag protection by a member of train crew.
- Auburn (Siding across Seventh St.): Flashing light signals to be started by insertion of switch key in box "A" and turning it to the right against "Stop", after which it can be removed. To stop flashing lights without train movement across street, insert switch key in box "B" and turn to right against "Stop".
- Fort Wayne: St. Marys Ave., Wells and Cass Sts.
Fourth St., between 7 P. M. and 7 A. M.
Harrison St., between 5 P. M. and 9 A. M.
West Main St., crews must operate and be protected by crossing gates before using crossing.

Trains must be left on main track, unless taking siding, as follows:

- Hudson: Eastward, west of subway.
Westward, At least 2 car lengths west of cross-over.

Crews on eastbound trains having cars to set out or pick up at the Pet Milk Company must leave train west of the insulated joints, about 100 feet west of the crossing, painted yellow, to avoid the unnecessary flashing of the lights on route M-34.

104. SWITCHES.

Remote Controlled Switches.

Remote controlled switches are located at:

Location	Signal Station	Signal	Tracks
1.50 miles west of.....	Vermillion..	S14.2.....	No. 2 to No. 4
.82 miles east of.....	DB.....	S39.3.....	No. 3 to No. 1
		S39.2.....	No. 2 to No. 4
.53 miles west of.....	DB.....	S40.1.....	No. 1 to No. 3
		Dwarf.....	Crossover
		S40.4.....	No. 4 to No. 2
1.28 miles east of.....	Corunna.....	A84.1.....	No. 1 to siding
1.23 miles west of.....	UK.....	A93.2.....	No. 2 to siding
1.00 miles west of.....	Brimfield.....	A100.2.....	No. 2 to siding

Enginemen or trainmen finding signal governing movement over switch displaying the stop indication will call signalman at signal station for instructions. Additional instructions are located in telephone box.

105. SIDINGS. Capacity, based on 44-ft. cars.

	Westward	Eastward	Eastward & Westward
Swanton.....	...	115	...
Delta Yard.....	...	132	...
Archbold.....	...	113	...
Butler.....	147	...	...
Waterloo.....	113	115	...
Corunna.....	124	...	...
Kendallville.....	...	120	...
Brimfield.....	127	117	...
Ligonier.....	119	133	...
Lacarne.....	178	...	...
Oberlin.....	65
Kipton.....	24
Wakeman.....	49
Norwalk.....	54
Bellevue.....	91
Clyde.....	88
Fremont, Ohio.....	81
Lindsey.....	54
Elmore.....	54
Genoa.....	54
Sylvania.....	76
Ottawa Lake.....	59
Blissfield.....	75
Lenawee Jct.....	76
Adrian.....	...	Scale Track	60
		Detroit Track	48
Clayton.....	65
Hudson.....	24
Pittsford.....	67
Osseo.....	30
Hillsdale.....	80
Quincy.....	55
Coldwater.....	43
Bronson.....	53
Burr Oak.....	70
Sturgis.....	24
White Pigeon.....	48

	Westward	Eastward	Eastward & Westward
Bristol.....			49
Fort Wayne.....			14
Carrolls.....			50
Auburn.....			34
Waterloo.....			40
Pleasant Lake.....			26
Angola.....			49
Tecumseh.....			45
Clinton.....			51
Norvell.....			29
Napoleon.....			47

Following sidings must not be used without permission from train dispatcher or by flag protection.

Fremont, O... West of crossover.			
Lenawee Jct.	Jonesville.	Kipton	
Adrian.....	{Detroit track. Batavia.	Wakeman	
	{Scale track. Sturgis.	Collins	
Hillsdale.	Vistula.	Monroeville	
Fayette, Monroe and G. & M. Branches.....	All sidings.		

109. BULLETIN BOARDS AND BOOKS.

Bulletin Orders posted in books must be signed for by Train and Yard service employes.

Elyria.....	{Yard office, coal dock. Engine house.
Sandusky.....	{Yard masters office. Engine house.
Fremont, Ohio.....	Telegraph office.
Mina.....	Coal dock office. Engine house. Passenger station.
Elkhart.....	Enginemens room, passenger station. 21st St. yard office. 10th Street yard office.
Adrian.....	{Engine house. Yard office.
Hillsdale.....	{Engine house. Telegraph office.
Jackson.....	{M. C. telegraph office. M. C. engine house.
Fort Wayne.....	{Engine house. Freight office.

DESIGNATION AND USE OF MAIN TRACKS.

Single Track:

Between Elyria Jct. and Millbury Jct., via Norwalk.
Vulcan and Elkhart.
Grosvenor and Morenci.
OD and Fort Wayne Jct.
Hillsdale and Fort Wayne.
OD and Lenawee Jct.
Sturgis and Goshen.
Lenawee Jct. and Monroe.

D-151.

Two Tracks:

Between West Branch Black River Elyria, and Elyria Jct.
Vermilion and Huron.
Bay Bridge and Danbury.
CO and JU.
MN and Millersburg.

Tracks are numbered from the south and will be used as follows:

No. 2, Eastward.
No. 1, Westward.

Three Tracks:

Between AR and Vermilion.
Millersburg and Goshen.

Tracks are numbered from the south and will be used as follows:

No. 4, Eastward—Freight.
No. 2, Eastward—Passenger.
No. 1, Westward—Passenger.

Between BO and Bay Jct.
Holland and DW.
D and DV.

Tracks are numbered from the south and will be used as follows:

No. 2, Eastward—Passenger.
No. 1, Westward—Passenger.
No. 3, Westward—Freight.

Four Tracks:

Between BE and west branch Black River Elyria.
Elyria Jct. and AR.
Huron and BO.
Bay Jct. and Bay Bridge.
Danbury and CO.
JU and Vickers.
Nasby and Holland.
DW and D.
DV and MN.
Goshen and B.

Tracks are numbered from the south and will be used as follows:

No. 4, Eastward—Freight.
No. 2, Eastward—Passenger.
No. 1, Westward—Passenger.
No. 3, Westward—Freight.

221b. MOVEMENT BY TRAIN ORDERS.

Rule 221b governs at stations where T.O. signals are shown in list of stations, Office Calls, Signals and Telephones.

D-251. MOVEMENT OF TRAINS WITH CURRENT OF TRAFFIC ON TWO OR MORE TRACKS BY BLOCK SIGNALS.

Rule D-251 governs:

Between BE and Vickers, via Sandusky.
Nasby and B.

SIGNAL ASPECTS, INDICATIONS, and RULES.

Special signal aspects, signal indications and signal rules will be found in the back of the time table.

TAKE-SIDING SIGNAL.

Take-siding signal will be given by the display of a green board by day and the green board and two green lights by night. This signal applies only to the movement of freight trains with the current of traffic and will be displayed on the ground at, or from the window of communicating station. Engineman must acknowledge the display of the signal by sounding engine whistle signal 14 (g).

GRADE SIGNALS.

A yellow disc, showing the letter G, displayed to the right of an automatic signal, indicates grade signal. Grade signals must be observed as prescribed in Rule 291, except heavy tonnage freight trains will not be required to stop, but may proceed as prescribed in Rule 509a.

293. SWITCH TARGETS.

Lights on main track switches are not in use at:

- Holland
- Wauseon
- Pettisville
- Melbern
- Edgerton
- MN

Lights on main track switches are not in use:

Between BE and Vickers, via Sandusky except at:

- Elyria Coal Dock.
- Hayes Ave., Sandusky.
- Clay Center.
- La Carne
- Oak Harbor—Track 1—East end of extension.

297. RAILROAD GRADE CROSSING SIGNALS.

Trains must stop before proceeding unless otherwise indicated.

Location	Signal	Indication
Sandusky, Pier Track	Target	Vertical..... Proceed.
Gypsum, Mill Siding	Gate Target	Over O.P.S.Co... Proceed.
Monroeville	Target	Vertical..... Proceed.
Bellevue	Target	Vertical..... Proceed.
Clyde	Target	Vertical..... Proceed.
Fremont, Ohio	Target	Vertical..... Proceed.
Blissfield, Sugar Track	{ Gate Target. Over O. & M. ... Normal position against N. Y. C.	Proceed.
Fort Wayne	{ Gate Target. Over P. R. R. ... Normal position against N. Y. C.	Proceed.
Fort Wayne N. Y. C. & St. L.	{ Two Targets—Vertical, and two Deraill Lamps, white by day, or green by night..... Operated by N. Y. C. & St. L.	Proceed.
Fort Wayne I. S. Co. Elec.	{ Switch target and derrails: Target Green—Derrails clear... Normal position against N. Y. C.	Proceed.
Lenawee Jct.	{ Gates at crossing of Jackson and Monroe Branches. Over Jackson Branch pro- ceed on Monroe Branch. Over Monroe Branch proceed on Jackson Branch. Normal position against Monroe Branch.	
Tecumseh	{ Gates at crossing of Jackson Branch and Dundee Branch. Normal position against Dundee Branch.	
Petersburg	{ Gates over D. T. & I. Normal position against N. Y. C.	Proceed.

Trainmen will operate target when no signalman on duty, leaving it in the position last used, as follows:

- Clyde—C. C. C. & St. L. crossing:
- Fremont, Ohio—N. Y. C. & St. L. crossing:
- Sandusky, Pier Track:

Trainmen will operate gates, as follows:

- Gypsum Mill Siding:
- Blissfield—O. & M. Crossing:
- Fort Wayne—P. R. R. Crossing:
- Lenawee Jct.—Jackson and Monroe Branch crossing:
- Tecumseh—Dundee Branch crossing.
- Petersburg—D. T. & I. Crossing.... Instructions for operation posted at crossing.

305. MANUAL BLOCK SYSTEM.

Manual Block System is in use:

Single Track:

Between Elyria Jct. and Millbury Jct. via Norwalk.

- Vulcan and "B".
- Grosvenor and Morenci.

- Haires and Fort Wayne Jct.
- Hillsdale and Fort Wayne.
- OD and Lenawee Jct.
- Sturgis and Goshen.
- Monroe and Lenawee Jct.

Rules 317-A and 331-A for absolute block for opposing and following movements govern the movement of passenger trains.

Rules 317-B and 331-B for absolute block for opposing movements and permissive block for following movements govern the movement of trains other than passenger trains.

Single and Two or More Tracks:

A signalman may admit a train other than a passenger train to a block that is wholly or partly within yard limits under a clear block indication when it is known that the block is not occupied by a passenger train or not occupied by a train other than a passenger train outside of yard limits.

Indications of Manual Block Signals will convey to second class and extra trains information as to condition of that portion of the block that is not within yard limits. Second class and extra trains and engines must move within yard limits prepared to stop unless the main track is seen or known to be clear.

At the following locations, indication of block signals will convey to trains, irrespective of class, information as to condition of block only to "End of Manual Block" signs:

Haires, Hillsdale and Fort Wayne.....Fort Wayne Branch.

Between the "End of Manual Block" sign at Haires and signal station "OD", also between "End of Manual Block" signs and the passenger stations at Hillsdale and Fort Wayne, trains, irrespective of class, will run prepared to stop short of obstruction, protecting against following movements.

At interlockings where home (or dwarf) signals are also used as manual block signals, enginemen or trainmen must before passing stop-signal, in addition to clearance Form A, receive hand signal as provided in Rule 663, or permission from the signalman.

Where an automatic signal is in use in Manual Block territory, it will indicate condition of track only between automatic signal and fixed sign reading "End of Automatic Block."

373. BLOCK STATIONS ARE OPEN.

Block stations are open as specified in list of Stations, Office Calls, Signals and Telephones.

505. AUTOMATIC BLOCK SYSTEM.

Automatic Block System is in use:

Two or More Tracks:

Between BE and Vickers, via Sandusky.
Nasby and B.

Except where Rule D-261 is in effect, Manual Block System Rules will govern movements against the current of traffic.

Rules 317-A and 331-A for absolute block for opposing and following movements govern the movement of passenger trains.

Rules 317-B and 331-B for absolute block for opposing movements and permissive block for following movements govern the movement of trains other than passenger trains.

Automatic signals are in use in Manual Block territory as specified in list of Stations, Office Calls, Signals, and Telephones.

606. INTERLOCKING SIGNALS.

Interlocking signals used as block signals will be indicated by the letters INT.-M.B. in list of Stations, Office Calls, Signals and Telephones.

703. DEFECTIVE CARS.

Cars must not be placed forward of 15 cars from caboose when so carded. So far as possible, inspectors must apply these cards to cars requiring such movement prior to trains being made up in the yard.

SNOW PLOW EQUIPMENT.

Snow plows must not be hauled backward when being moved in freight train.

MAKE-UP OF FREIGHT TRAINS.

Cranes in non-revenue trains must be hauled ahead of cars occupied by crew unless otherwise instructed.

Scale test cars must be hauled only in slow or local freight trains.

705. LEAVING CARS ON SIDETRACKS.

During cold weather, when cars equipped with water system are left where there is no car inspector, conductor must notify Superintendent promptly. When impossible to place cars on steam and car inspector is not available, the steam connections should be parted and end valves, admission valves and blow off or drain valves opened. The water system should be drained by opening faucets at wash basin and drain valves in wash basin and behind hoppers. On cars not equipped with drain valve behind hopper, the hopper valve handle should be tied open. Water coolers should be drained. Steam Heat Equipment Rule 1725 is modified accordingly.

Cars must not be left bridging across insulated joints in track rails where tank cars are placed.

Cars with hot journals must not be left on any track in close proximity where gasoline is loaded or unloaded.

824. MAKE-UP OF PASSENGER TRAINS.

Passenger equipment must be of steel construction with the exception that baggage, horse, refrigerator and milk cars of steel underframe construction may be hauled, also such steel underframe passenger cars as are used under special arrangement.

Trains containing more than 5 cars 60 ft. or over in length, limited to 30 cars.

Trains containing not more than 5 cars 60 ft. or over in length, limited to 40 cars.

841. U. S. MAIL.

A train handling a postal car off its run must also make the stops of the train in which it is usually handled.

When necessary, in case of derailment or washout, employes must see that postal clerks and mail are promptly transferred and every possible convenience furnished for working the mail.

Railroad employes are required to handle, load and unload storage mail carried in baggage and storage cars, and in baggage end of apartment cars.

The loading of U. S. Mail must be given preference over baggage and express. Conductor must not start train until the handling of U. S. Mail is completed. Trains scheduled to stop to discharge passengers, and having U. S. Mail for such points, must stop to unload mail.

A train shall not depart from a station and leave mails which are being loaded or are being trucked from vehicles or from part of the station to the train or aboard a connecting train that has come to a stop in the same station.

Mail should not be carried on trains not regularly authorized to carry same unless requested in writing to do so by a representative of the Railway Mail Service.

When a train is regularly authorized to carry U. S. Mail, all mail offered at stations where the Post Office Department does not maintain a Transfer Clerk or Postal Clerk should be accepted regardless of the space authorized.

When a regular authorization is exceeded from any station at which the Post Office Department maintain a Transfer Clerk or Postal Clerk, the trainmen should secure a written request covering such excess. Failure to receive such request should be reported on the trip report of mail carried.

The Post Office Department Regulations provide the number of sacks, equivalent to units of space authorized as follows:

1 to 50 sacks equal 3 ft.	251 to 300 sacks equal 18 ft.
51 to 100 sacks equal 6 ft.	301 to 350 sacks equal 21 ft.
101 to 150 sacks equal 9 ft.	351 to 400 sacks equal 24 ft.
151 to 200 sacks equal 12 ft.	401 to 450 sacks equal 27 ft.
201 to 250 sacks equal 15 ft.	451 to 500 sacks equal 30 ft.

Utmost care must be used in handling fragile (red label) parcel post mail.

Mail pouches delivered unlocked must not be accepted but returned to Post Office Department, and immediate advice given to Superintendent by wire.

When mail arrives late at night, or when Government messenger is not on hand to receive it, it must be kept in a safe place until proper delivery can be made.

If a mail pouch is stolen, immediate advice must be given to Superintendent by wire.

U. S. Mail Clerks, required to deadhead on mail trains, will be permitted to ride in crew coach on presentation of their travel commission.

Train crews are not permitted to ride in Railway Post Office cars while in use, even though the railroad company may furnish a Railway Post Office car larger than the size authorized.

All full mail cars and parts of cars having the legend "United States Mail" or "U. S. Mail" shall be reserved exclusively for carrying the mails and shall not be used for any other purpose.

916. HEATING, LIGHTING, VENTILATION AND AIR CONDITIONING OF CARS.

Rules for the Operation and Supervision of Steam Heat Equipment. Current Rules govern.

The application of Steam Heat Equipment Rule No. 1724 is as follows:

Approaching	Direction	Open rear end train pipe valve	Engineman shut off steam at
Toledo	Westward	Fassett St.	River Bridge
	Eastward	Fearing St.	Swan Creek
	Eastward	Z Tower	Swan Creek
Elkhart Elkhart (OR)	Westward	Hively Ave.	Home Signal B
	Westward	Signal 437.1	Home Signal B

Rear end train pipe valve must be opened gradually to full open position when blowing out steam line to avoid metal gaskets being blown out.

When one or more of the first five cars in train are equipped with rubber steam hose and 130 pounds steam pressure is not sufficient to properly heat the train, pressure may be increased to 150 pounds. Steam Heat Equipment Rules Nos. 1706, 1707 and 1712 are modified accordingly.

Before steam pressure is connected to standing cars, train line valve must be closed at opposite end of line.

917. PASSENGER BRAKEMEN.

Rear brakemen of passenger trains will be governed as follows:

When rear car is	And car next ahead is	Carry equipment in following location:	
		Storm clothing	Container and lanterns
Pullman Obs., Private or Official DeLuxe Obs., Coach, Diner.	Pullman	On door catch of aisle door next to rear car if drawing room is next to rear car. If not, place in rear vestibule of car next to rear.	Rear vestibule of car next to rear out of passageway and so placed as to avoid inconvenience to passengers using vestibule.
	Pullman		
	Pullman		
	Coach	Rear of coach.	Rear of coach.
Pullman without observation end.		On door catch of aisle door at rear of train.	Rear vestibule. so placed as to avoid inconvenience to persons using vestibule.

When more than one private car, conductor will instruct rear brakeman where equipment will be carried.

Grips or other personal effects not required in line of duty must not be carried at rear of train.

932. AIR BRAKES.

Rules for the Operation and Supervision of Air Brake and Train Air signal. Current rules govern.

The note at foot of Air Brake Rule 1554 issued in paster form, modifying Rule 1554 of Rules for the Operation and Supervision of Air Brake, etc., Current Rules, is modified as follows:

Note — It will be observed from the foregoing that the locomotive brake should be permitted to apply with the train brakes when making running tests, unless in the judgment of the engineman, it is necessary to prevent the locomotive brake applying to avoid stalling.

HAND BRAKE TEST.

A running test of hand brakes must be made on a motor car upon leaving initial terminal when operating as a single unit. As soon as speed permits engineman must shut off power and signal for brakes. The Conductor or member of train crew must then apply hand brakes to determine if they are operating properly. In case hand brakes do not operate properly, motor car must proceed at restricted speed to the nearest point at which repairs can be made.

1056. JOURNAL BOXES.

Current "Instructions for the Lubrication and Care of Journal Boxes" govern.

When a journal is found overheating enroute, train must be stopped and examination made. Packing must be adjusted or box repacked if this will overcome trouble. If cause of heating cannot be corrected in this manner or car cannot be moved to the next terminal through the use of cooling compound, car should be set out.

Water or snow should not be used for cooling hot journals except in emergency, and when used, journal should be cooled as slowly as conditions will permit.

When cars with hot journals are set out where 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.

Conductor must make prompt report to Superintendent and car foreman of cars treated enroute, or set out account overheated journal, stating whether treated by cooling compound or by water or snow.

COOLING COMPOUND.

An approved hot journal cooling compound, and Form N.Y.C.S. RS-74, furnished by storekeeper, shall be carried as part of caboose equipment, and train crew equipment in passenger service.

Cooling compound shall be used for emergency treatment of overheated journals of cars enroute in trains. Treatment should be given before journal becomes red.

Journals with broken brasses shall not be treated with cooling compound.

When applying cooling compound, packing in journal box should be loosened by use of packing iron, after which, cooling compound shall be applied along full length of rising side of journal; particular attention to be given to placing compound at back or inside end of journal.

Cars having journals treated with cooling compound shall be tagged in a prominent place near journal box, using Form N.Y.C.S. RS-74, at time compound is applied.

FATALITIES.

When a passenger dies in a sleeping car, the body may be left in berth properly screened until removed from train; when in parlor car or coach, body should be removed to baggage car and physician secured if available on train, who may certify as to cause of death.

The body of a person who dies on a train must be left at first station stop where a Health Officer is available and station employe on duty. Station employe must not permit the body to be removed from station without proper authority. If person who dies is accompanied by an attendant, conductor must confer with attendant as to disposition of body, and such information must be given to the station employe.

If train stops at a station other than where the body can be removed, conductor will give advance notice to the station where the body is to be left, and station employe must notify Health Officer promptly.

MOVEMENT OF DEAD ENGINES IN TRAINS.

Rules for Operation and Supervision of Air Brake and Train Air Signal. Current Rules govern.

All engines equipped with side rods must have them applied when handled dead in trains, suitable washers, of wooden blocks clamped together with bolts, being used where necessary on main rod bearings to keep the side rods in place.

SPEED RESTRICTIONS

Speed restrictions are shown in miles per hour and apply to entire train

General

Engines, Classes B and U under steam or being towed	20	Trains with dead engines not having all side or main rods	20
Engines running backward by night over public crossings	15	Work trains with locomotive cranes	30
When automatic train stop device becomes inoperative after leaving terminal or when forestalling whistle fails to sound while forestalling:		Revenue freight trains with cranes moving on own wheels	25
Passenger, mail and express trains	35	Freight trains with pushers	25
Other trains	20	Switches and crossovers, not interlocked, when diverging	10
Circus trains with freight equipped cars	30	Rail Detector Car X8015, under own power or on rear of passenger train	40
Trains with scale test cars or Jordan spreader	25		

Note: General speed restrictions govern, except when further restricted by Division or Local speed restrictions.

	Division									
	Main Line		Norwalk	Fort Wayne Branch			Jackson	Monroe	G & M	Fayette
	Tracks 1 and 2	Tracks 3 and 4	Branch & Old Road	South of Hillsdale	North of Ft. Wayne Junction	Branch	Branch	Branch	Branch	
Troop trains with freight equipped cars.....	50	40	30	25	20	25	35	25	20	
Trains with freight equipped cars.....	50	40	40	30	25	40	35	25	20	
Freight and work trains.....	50	40	40	30	25	40	35	25	20	
Except with:										
4200 to 5200 tons.....	45	40	..	..	..	..	..	..	..
5200 to 6600 tons.....	40	40	..	..	..	..	..	..	..
6600 tons or over.....	35	35	..	..	..	..	..	..	..
Trains with steam cranes, except as above...	50	40	35	..	..	..	35	..	..
Trains with crane X-54.....	..	..	..	25	20	25	35	20	20
Trains with crane X-50 or X-63.....	..	..	..	15	15	20	25	..	..
Rail motor cars, operating under their own power or being towed:										
M-1 to M-7 incl., and M-10.....	55	45	55	50	30	55	35	35	35	
M-404.....	50	45	50	50	30	50	35	35	35	
All others.....	60	45	60	50	30	60	35	35	35	
Engines,										
Class G and H.....	50	40	40	..	..	..	25	..	..
Class L										
On freight and work trains.....	50	40	40	..	..	..	25	..	..
On passenger, mail and express trains...	60	45	..	..	..	..	..	..	..
Norwalk Branch.....	..	..	40	..	..	..	..	..	..
Old Road.....	..	..	60	..	..	..	..	..	..
Except 2995, 2998 and 3000 to 3024, inclusive, when passenger, mail and express train restrictions govern.										
Light or with caboose.....	40	40	40	30	25	40	35	25	20	
Running backward.....	30	30	30	20	15	20	20	15	20	
Engines equipped with four axle tenders and without boosters:										
Class G-43.....	..	..	..	30	25	40	35	25	20
Class G-43, on passenger trains.....	..	..	..	45	30	45	35	25	20
Classes G-46 and H-5.....	..	..	..	30	20	35	..	25	..
Classes G-46 and H-5 when double-headed.	..	..	..	..	..	30	..	..	..
Class H-6.....	..	..	..	30	20	30	..	..	..
Class L-40.....	..	..	..	50	30	60	35	25	20
Class K.....	..	..	..	40	30	50	35	25	..
Class K when doubleheaded.....	..	..	..	..	..	30	..	..	..
Engines equipped with six axle tenders or boosters:										
Class H-5.....	..	..	..	..	..	30	..	..	..
Class H-6.....	..	..	..	..	..	25	..	..	..
For detour movement between Hillsdale and Fort Wayne.....	..	..	..	25	..	..	..	..	..
Snow plows and flangers.....	35	35	35	35	30	35	35	20	20	
Passenger, mail and express trains.....	..	45	60	50	30	50	35	35	35	
With not more than 20% Baggage, Mail or Express Cars										
18 cars or less.....	80									
19 to 25 cars (incl.).....	70									
With 20% to 50% Baggage, Mail or Express Cars										
16 cars or less.....	80									
17 to 20 cars.....	75									
21 to 25 cars (incl.).....	65									
With more than 50% Baggage, Mail or Express Cars										
13 cars or less.....	80									
14 to 16 cars.....	75									
17 to 20 cars.....	70									
21 to 35 cars (incl.).....	65									

Local

Main Line:

Over all facing point hand operated switches, when operated against current of traffic in automatic block signal territory where switch lamps are not in use..... 10

Passenger, mail and express trains:

 Between Elyria Jct. and east end of platform, passenger station, Elyria..... 70
 Vermilion Curve..... 70
 Millbury Curve..... 70

To discharge U. S. mail:

 Mail Section of No. 14: Kendallville..... 30
 No. 32: Millersburg, Wawaka, Corunna..... 30
 No. 52: Amherst..... 30

All Trains:

 Between BO and Bay Jct. Track 3..... 30
 Between Danbury and CO: Track 3..... 30
 Between JU and Millbury Jct.: Track 3..... 30
 DB: Over drawbridge..... 45

Movements against the current of traffic across Reynolds

 and Holland-Sylvania Roads, West of Nasby..... 10
 B: Through interlocking..... 10

Norwalk Branch:

Trains and Engines; Between Bellevue and Clyde:

 Trains with freight equipped cars..... 35
 Freight and Work Trains..... 35
 Rail motor cars, operating under their own power or being towed..... 40
 Engines, Classes G, H and L..... 35
 Engines, light or with caboose..... 35
 Passenger, mail and express trains..... 40
 Engines, Classes J and K..... 40

Freight and Work Trains:

 At Signal 249.1..... 15
 At all other signals..... 30

Trains and Engines:

 Fremont, Ohio: Croghan St..... 10
 Garrison St..... 10
 Birchard Ave..... 10
 Clyde: Main St. (Route 101)..... 10
 Monroeville: Over Monroe St., West of Station..... 10
 Norwalk: Milan Ave..... 10
 Prospect St..... 10
 Poster Ave..... 10
 Wooster St..... 10
 Whittlesey Ave..... 10

Old Road:

Freight and work trains:	
Through Adrian.....	15
At Signal 345.1.....	15
Coldwater-switch signal.....	25
Sturgis Interlocking.....	15
At all other signals.....	30
Passenger, mail and express trains:	
Hillsdale and Osseo:	
Between Mile Post C179 and C182 both directions,	
engines Class J. and L.....	40
Sylvania.....	15
Lenawee Jct.: Curve at station.....	40

Adrian, Wabash Interlocking:

Turnout to North tracks off Detroit Track.....	10
Coldwater: Over Division St.....	10
B: Through interlocking.....	10
To discharge U. S. mail:	
No. 52: Vistula, Sunday only.....	30

Fort Wayne Branch:

Hillsdale.....	10
Between passenger station and west wye passenger	
trains running backward.....	6
Over Spring St.....	15
Reverse curve south of Hillsdale.....	25
Bankers: Curve at station.....	25
Bankers: To Yard Limits at Hillsdale over any bridge.....	25
Reading: Reverse curve two miles north.....	35
Over Maple St.....	6
Over Elm St.....	10
Waterloo Interlocking:	
Freight and work trains.....	15
Auburn: {Over 7th St., first north of station.....	8
{Over 11th St., first south of station.....	6

Jackson Branch:

Passenger, mail and express trains:	
Between Norvell and five miles north of Napoleon:	
Engines: Class I-40.....	50
Class K.....	40
OD: Through interlocking.....	10
Norvell: Over first highway south.....	10
Manchester:.....	6
Bridge 46.....	15
Engines when doubleheaded must not be working steam	
passing over bridge.....	
Clinton.....	15
Tecumseh.....	6
Raisin Center: Bridge No. 15, three miles north.....	15
Engines when doubleheaded must not be working steam	
passing over bridge.....	

Monroe Branch:

Petersburg.....	6
Over D. T. & I. Crossing.....	20
Ida: Over highway, east of station.....	8
Monroe.....	15
Trains: Circus with freight-equipped cars.....	25
Troop with freight-equipped cars.....	25

G & M Branch:

Sturgis: Over Magnolia St.....	10
Goshen: Northward trains over East Lincoln Ave.....	5
Trains: Circus with freight-equipped cars.....	25
Troop with freight-equipped cars.....	25
Work with locomotive cranes.....	25

Fayette Branch:

Grosvenor: Bridge No. 60, one and one-half miles west... 6	
Morenci.....	6
Trains: Circus with freight-equipped cars.....	20
Troop with freight-equipped cars.....	20
Work with locomotive cranes.....	20

South Lorain Branch:

All trains.....	20
Over bridge two miles north of main track.....	5
Northward trains and engines between Y connections and	
Route 20.....	10

Sandusky Branch:

Pier Branch:	
All trains, Sandusky Jct. to Bay Jct.....	15

Camp Perry Branch:

All trains.....	25
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ENGINE AND CAR RESTRICTIONS.

Rail Detector car X8015 must not be operated in freight train.

Steam engines must not be coupled head on when double heading or running light. In case of emergency, instructions should be obtained from Superintendent.

Enginemen operating engines equipped with storm windshield wings must have windshields closed when operating in yards or on side tracks.

Motors in damaged condition making them unfit to be operated at speeds specified in special instruction, "Speed Restrictions," must be hauled separately.

Engines must not be operated as shown below:

Locations	Classes
Territory where Automatic Train Stop is installed.....	M, NU.
Other territory, except by special permission.....	M, NB, NE.
Olmsted Falls:	
Farmers exchange track.....	J,K,H-10, L.
Lumber Co. track.....	J,K,H-10, L.
Amherst Quarry:	
Beyond sign 1500 ft. South of Milan Road.....	J,K,H-10, L.
Gypsum:	
Certainteed Products. Inc.....	J,K,H, L.
Celotex Corporation.....	All engines.
U. S. Gypsum Co.....	All engines.
Port Clinton:	
Industrial lead 3000 ft. east of CO.....	J,K,H-10, L.
Genoa:	
U. S. Gypsum Co.....	J,K,H-10, L.
Swanton:	
A. D. Baker Co. track.....	J,K,H-10, L.
Wauseon:	
West Mill.....	J,K,H-10, L.
Archbold:	
Milling Co. track.....	J,K,H-10, L.
Bryan:	
Lipe No. 1 and 2.....	J,K,H-10, L.
Goshen:	
Bag and Lateral tracks.....	J,K,H-10, L.
Old Road:	
Hudson:	
Pet Milk Co.....	J,K.
Norwalk Branch:	
Norwalk:	
Rotary Printing Co.....	J,K,H-10, L.
Norwalk Upholstery Co.....	J,K,H-10, L.
Team.....	J,K,H-10, L.
Kemper track.....	J,K,H-10, L.
Standard Oil & Fdy.....	J,K,H-10, L.
Stewart Co.....	J,K,H-10, L.
Fremont, Ohio:	
Fremont Foundry Co.....	J,K,H-10, L.
State Highway Dept.....	J,K,H-10, L.
National Carbon tracks.....	J,K,H-10, L.

Fort Wayne Branch:

Fort Wayne:

Engines and cars must not be handled beyond bridge over track serving Eckhart Packing Co.

Between Fort Wayne Jct. and Bankers: Track will not be used except by special permission.

Jonesville:

Mill track.....J,K,H-6, H-10, L.

G. & M. Branch:

Sturgis:

Millers track.....G-6, 46, H, J, K, L.

SPECIAL USE OF TRACKS.

Sandusky: P. R. R. trains will use C. C. C. & St. L. main track between a point 400 ft. north of Bay Jct. and former P. R. R. passenger station.

Sandusky: N. Y. C. pier track in Water Street, between Franklin and Hancock streets, will be used jointly by N. Y. C. and B. & O. trains and engines. "Stop" signs are located on either side of the intersections. Trains and engines may proceed in accordance with the position of switches and as the way is known to be clear.

Haires: Fort Wayne Branch Northward trains must stop clear of the intersection with the M. C. (Air Line) and obtain verbal permission, by telephone, from the signalman at "OD" for movement between Haires and "OD".

The track between Haires and "OD" is part of Jackson Yard and the movement of all trains and engines must be governed by Rule 93.

Hillsdale: Fort Wayne Branch first class trains use passing track for movements between passenger station and west wye connection. All trains and engines using this track must be governed accordingly.

Hillsdale: Michigan Central, Ypsilanti Branch will end at crossover track leading to Old Road, and track west of crossover will be operated under Rule 105, and will be known as Ypsilanti spur.

Fort Wayne: N. Y. C. track between De Groff St. and P. R. R., main line crossing, and N. Y. C. & St. L. track between P. R. R., main line crossing, and yard limit at Hugo, will be used jointly, N. Y. C. & St. L. time table and rules govern. N. Y. C. & St. L. yard engines use N. Y. C. track between De Groff St. and N. Y. C. yard, being governed by Rule 93.

Tecumseh: D. T. & I. trains use N. Y. C. track between their connection and crossing at Tecumseh Jct., being governed by Rule 105.

Manchester: Michigan Central trains use Jackson Branch main track, between Manchester Jct. and Manchester, being governed by Manual Block Rules and Rule 93.

WATER STATIONS.

Elyria, coal dock.	Wauseon.	Norwalk.
Elyria Jct.		Fremont, Ohio.
Amherst.	Bryan.	Adrian.
Vermilion.	Mina.	Hillsdale.
	Waterloo.	Coldwater.
Sandusky.		Sturgis.
Danbury.	Kendallville.	Fort Wayne.
Graytown.		Pleasant Lake.
Swanton.	Goshen.	Tecumseh.

Water Stations and Track Pans

Tracks

Huron.....	No. 1 and No. 2.
Stryker.....	No. 1, No. 2 and No. 3.
Corunna.....	No. 1 and No. 2.
Grismore.....	No. 1 and No. 2.

AUTOMATIC TRAIN STOP.

Enginemen and firemen must be qualified on Rules for the Operation of Automatic Train Stop.

Road engines and motors, operated between BE and Vickers, and between Nasby and B, Main Line, must be equipped with automatic train stop device in working order, and cut in, except:

- a. When used as pusher or second engine.
- b. By specific authority of Superintendent.
- c. When automatic train stop device becomes inoperative after leaving terminal, passenger, mail, express and milk trains must be operated at a speed not exceeding 35 miles per hour, and other trains at a speed not exceeding 20 miles per hour. Engineman must notify Superintendent at the first communicating station and relief engine, if available, must be obtained at the first engine terminal. Train may proceed at normal speed when authorized by train order. Train Dispatcher will arrange for clear block between open signal stations in advance of such train, within the limits of the train order.

When forestalling whistle fails to sound while forestalling, engineman will reduce to and operate at speed specified in Paragraph C until he has occasion to again forestall as prescribed by the rules, and the whistle sounds; normal speed may then be resumed. Failure of whistle to sound must be reported on Form SC-1.

L. J. PETROT, Superintendent.

L. A. BROWN, Assistant Superintendent.

W. J. HAMANN
A. C. THIERRY
H. C. VanBERGEN
A. C. NELSON
A. L. SAYLES
C. F. MEYERS
A. G. TEETS } Train Masters.

A. W. COLTER
D. J. DONAHUE } Chief Train Dispatchers.

A. W. SWEENY
R. M. WAITE
J. G. WELSH
H. E. HALE
E. L. GARN
H. D. WHITE
W. N. CLARK
D. J. PEASE } Train Dispatchers.

R. W. HARRIS
J. W. CRIM
J. G. BETTIS
J. B. DEVINNEY } Train Dispatchers.

CLEVELAND TO TOLEDO

WESTWARD — FIRST-CLASS

CONTINUED ON PAGE 12

Miles from Cleveland Union Terminal	STATIONS	89	5	37	67	27	25	1	629	19	75	57	
		The Forest City	The Mohawk	The Advance Commodore Vanderbilt	The Commodore Vanderbilt	New England States	Twentieth Century Limited	The Pacemaker	See Note	Lake Shore Limited	The Mercury	Mail	
		Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily Except Sunday	Daily	Daily	Daily
		LEAVE	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.
.0	<i>Cleveland Union Terminal</i>	12.20	1.05	<i>C. & P. Crossing</i> 3.33	<i>C. & P. Crossing</i> 3.48	<i>C. & P. Crossing</i> 4.05	<i>C. & P. Crossing</i> 4.33	<i>C. & P. Crossing</i> 4.41	5.40	6.40	7.45	8.00	
6.02	<i>Linndale</i>	s 12.30	s 1.15	.....	.....	.....	.....	.....	s 5.50	s 6.50	s 7.54	s 8.10
12.07	<i>Berea</i>.....	.....	.....	.....	.....	.....	.....	.....	s 6.05	.....	.....	.....
12.18	BE.....	12.46	1.31	3.52	4.07	4.24	4.52	5.00	6.06	7.06	8.07	8.26	
14.85	Olmsted Falls.....	.....	.....	.....	.....	.....	.....	.....	s 6.12	.....	.....	.....
20.76	Shawville.....	.....	.....	.....	.....	.....	.....	.....	s 6.20	.....	.....	.....
23.99	Elyria Coal Dock.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
25.19	Elyria.....	s 1.05	s 1.47	.....	.....	.....	.....	.....	s 6.30	s 7.21	.....	s 8.40
26.16	Elyria Jct.....	1.09	1.51	4.04	4.19	4.36	5.04	5.12	6.35	7.24	8.18	8.43	
31.67	Amherst.....	.....	.....	.....	.....	.....	.....	.....	s 6.45	.....	.....	.....
32.56	AR.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
39.20	Vermilion.....	.....	.....	.....	.....	.....	.....	.....	s 6.56	.....	.....	.....
50.59	Huron.....	.....	.....	.....	.....	.....	.....	.....	s 7.12	.....	.....	.....
58.95	BO.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
59.84	Sandusky.....	s 1.47	s 2.26	.....	.....	.....	.....	.....	s 7.27	s 7.57	.....	s 9.15
61.04	Bay Jct.....	1.52	2.29	4.34	4.49	5.06	5.34	5.42	7.30	8.00	8.47	9.18	
65.27	Bay Bridge.....	.....	.....	.....	.....	.....	.....	.....	s 7.38	.....	.....	.....
66.29	DB.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
67.37	Danbury.....	.....	.....	.....	.....	.....	.....	.....	f 7.44	.....	.....	.....
69.48	Gypsum.....	.....	.....	.....	.....	.....	.....	.....	s 7.50	.....	.....	.....
72.73	Port Clinton.....	.....	.....	.....	.....	.....	.....	.....	s 8.06	.....	.....	s 9.33
74.30	CO.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
78.49	La Carne.....	.....	.....	.....	.....	.....	.....	.....	s 8.16	.....	.....	.....
83.94	Oak Harbor.....	.....	.....	.....	.....	.....	.....	.....	s 8.26	.....	.....	.....
84.36	JU.....	2.21	2.58	4.54	5.09	5.26	5.54	6.02	8.30	8.25	9.07	9.48	
87.18	Rocky Ridge.....	.....	.....	.....	.....	.....	.....	.....	s 8.40	.....	.....	.....
89.87	Graytown.....	.....	.....	.....	.....	.....	.....	.....	s 8.47	.....	.....	.....
94.38	Martin.....	.....	.....	.....	.....	.....	.....	.....	s 8.56	.....	.....	.....
99.01	Millbury Jct.....	2.39	3.15	5.06	5.21	5.38	6.06	6.14	9.06	8.40	9.19	10.03	
103.64	Vickers.....	2.45	3.20	5.10	5.25	5.43	6.10	6.18	9.12	8.45	9.23	10.08	
106.62	Toledo.....	2.55	3.30	5.17	5.32	5.50	6.17	6.25	9.20	8.52	9.29	10.15	
	ARRIVE	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	

Time shown at *Cleveland, Linndale* and *Toledo* is for information only.
 No. 629 will stop at Venice, Rocky Ridge (Main Street Crossing) and Clay Center to exchange U. S. mail.
 No. 57 will stop at LaCarne, Sunday only, to exchange U. S. Mail.

CLEVELAND TO TOLEDO

CONTINUED FROM PAGE 11

WESTWARD—FIRST-CLASS

Miles from Cleveland Union Terminal	STATIONS	59	35	151 <small>See Note</small>	609	627	137 <small>See Note</small>	43	9				
		The Iroquois	Fast Mail	Interstate Express	The Prairie State	Accommodation	Railway Express	South Shore Express	Mail				
		Daily	Daily	Daily	Daily	Daily Except Sunday	Daily Except Monday	Daily	Daily				
		LEAVE	A. M.	A. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.			
.0	Cleveland Union Terminal.....	11.20	11.36	12.30	4.00	5.25	<i>East 26th Street</i> 5.30	5.40	10.35				
6.02	Linndale.....	s11.30	s11.46	s12.40	s 4.10	s 5.35		s 5.50	s10.45				
12.07	Berea.....			®12.55		s 5.50							
12.18	BE.....	11.46	12.02	12.56	4.26	5.51	5.55	6.06	11.01				
14.85	Olmsted Falls.....			®12.59		s 5.55			†11.04				
20.76	Shawville.....					s 6.03							
23.99	Elyria Coal Dock.....												
25.19	Elyria.....			s 1.12	s 4.40	s 6.12		s 6.20	s11.20				
26.16	Elyria Jct.....	11.58	12.14	1.15	4.43	6.15	6.09	6.23	11.23				
31.67	Amherst.....												
32.56	AR.....												
39.20	Vermilion.....												
50.59	Huron.....												
58.95	BO.....												
59.84	Sandusky.....			s 1.48	s 5.18	Operates via Norwalk	s 6.49	s 6.56	s12.02				
61.04	Bay Jct.....	12.29	12.45	1.51	5.21		6.52	6.59	12.05				
65.27	Bay Bridge.....												
66.29	DB.....												
67.37	Danbury.....												
69.48	Gypsum.....												
72.73	Port Clinton.....			s 2.05				s 7.13					
74.30	CO.....												
78.47	La Carne.....												
83.94	Oak Harbor.....												
84.36	JU.....	12.51	1.08	2.19	5.46		7.17	7.28	12.31				
87.18	Rocky Ridge.....												
89.87	Graytown.....												
94.38	Martin.....												
99.01	Millbury Jct.....	1.03	1.20	2.34	6.01	8.51	7.31	7.43	12.46				
103.64	Vickers.....	1.08	1.25	2.40	6.07	8.57	7.37	7.49	12.52				
106.62	Toledo.....	1.15	1.32	2.48	6.15	9.05	7.45	7.57	1.00				
	ARRIVE	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	A. M.				

Time shown at *Cleveland, Linndale, Berea* and *Toledo* is for information only.
 No. 137 will not carry passengers.
 No. 151 will stop at LaCarne, daily except Sundays, for exchange of U. S. Mail.

TOLEDO TO CLEVELAND

EASTWARD—FIRST-CLASS

CONTINUED ON PAGE 14

Miles from Toledo	STATIONS	88	80	626	90	290	32	52	14	6	640	76
		Pittsburgh Special	The Maumee and Detroit-Cleveland Special	Accommodation	Advance Forest City	The Forest City	See Note Mail	The Easterner	See Note Interstate Express	Fifth Avenue Special	Accommodation	The Mercury
		Daily	Daily	Daily Except Sunday	Daily	Daily	Daily	Daily	Daily	Daily	Daily Except Sunday	Daily
		LEAVE	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	P. M.	P. M.	P. M.
.0	Toledo.....	2.08	2.45	3.30	4.33	4.55	9.15	9.45	3.00	4.35	6.00	6.39
2.98	Vickers.....	2.15	2.52	3.37	4.40	5.02	9.22	9.52	3.07	4.42	6.07	6.45
7.61	Millbury Jct.....	2.20	2.57	3.44	4.45	5.07	9.27	9.57	3.12	4.47	s 6.13	6.50
12.24	Martin.....										s 6.20	
16.75	Graytown.....										s 6.28	
19.44	Rocky Ridge.....										s 6.33	
22.26	JU.....	2.34	3.12		5.00	5.22	9.42	10.12	3.25	5.02	6.38	7.02
22.68	Oak Harbor.....										s 6.40	
28.14	La Carne.....										s 6.49	
32.32	CO.....											
33.89	Port Clinton.....					s 5.38		s 10.27	s 3.38		s 7.01	
37.14	Gypsum.....										s 7.08	
39.25	Danbury.....										f 7.13	
40.34	DB.....											
41.35	Bay Bridge.....											
45.58	Bay Jct.....	2.57	3.37		5.26	5.55	10.08	10.43	3.53	5.27	7.20	7.23
46.78	Sandusky.....		s 3.50		K 5.29	s 6.00		s 10.48	s 3.58	s 5.30	s 7.45	
47.67	BO.....											
56.03	Huron.....										s 8.00	
67.42	Vermilion.....										s 8.40	
74.06	AR.....											
74.95	Amherst.....										s 8.53	
80.46	Elyria Jct.....	3.31	4.26	6.33	6.04	6.35	10.45	11.23	4.38	6.06	9.05	7.53
81.43	Elyria.....		s 4.35	s 6.44	s 6.08	s 6.40		s 11.28	s 4.41	s 6.09	s 9.20	
82.63	Elyria Coal Dock.....											
85.86	Shawville.....			s 6.56								
91.77	Olmsted Falls.....			s 7.06							s 9.38	
94.44	BE.....	3.48	4.55	7.12	6.30	7.05	11.05	11.52	5.05	6.25	9.45	8.05
94.55	Berea.....			s 7.14								
100.60	Linndale.....		s 5.02	s 7.25	s 6.37	s 7.12		s 11.59	s 5.12	s 6.32	s 9.52	s 8.12
106.62	Cleveland Union Terminal.....	4.13 <i>Erie R. R. Station</i>	5.20	7.45	6.55	7.30	11.28 <i>C. & P. Crossing</i>	12.18	5.30	6.50	10.10	8.30
	ARRIVE	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	P. M.	P. M.	P. M.	P. M.	P. M.

Time shown at Toledo, Berea, Linndale and Cleveland is for information only.
 No. 32 will not carry passengers.
 No. 640 will stop at Clay Center, Rocky Ridge (Main Street Crossing) and Venice to exchange U. S. Mail.
 Mail Section of train 14 will stop at LaCarne, Sunday only, to exchange U. S. Mail.

TOLEDO TO CLEVELAND

CONTINUED FROM PAGE 13

EASTWARD — FIRST-CLASS

Miles from Toledo	STATIONS	2	66	68	26	132	10	22				
		The Pacemaker	The Advance Commodore Vanderbilt	The Commodore Vanderbilt	Twentieth Century Limited	Henry Hudson	The Water Level Limited	Lake Shore Limited				
		Daily	Daily	Daily	Daily	Daily	Daily	Daily				
		LEAVE	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.			
.0	Toledo.....	7.00	7.25	8.05	8.33	8.35	9.19	11.47				
2.98	Vickers.....	7.07	7.32	8.11	8.39	8.42	9.26	11.54				
7.61	Millbury Jct.....	7.12	7.37	8.15	8.43	8.48	9.31	11.59				
12.24	Martin.....											
16.75	Graytown.....											
19.44	Rocky Ridge.....											
22.26	JU.....	7.24	7.49	8.27	8.55	9.03	9.44	12.13				
22.68	Oak Harbor.....											
28.14	La Carne.....											
32.32	CO.....											
33.89	Port Clinton.....					s 9.19						
37.14	Gypsum.....											
39.25	Danbury.....											
40.34	DB.....											
41.35	Bay Bridge.....											
45.58	Bay Jct.....	7.45	8.10	8.48	9.16	9.35	10.06	12.39				
46.78	Sandusky.....					s 9.40						
47.67	BO.....											
56.03	Huron.....											
67.42	Vermilion.....											
74.06	AR.....											
74.95	Amherst.....											
80.46	Elyria Jct.....	8.15	8.40	9.18	9.46	10.16	10.37	1.15				
81.43	Elyria.....					s10.20						
82.63	Elyria Coal Dock.....											
85.86	Shawville.....											
91.77	Olmsted Falls.....											
94.44	BE.....	8.27	8.52	9.30	9.58	10.40	10.51	1.32				
94.55	Berea.....											
100.60	Linndale.....	s 8.34				s10.47	s10.58	s 1.39				
106.62	Cleveland Union Terminal.....	8.53	9.07 <i>C. & P. Crossing</i>	9.45 <i>C. & P. Crossing</i>	10.11 <i>C. & P. Crossing</i>	11.05	11.16	1.57				
	ARRIVE	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	A. M.				

Time shown at Toledo, Linndale and Cleveland is for information only.

TOLEDO TO ELKHART—AIR LINE

WESTWARD—FIRST-CLASS

CONTINUED ON PAGE 16

Miles from Toledo	STATIONS	9	89	5	37	67	27	25	1	641	19	57
		Mail	The Forest City	The Mohawk	The Advance Commodore Vanderbilt	The Commodore Vanderbilt	New England States	Twentieth Century Limited	The Pacemaker	Accommodation	Lake Shore Limited	Mail
		Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily
		LEAVE	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.
.....	Toledo.....	1.30	3.20	3.45	5.22	5.37	6.00	6.22	6.30	6.45	8.57	10.20
3.67	Nasby.....	1.37	3.28	3.52	5.27	5.42	6.06	6.27	6.35	6.52	9.02	10.27
8.95	Holland.....									s 6.59		
14.21	Spencer.....											
18.43	Swanton.....									s 7.10		
24.41	Delta.....									s 7.19		
26.62	Delta Yard.....											
29.28	DW.....											
31.90	Wauseon.....									s 7.33		
32.13	D.....	2.05	3.58	4.20	5.53	6.08	6.32	6.53	7.01	7.35	9.28	10.53
36.38	Pettisville.....									s 7.42		
40.41	Archbold.....									s 7.50		
46.41	Stryker.....									s 7.59		
53.08	DV.....											
53.58	Bryan.....									s 8.11		
58.84	Melbern.....									s 8.19		
62.16	Mina.....	2.35	4.28	4.48	6.19	6.34	6.58	7.18	7.27	8.25	9.54	11.19
63.89	Edgerton.....									s 8.29		
65.17	MN.....											
70.12	WB.....											
70.75	Butler.....									s 8.40		
78.66	Waterloo.....						H 7.14			s 8.53		
85.01	Corunna.....									s 9.04		
91.38	Kendallville.....	s 3.10	5.00	J 5.19	6.45	7.00	7.28	7.43	7.53	s 9.18	10.20	11.45
98.10	Brimfield.....									s 9.28		
102.54	Wawaka.....									s 9.36		
107.93	Ligonier.....									s 9.48		
111.33	Grismore.....											
114.98	Millersburg.....									s 9.59		
122.78	CX.....											
123.12	Goshen.....			s 5.54						s 10.16	†10.47	s 12.12
132.86	B.....											
133.01	Elkhart.....	4.05	5.55	6.13	7.21	7.36	8.05	8.18	8.29	10.35	11.02	12.30
	ARRIVE	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	P. M.

Time shown at Toledo is for information only.

TOLEDO TO ELKHART—AIR LINE

CONTINUED FROM PAGE 15

WESTWARD—FIRST-CLASS

Miles from Toledo	STATIONS	59	35	151	609	43	139						
		The Iroquois	Fast Mail	Interstate Express	The Prairie State	South Shore Express	Accommo- dation						
		Daily	Daily	Daily	Daily	Daily	Daily Except Sunday						
	LEAVE	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.						
.....	Toledo.....	1.20	1.37	2.58	6.21	8.12							
3.67	Nasby.....	1.26	1.44	3.05	6.26	8.19							
8.95	Holland.....												
14.21	Spencer.....												
18.43	Swanton.....												
24.41	Delta.....												
26.62	Delta Yard.....												
29.28	DW.....												
31.90	Wauseon.....												
32.13	D.....	1.53	2.11	3.31	6.52	8.46							
36.38	Pettisville.....												
40.41	Archbold.....												
46.41	Stryker.....												
53.08	DV.....												
53.58	Bryan.....			s 3.54		s 9.10							
58.84	Melbern.....												
62.16	Mina.....	2.19	2.38	4.05	7.18	9.22							
63.89	Edgerton.....												
65.17	MN.....												
70.12	WB.....												
70.75	Butler.....												
78.66	Waterloo.....			s 4.22		s 9.42							
85.01	Corunna.....												
91.38	Kendallville.....	2.45	3.05	s 4.42	7.44	s10.03							
98.10	Brimfield.....												
102.54	Wawaka.....												
107.93	Ligonier.....			s 5.02		s10.27							
111.33	Grismore.....												
114.98	Millersburg.....						P. M.						
122.78	CX.....						11.35						
123.12	Goshen.....			s 5.24		s10.52	s11.37						
132.86	B.....												
133.01	Elkhart.....	3.24	3.45	5.43	8.21	11.12	11.55						
	ARRIVE	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.						

Time shown at Toledo is for information only.

ELKHART TO TOLEDO—AIR LINE

EASTWARD—FIRST-CLASS

CONTINUED ON PAGE 18

Miles from Elkhart	STATIONS	90	290	32	140	608	14	6	132	2	66	68
		Advance Forest City	The Forest City	Mail	Accommodation	The Prairie State	Interstate Express	Fifth Avenue Special	Henry Hudson	The Pacemaker	The Advance Commodore Vanderbilt	The Commodore Vanderbilt
		Daily	Daily	Daily	Daily Except Sunday	Daily	Daily	Daily	Daily	Daily	Daily	Daily
		LEAVE	A. M.	A. M.	A. M.	A. M.	A. M.	P. M.	P. M.	P. M.	P. M.	P. M.
.....	Elkhart.....	2.20	2.40	5.20	6.25	11.55	12.45	2.05	3.35	5.01	5.23	6.03
.15	B.....											
9.89	Goshen.....			s 5.37	s 6.38	s 12.10		s 2.19	s 3.50			
10.23	CX.....				6.40							
18.03	Millersburg.....								s 4.00			
21.68	Grismore.....				A. M.							
25.08	Ligonier.....			s 6.01		s 12.29		C 2.35	s 4.11			
30.47	Wawaka.....								s 4.17			
34.91	Brimfield.....								s 4.23			
41.63	Kendallville.....	2.57	3.18	s 6.28		s 12.49	1.22	I 2.52	s 4.37	5.37	6.00	6.40
48.00	Corunna.....								s 4.46			
54.35	Waterloo.....			s 6.48		s 1.05		s 3.06	s 4.57			
62.26	Butler.....			B 6.57		B 1.13			s 5.07			
62.89	WB.....											
67.84	MN.....											
69.12	Edgerton.....			s 7.07					s 5.15			
70.85	Mina.....	3.23	3.44	7.10		1.22	1.48	3.22	5.19	6.02	6.25	7.05
74.17	Melbern.....								s 5.24			
79.43	Bryan.....			s 7.25		s 1.35		s 3.33	s 5.38			
79.93	DV.....											
86.60	Stryker.....								s 5.50			
92.60	Archbold.....								s 5.59			
96.63	Pettisville.....								s 6.07			
100.88	D.....	3.50	4.12	7.57		1.57	2.16	3.55	6.15	6.25	6.49	7.29
101.11	Wauseon.....			s 8.00					s 6.19			
103.73	DW.....											
106.39	Delta Yard.....											
108.60	Delta.....								s 6.30			
114.58	Swanton.....								s 6.41			
118.80	Spencer.....											
124.06	Holland.....											
129.34	Nasby.....	4.15	4.37	8.37		2.27	2.42	4.23	7.16	6.49	7.13	7.53
133.01	Toledo.....	4.23	4.45	8.45		2.35	2.50	4.30	7.30	6.55	7.20	8.00
	ARRIVE	A. M.	A. M.	A. M.	A. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.

Time shown at Toledo is for information only.

ELKHART TO TOLEDO—AIR LINE

CONTINUED FROM PAGE 17

EASTWARD—FIRST-CLASS

Miles from Elkhart	STATIONS	26	10	22	80						
		Twentieth Century Limited	The Water Level Limited	Lake Shore Limited	The Maumee						
		Daily	Daily	Daily	Daily						
	LEAVE	P. M.	P. M.	P. M.	P. M.						
.....	Elkhart.....	6.35	7.08	8.43	11.44	.....	.....	.....	.....	.....	.....
.15	B.....					.....	.....	.....	.....	.....	.....
9.89	Goshen.....			s 9.00		.....	.....	.....	.....	.....	.....
10.23	CX.....					.....	.....	.....	.....	.....	.....
18.03	Millersburg.....					.....	.....	.....	.....	.....	.....
21.68	Grismore.....					.....	.....	.....	.....	.....	.....
25.08	Ligonier.....			s 9.23		.....	.....	.....	.....	.....	.....
30.47	Wawaka.....					.....	.....	.....	.....	.....	.....
34.91	Brimfield.....					.....	.....	.....	.....	.....	.....
41.63	Kendallville.....	7.10	7.46	s 9.43	12.21	.....	.....	.....	.....	.....	.....
48.00	Corunna.....					.....	.....	.....	.....	.....	.....
54.35	Waterloo.....		E 7.59	s10.01	E12.34	.....	.....	.....	.....	.....	.....
62.26	Butler.....					.....	.....	.....	.....	.....	.....
62.89	WB.....					.....	.....	.....	.....	.....	.....
67.84	MN.....					.....	.....	.....	.....	.....	.....
69.12	Edgerton.....					.....	.....	.....	.....	.....	.....
70.85	Mina.....	7.35	8.15	10.20	12.50	.....	.....	.....	.....	.....	.....
74.17	Melbern.....					.....	.....	.....	.....	.....	.....
79.43	Bryan.....			s10.32		.....	.....	.....	.....	.....	.....
79.93	DV.....					.....	.....	.....	.....	.....	.....
86.60	Stryker.....					.....	.....	.....	.....	.....	.....
92.60	Archbold.....					.....	.....	.....	.....	.....	.....
96.63	Pettisville.....					.....	.....	.....	.....	.....	.....
100.88	D.....	7.58	8.41	10.55	1.18	.....	.....	.....	.....	.....	.....
101.11	Wauseon.....					.....	.....	.....	.....	.....	.....
103.73	DW.....					.....	.....	.....	.....	.....	.....
106.39	Delta Yard.....					.....	.....	.....	.....	.....	.....
108.60	Delta.....					.....	.....	.....	.....	.....	.....
114.58	Swanton.....					.....	.....	.....	.....	.....	.....
118.80	Spencer.....					.....	.....	.....	.....	.....	.....
124.06	Holland.....					.....	.....	.....	.....	.....	.....
129.34	Nasby.....	8.22	9.07	11.22	1.44	.....	.....	.....	.....	.....	.....
133.01	Toledo.....	8.28	9.14	11.30	1.52	.....	.....	.....	.....	.....	.....
	ARRIVE	P. M.	P. M.	P. M.	A. M.						

Time shown at *Toledo* is for information only.

TOLEDO TO ELKHART — OLD ROAD

WESTWARD		FIRST-CLASS		SECOND-CLASS					
Miles from Toledo	STATIONS	607	647	91	93	95			
		Accommodation	Accommodation	Through Freight	Way Freight	Way Freight			
	Daily	Daily	Daily Except Sunday	Daily Except Sunday	Tuesday Thursday Saturday				
	LEAVE	A. M.	P. M.	A. M.	A. M.	A. M.			
.....	Toledo	6.40	3.45	.....	.....	.....	.....	.....	.....
3.80	Vulcan	6.46	3.52	1.30	.....	10.10	.....	.....	.....
10.16	Sylvania	s 6.55	s 4.00	1.45	.....	10.35	.....	.....	.....
14.85	Ottawa Lake	s 7.03	s 4.08	1.55	.....	10.55	.....	.....	.....
20.06	Riga	f 7.10	f 4.14	.....	.....	.....	.....	.....	.....
22.15	Blissfield	s 7.20	s 4.20	2.10	.....	11.55	.....	.....	.....
24.80	Grosvenor	7.23	4.23	.....	.....	12.05	.....	.....	.....
26.42	Palmyra	s 7.26	s 4.26	.....	.....	.....	.....	.....	.....
28.24	Lenawee Jct.	7.30	s 4.30	2.20	.....	12.15	.....	.....	.....
31.83	WB .....	.....	.....	.....	.....	.....	.....	.....	.....
32.35	Adrian	s 7.40	s 4.40	2.40	.....	1.05	.....	.....	.....
39.52	Cadmus	△ 7.49	f 4.48	.....	.....	.....	.....	.....	.....
43.37	Clayton	s 8.00	s 4.55	3.00	.....	1.30	.....	.....	.....
49.81	Hudson	s 8.13	s 5.05	3.10	.....	2.00	.....	.....	.....
56.12	Pittsford	s 8.23	s 5.15	3.25	A. M.	2.25	.....	.....	.....
59.88	Osseo	s 8.30	s 5.21	3.35	.....	2.40	.....	.....	.....
65.68	Hillsdale	s 8.45	s 5.32	3.45	10.00	3.15	.....	.....	.....
69.58	Fort Wayne Jct.	8.52	5.38	A. M.	10.10	P. M.	.....	.....	.....
70.18	Jonesville	s 8.55	s 5.40	.....	10.15	.....	.....	.....	.....
75.28	Allen	s 9.03	s 5.48	.....	10.30	.....	.....	.....	.....
81.79	Quincy	s 9.12	s 6.00	.....	11.45	.....	.....	.....	.....
88.18	Coldwater	s 9.25	s 6.15	.....	12.40	.....	.....	.....	.....
93.38	Batavia	s 9.34	f 6.22	.....	1.00	.....	.....	.....	.....
98.94	Bronson	s 9.43	s 6.30	.....	2.05	.....	.....	.....	.....
105.67	Burr Oak	s 9.53	s 6.40	.....	2.25	.....	.....	.....	.....
111.90	Sturgis	s 10.05	s 6.50	.....	3.20	.....	.....	.....	.....
112.18	RK .....	.....	.....	.....	.....	.....	.....	.....	.....
117.54	Klinger Lake	f 10.13	f 6.58	.....	.....	.....	.....	.....	.....
123.64	White Pigeon	s 10.22	s 7.10	.....	3.45	.....	.....	.....	.....
128.98	Vistula	f 10.29	f 7.22	.....	.....	.....	.....	.....	.....
134.06	Bristol	s 10.37	s 7.31	.....	4.10	.....	.....	.....	.....
138.21	Morehous .....	.....	.....	.....	.....	.....	.....	.....	.....
142.27	B .....	.....	.....	.....	.....	.....	.....	.....	.....
142.42	Elkhart	10.50	7.50	.....	4.35	.....	.....	.....	.....
	ARRIVE	A. M.	P. M.	A. M.	P. M.	P. M.			

On single track, eastward trains are superior to westward trains of the same class, unless otherwise specified. Time shown at Toledo is for information only

ELKHART TO TOLEDO—OLD ROAD

EASTWARD		FIRST-CLASS		SECOND-CLASS					
Miles from Elkhart	STATIONS	52	614	96	94	92			
		The Easterner	Accommodation	Way Freight	Way Freight	Through Freight			
	Daily	Daily	Daily Except Sunday	Monday Wednesday Friday	Daily Except Sunday				
	LEAVE	A. M.	P. M.	A. M.	A. M.	P. M.			
.....	Elkhart	5.05	6.45	8.30					
.15	B.								
4.21	Morehous.								
8.35	Bristol..... ^Δ	5.18	s 6.55	8.50					
13.44	Vistula.....								
18.78	White Pigeon..... ^s	5.38	s 7.10	9.25					
24.88	Klinger Lake.....	5.47	f 7.17						
30.24	RK.....								
30.52	Sturgis..... ^s	6.00	s 7.25	10.05					
36.75	Burr Oak..... ^s	6.10	s 7.35	10.30					
43.48	Bronson..... ^s	6.21	s 7.45	11.30					
49.04	Batavia..... [†]	6.29	† 7.52	11.45					
54.24	Coldwater..... ^s	6.42	s 8.05	12.40					
60.63	Quincy..... ^s	6.52	s 8.15	1.50					
67.14	Allen.....		f 8.22	2.10					
72.23	Jonesville..... ^s	7.07	s 8.30	2.25					
72.84	Fort Wayne Jct.....	7.09	8.32	2.30	A. M.	P. M.			
76.74	Hillsdale..... ^s	7.22	s 8.45	2.45	10.00	10.00			
82.54	Osseo..... ^s	7.31	s 8.54	P. M.	10.10	10.10			
86.29	Pittsford..... ^s	7.38	s 9.01		10.20	10.18			
92.61	Hudson..... ^s	7.49	s 9.12		11.00	10.30			
99.05	Clayton..... ^f	8.00	s 9.19		11.20	10.42			
102.90	Cadmus.....	8.09							
110.07	Adrian..... ^s	8.28	s 9.40		12.01	11.40			
110.54	WB.....								
114.18	Lenawee Jct.....	8.36	9.47		12.12	11.50			
115.99	Palmyra.....		† 9.50						
117.62	Grosvenor.....	8.41	9.53		12.21	11.59			
120.27	Blissfield..... ^s	8.50	s 10.00		1.00	12.05			
122.36	Riga.....								
127.57	Ottawa Lake.....	9.01	10.09		1.25	12.20			
132.26	Sylvania.....	9.09	10.16		1.40	12.33			
138.62	Vulcan.....	9.18	10.24		2.00	12.50			
142.42	Toledo.....	9.30	10.50						
	ARRIVE	A. M.	P. M.	P. M.	P. M.	A. M.			

On single track, eastward trains are superior to westward trains of the same class, unless otherwise specified.
Time shown at *Toledo* is for information only.

ELYRIA JCT. TO MILLBURY JCT.

MILLBURY JCT. TO ELYRIA JCT.

WESTWARD—FIRST CLASS

EASTWARD—FIRST CLASS

Miles from Cleveland Union Terminal	STATIONS	627				Miles from Toledo	STATIONS	626			
		Accommo- dation						Accommo- dation			
		Daily Except Sunday						Daily Except Sunday			
LEAVE		P. M.			LEAVE		A. M.				
.0	<i>Cleveland</i>		5.25	.....	.....	.0	<i>Toledo</i>		3.30	.....	.....
26.16	Elyria Jct.....		6.15	.....	.....	7.61	Millbury Jct...		3.44	.....	.....
34.15	Oberlin.....	s	6.26	.....	.....	12.40	Genoa.....	s	3.52	.....	.....
38.79	Kipton.....	s	6.33	.....	.....	17.11	Elmore.....	s	4.02	.....	.....
44.05	Wakeman.....	s	6.41	.....	.....	22.38	Lindsey.....	s	4.11	.....	.....
						29.49	Fremont.....	s	4.35	.....	.....
48.73	Collins.....	s	6.49	.....	.....				
55.35	Norwalk.....	s	7.05	.....	.....	37.83	Clyde.....	s	4.54	.....	.....
59.87	Monroeville....	s	7.25	.....	.....	45.22	Bellevue.....	s	5.10	.....	.....
67.41	Bellevue.....	s	7.40	.....	.....	52.76	Monroeville....	s	5.22	.....	.....
74.80	Clyde.....	s	7.53	.....	.....	57.28	Norwalk.....	s	5.45	.....	.....
						63.90	Collins.....	s	5.54	.....	.....
83.14	Fremont.....	s	8.17	.....	.....				
90.25	Lindsey.....	s	8.28	.....	.....	68.58	Wakeman.....	s	6.01	.....	.....
95.50	Elmore.....	s	8.36	.....	.....	73.84	Kipton.....	s	6.08	.....	.....
100.23	Genoa.....	s	8.44	.....	.....	78.48	Oberlin.....	s	6.20	.....	.....
105.02	Millbury Jct...		8.51	.....	.....	86.47	Elyria Jct.....		6.33	.....	.....
112.63	<i>Toledo</i>		9.05	.....	.....	112.63	<i>Cleveland</i>		7.45	.....	.....
	ARRIVE		P. M.				ARRIVE		A. M.		

On single track, eastward trains are superior to westward trains of the same class, unless otherwise specified.
Time shown at *Cleveland* and *Toledo* is for information only.

JACKSON TO FORT WAYNE

FORT WAYNE TO JACKSON

SOUTHWARD		FIRST CLASS	SECOND CLASS		NORTHWARD		FIRST CLASS		
Miles from Jackson	STATIONS	48	72		Miles from Ft. Wayne	STATIONS	49		
		Local	Way Freight				Local		
		Daily Except Sunday	Daily Except Sunday				Daily Except Sunday		
	LEAVE	A. M.	A. M.			LEAVE	P. M.		
.....	Jackson.....				.....	Fort Wayne....	4.00		
1.12	OD.....				7.85	Carrolls.....	4.10		
5.13	Haires.....								
10.43	Horton.....				11.48	Stoners.....			
					14.61	New Era.....	4.20		
14.04	Hanover.....				20.80	Auburn..... s	4.30		
18.83	Mosherville.....				25.81	Waterloo..... s	4.45 5.10		
24.58	Jonesville.....								
25.29	Fort Wayne Jct.	A. M.	A. M.		31.57	Summit..... f	5.18		
29.19	Hillsdale.....	9.00	9.30		32.79	Steubenville.....			
33.41	Bankers.....	9.10	9.45		35.78	Pleasant Lake.. s	5.27		
38.11	Reading..... s	9.22	10.15		40.03	Angola..... s	5.36		
43.48	Montgomery... s	9.34	10.30		47.38	Fremont..... s	5.48		
47.11	Ray..... s	9.41	10.45		51.45	Ray..... s	5.56		
					55.08	Montgomery... s	6.04		
51.18	Fremont..... s	9.49	11.10		60.45	Reading..... s	6.13		
58.53	Angola..... s	10.01	12.25		65.15	Bankers.....	6.22		
62.78	Pleasant Lake.. s	10.12	12.40		69.37	Hillsdale.....	6.45		
65.77	Steubenville....								
66.99	Summit..... f	10.19	12.55		73.27	Fort Wayne Jct.	P. M.		
					73.98	Jonesville.....			
72.75	Waterloo..... s	10.30	1.15		79.73	Mosherville.....			
77.76	Auburn..... s	10.40	1.30		84.52	Hanover.....			
83.95	New Era.....	10.50							
87.08	Stoners.....				88.13	Horton.....			
					93.43	Haires.....			
90.71	Carrolls.....	11.00	2.00		97.44	OD.....			
98.56	Fort Wayne....	11.15	2.30		98.56	Jackson.....			
	ARRIVE	A. M.	P. M.			ARRIVE	P. M.		

On single track, southward trains are superior to northward trains of the same class, unless otherwise specified.

JACKSON TO LENAWEЕ JCT.				LENAWEЕ JCT. TO JACKSON			
SOUTHWARD				NORTHWARD			
Miles from Jackson	STATIONS			Miles from Lenawee Jct.	STATIONS		
.....	<i>Jackson</i>.....			.....	Lenawee Jct.....		
1.12	OD.....			2.15	Raisin Center.....		
10.42	Napoleon.....			9.01	Tecumseh.....		
13.76	Norvell.....			13.48	Clinton.....		
20.47	Manchester Jct.....			21.34	Manchester.....		
21.11	Manchester.....			21.98	Manchester Jct.....		
28.97	Clinton.....			28.69	Norvell.....		
33.44	Tecumseh.....			32.03	Napoleon.....		
40.30	Raisin Center.....			41.33	OD.....		
42.45	Lenawee Jct.....			42.45	<i>Jackson</i>		

On single track, southward trains are superior to northward trains of the same class, unless otherwise specified.

GROSVENOR TO MORENCI				MORENCI TO GROSVENOR			
WESTWARD				EASTWARD			
Miles from Adrian	STATIONS			Miles from Morenci	STATIONS		
7.55	Grosvenor.....			.....	Morenci.....		
12.14	Ogden.....			6.58	Weston.....		
15.53	Jasper.....			10.24	Jasper.....		
19.19	Weston.....			13.63	Ogden.....		
25.77	Morenci.....			18.22	Grosvenor.....		

On single track, eastward trains are superior to westward trains of the same class, unless otherwise specified.

LENAWEE JCT. TO MONROE

MONROE TO LENAWEЕ JCT.

EASTWARD

WESTWARD

Miles from Adrian	STATIONS			Miles from Monroe	STATIONS		
4.11	Lenawee Jct.....			.....	Monroe.....		
12.86	Deerfield.....			1.54	P. M. Crossing.....		
16.34	Petersburg.....			6.19	Strasburg.....		
				9.90	Ida.....		
				12.45	Federman.....		
20.95	Federman.....						
23.50	Ida.....						
27.21	Strasburg.....			17.06	Petersburg.....		
31.86	P. M. Crossing.....			20.54	Deerfield.....		
33.40	Monroe.....			29.29	Lenawee Jct.....		

On single track, eastward trains are superior to westward trains of the same class, unless otherwise specified.

STURGIS TO GOSHEN

GOSHEN TO STURGIS

SOUTHWARD

NORTHWARD

Miles from Sturgis	STATIONS			Miles from Goshen	STATIONS		
.....	Sturgis.....			.....	Goshen.....		
.....	R.K.....			9.60	Middlebury.....		
8.92	Seyberts.....			16.77	Shipshewana.....		
12.91	Shipshewana.....			20.76	Seyberts.....		
20.08	Middlebury.....			.....	R.K.....		
29.68	Goshen.....			29.68	Sturgis.....		

On single track, southward trains are superior to northward trains of the same class, unless otherwise specified.

COLLINWOOD TO ELKHART WESTWARD—FREIGHT TRAINS

Miles from Collinwood via Rockport	STATIONS	P. T.	P. C.	S. C.	B. F.	B. G.	L. S.	B. C.	C	A. L.	C	A. L.	
		1	1	1	9	1	1	1	95	83	91	87	
		Pittsburg- Toledo	Pittsburg- Chicago	Cleveland- Chicago	Pittsburg- Rockport	Buffalo- Chicago	New York- Chicago	Buffalo- Chicago	Norwalk Branch Local Freight	Way Freight	Way Freight	Way Freight	Way Freight
	LEAVE	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	
..... .0 18.90	Struthers..... Collinwood..... Rockport.....	4.00	4.30 5.00	5.30 10.30 6.30 7.00 7.30
23.41	BE.....	8.30	9.00	5.30	A. M.	7.40	8.10	8.30	A. M.	.....	A. M.	.....
35.22	Elyria Coal Dock.	{ 9.00 9.30	{ 9.30 10.00	.....	.....	.....	.....	.....	8.00	.....	9.00	.....
71.07	Sandusky.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
114.87	Vickers.....	12.01	12.30	10.15	.....	11.20	11.50	11.30	3.15	.....	4.00	.....
117.85	Toledo.....	.....	.....	.....	.....	.....	.....	.....	.....	A. M.	.....	.....
119.76	Air Line Jct.	12.30	{ 1.00 2.00	10.45 12.00	.....	11.50 1.20	{ 12.20 1.50	12.00 1.30	3.45	8.00	4.30	A. M.
180.01	Mina.....	P. M.	.....	.....	.....	.....	.....	.....	P. M.	3.30	P. M.	9.30
250.75	Elkhart.....	.....	6.00	5.00	.....	6.05	6.35	5.45	.....	P. M.	.....	5.30
	ARRIVE	P. M.	P. M.	P. M.	A. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	

For information only, not conferring time table superiority.

Miles from Collinwood via Rockport	STATIONS	L. S.	D. L. S.									
		7	3									
		Philadel- phia- Chicago	Boston- Gibson									
	LEAVE	P. M.	P. M.									
..... .0 18.90	Struthers..... Collinwood..... Rockport.....	6.00	10.30 A. M.	.....	.....	.....	.....	.....	.....	.....	.....	.....
23.41	BE.....	7.45	12.01	.....	.....	.....	.....	.....	.....	.....	.....	.....
35.22	Elyria Coal Dock.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
71.07	Sandusky.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
114.87	Vickers.....	10.30	6.00	.....	.....	.....	.....	.....	.....	.....	.....	.....
117.85	Toledo.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
119.76	Air Line Jct.	{ 11.00 12.15	{ 6.30 8.00	.....	.....	.....	.....	.....	.....	.....	.....	.....
180.01	Mina.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
250.75	Elkhart.....	3.30	3.00	.....	.....	.....	.....	.....	.....	.....	.....	.....
	ARRIVE	A. M.	P. M.									

For information only, not conferring time table superiority.

ELKHART TO COLLINWOOD EASTWARD—FREIGHT TRAINS

Miles from Elkhart via Rockport	STATIONS	C. W.	X. N.	N. Y.	Adv. W. M.	C. B.	A. L.	C.	A. L.	C.	W. M.	W. M.
		10	2	4	6	2	82	96	86	92	6	4
		Toledo-Buffalo	Chicago-Buffalo	Chicago-New York	Elyria-Pittsburgh	Chicago-Buffalo	Way Freight	Norwalk Branch Local Freight	Way Freight	Way Freight	Toledo-Pittsburgh	Elyria-Struthers
	Daily	Daily	Daily	Daily	Daily	Daily Except Sunday	Daily Except Sunday	Daily Except Sunday	Daily Except Sunday	Daily	Daily Except Sunday	
	LEAVE	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	P. M.	P. M.
.....	Elkhart.....	.....	12.30	5.20	.....	6.20	.....	.....	8.15	.....	.....	.....
.15	B.....	.....	12.40	5.30	.....	6.30	.....	.....	8.25	.....	.....	.....
70.85	Mina.....	A. M.	.....	.....	.....	.....	6.30	A. M.	3.15	A. M.	P. M.	.....
131.10	Air Line Jct.....	12.30	{ 5.00 6.00	{ 9.30 11.00	.....	{ 10.45 11.45	2.00	6.30	P. M.	8.30	12.30	.....
133.01	Toledo.....	.....	.....	.....	.....	.....	P. M.	.....	.....	.....	.....	.....
135.99	Vickers.....	12.50	6.30	11.30	.....	12.15	.....	7.00	.....	9.00	12.59	.....
179.79	Sandusky.....	.....	.....	.....	A. M.	.....	.....	.....	.....	.....	.....	P. M.
215.64	Elyria Coal Dock.....	.....	.....	.....	6.15	.....	.....	2.45	.....	3.30	{ 4.00 5.00	7.00
227.45	BE.....	4.45	10.30	2.45	6.45	4.00	.....	P. M.	.....	P. M.	5.30	7.30
232.12	Rockport.....	4.55	10.45	.....	8.00	.....	.....	.....	.....	.....	6.00	.....
250.75	Collinwood.....	6.15	12.01	4.00	.....	5.15	.....	.....	.....	.....	.....	.....
.....	Struthers.....	.....	.....	.....	1.00	.....	.....	.....	.....	.....	10.45	1.00
	ARRIVE	A. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	A. M.

For information only, not conferring time table superiority.

Miles from Elkhart via Rockport	STATIONS	C. N.	N. Y.								
		2	8								
		Chicago-Cleveland	Chicago-New York								
	Daily	Daily									
	LEAVE	P. M.	P. M.								
.....	Elkhart.....	11.00	11.15	.....	.....	.....	.....	.....	.....	.....	.....
.15	B.....	11.10	11.25	.....	.....	.....	.....	.....	.....	.....	.....
70.85	Mina.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
131.10	Air Line Jct.....	2.15	{ 3.25 4.55	.....	.....	.....	.....	.....	.....	.....	.....
133.01	Toledo.....	A. M.	.....	.....	.....	.....	.....	.....	.....	.....	.....
135.99	Vickers.....	.....	5.25	.....	.....	.....	.....	.....	.....	.....	.....
179.79	Sandusky.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
215.64	Elyria Coal Dock.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
227.45	BE.....	.....	7.55	.....	.....	.....	.....	.....	.....	.....	.....
232.12	Rockport.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
250.75	Collinwood.....	.....	8.55	.....	.....	.....	.....	.....	.....	.....	.....
.....	Struthers.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
	ARRIVE	A. M.	A. M.								

For information only, not conferring time table superiority.

STATIONS, OFFICE CALLS, SIGNALS AND TELEPHONES

BEREA TO VICKERS—VIA SANDUSKY

STATIONS	Office Calls	Miles from Buffalo	SIGNALS				TELEPHONES			
			Track No. 1	Track No. 2	Track No. 3	Track No. 4	LOCATION	Side of Track	Line	
BE..... Open day and night	C.S.	BE	194.2	INT.	INT.	INT.	INT.	Signal station.....	S	T.D.-M-Y
Olmsted Falls	C.S.	OF	196.6	196.1			196.3	East of station, first pole.....	S	T.D.-M
	C.S.			197.1	196.2	197.2	197.3		196.4G	197.4
Shawville....	C.S.	G	202.5	198.1	198.2	198.3	198.4	Station.....	N	T.D.-M
	C.S.			200.1	200.2	200.3	200.4		N	T.D.-M
	C.S.			201.1	201.2	201.3	201.4G		N	T.D.-M
	C.S.			202.1	202.2	202.3	202.4G		N	T.D.-M
	C.S.			203.1	203.2	203.3	203.4G		N	T.D.-M
Elyria Coal Dock..... Open day and night	C.S.	UN	205.7	204.1	205.2	204.3	205.4	Burns crossover, booth.....	N	T.D.-M
	C.S.			205.1		205.3		E. end east bound yd., 2700 ft.	S	T.D.-M-Y
	C.S.			206.1		206.3		east of Abbey Rd., on pole....	N	Y
								Lorain Br. west wye switch, booth	N	T.D.-M-Y
								Abbey Rd., 100 ft. west, in switchmen's shanty	N	T.D.-M-Y
Elyria.....	C.S.	U	206.7					Car Inspector's shanty, 600 ft. west of Abbey Rd.....	N	T.D.-M-Y
	C.S.			207.1	206.2	207.3	206.4	Yard office.....	S	T.D.-M-Y
Elyria Jct.... Open day and night	C.S.	BS	207.9	207.2				East Bridge St., on pole.....	S	Y
	C.S.							Station, on platform.....	S	T.D.-M-Y
Amherst.....	C.S.		5.5	207.3				Station.....	S	T.D.-M-Y
	C.S.			INT.	INT.	INT.	INT.	West of Murbach Siding switch, on pole.....	S	Y
AR..... Open day and night	C.S.	AR	6.4	INT.	INT.	INT.	INT.	Signal station.....	N	T.D.-M
	C.S.							Engine house.....	N	T.D.-M
Brownhelm..	C.S.		9.3	S1.1	S1.2	S1.3G	S1.4	Freight station, west end on pole.	S	T.D.-M
	C.S.			S2.1	S2.2	S2.3G	S2.4G		S	T.D.-M
Vermilion.... Open day and night	C.S.	VN	13.0	S3.1	S3.2	S3.3	S3.4G	East of crossing, first pole.....	N	T.D.-M
	C.S.			S4.1	S4.2	S4.3	S4.4G		N	T.D.-M
Ceylon.....	C.S.		20.6	S5.1	S5.2	S5.3	S5.4G	Crossover, on pole.....	S	T.D.-M
	C.S.			S6.1	S6.2	S6.3	S6.4G		S	T.D.-M
				S7.1	S7.2		S7.4	Signal station.....	S	T.D.-M
				S9.1	S9.2		S9.4G		West switch, in booth.....	N	T.D.-M
				S10.1	S10.2		S10.4G	Cabin, east side.....	S	T.D.-M
				S11.1	S11.2		S11.4G		S	T.D.-M
				S12.1	S12.2		S12.4	Berlin Road, 300 ft. West, on pole	S	T.D.-M
				S13.1	S13.2		S13.4		S	T.D.-M
				S14.1	S14.2					
				S15.1	S15.2					
				S16.1	S16.2					
				S17.1	S17.2					
				S19.1	S19.2					
				S20.1	S20.2					

STATIONS, OFFICE CALLS, SIGNALS AND TELEPHONES

BEREA TO VICKERS—VIA SANDUSKY—Continued

STATIONS	Office Calls	Miles from Elyria Jct.	SIGNALS				TELEPHONES		
			Track No. 1	Track No. 2	Track No. 3	Track No. 4	LOCATION	Side of Track	Line
	C.S.		S21.1	S21.2			East end, on pole.....	S	T.D.-M
			S22.1	S22.2					
			S23.1	S23.2					
Track Pans..	C.S.	23.5					East, pump house.....	S	T.D.-M-Y
Huron.....	C.S.	GK 24.4	INT.	INT.	INT.	INT.	Signal station.....	S	T.D.-M-Y
Open day and night	C.S.		S25.1	S25.2	S25.3	S25.4	West of station 700 ft., on pole..	S	T.D.-M
			S26.1	S26.2	S26.3	S26.4			
			S27.1	S27.2	S27.3	S27.4			
			S28.1	S28.2	S28.3	S28.4			
			S29.1	S29.2	S29.3	S29.4			
Sandusky Jct.	C.S.		S30.1	S30.2	S30.3	S30.4	On pole.....	S	T.D.-M
			S31.1	S31.2	S31.3	S31.4			
B.O.....	C.S.	BO	INT.	INT.	INT.	INT.	Signal station.....	S	T.D.-M-Y
Open day and night									
			S33.1	S33.2	S33.3		Yard masters office.....	S	T.D.-M-Y
Sandusky.....	C.S.	RH 33.7					Station.....	N	T.D.-M-Y
	C.S.		S34.1	S34.2	S34.3		Engine house.....	S	T.D.-M-Y
	C.S.		S34.1	S34.2	S34.3		Mill St., on pole.....	N	Y
Bay Jct.....	C.S.	BJ	INT.	INT.	INT.	INT.	Signal station.....	S	T.D.-M-Y
Open day and night							Signal station, 200 ft. west, on pole	S	T.D.-M
			S35.1	S36.2	S35.3	S36.4			
Venice.....	C.S.	36.5					Station, east side.....	S	T.D.-M
			S37.1	S37.2	S37.3	S37.4			
			S38.1	S38.2	S38.3	S38.4	Station.....	N	T.D.-M-Y
Bay Bridge..	C.S.	39.1					Shanty, near track 3 switch.....	N	T.D.-M-Y
	C.S.		S39.1	S39.2	S39.3				
DB.....	C.S.	DB 40.1	INT.	INT.			Signal station.....		T.D.-M-Y
Open day and night	C.S.		S40.1	S40.2	S40.4		Shanty, opposite remote controlled switches.....	N	Y
	C.S.		S40.1	S40.2	S40.4		On pole, at crossover.....	N	Y
							On pole, near home signal.....	S	T.D.-M
Danbury....	C.S.	41.2					Station, west side.....	N	T.D.-M-Y
	C.S.						Pump house, south side.....	N	T.D.-M
			S41.1	S41.2	S41.3	S41.4			
			S42.1	S42.2	S42.3	S42.4			
Gypsum.....	C.S.	PD 43.3					Station, east side.....	N	T.D.-M
	C.S.		Station.....	N	T.D.-M				
			S44.1	S44.2	S44.3	S44.4			
			S45.1	S45.2	S45.3	S45.4	American Gypsum Co. siding, west end, on pole.....	N	T.D.-M
			S46.1	S46.2	S46.3	S46.4	Crossover, Kelly Road.....	S	T.D.-M
Port Clinton.	C.S.	HO 46.6					Station, on platform.....		T.D.-M
	C.S.		S47.1	S47.3			Industrial lead, 3000 ft. east of CO	N	T.D.-M
	C.S.		S47.1	S47.2	S47.3	S47.4			
CO.....	C.S.	CO	INT.	INT.	INT.	INT.	Signal station.....	S	T.D.-M
Open day and night									

STATIONS, OFFICE CALLS, SIGNALS AND TELEPHONES

BEREA TO VICKERS—VIA SANDUSKY—Continued

STATIONS	Office Calls	Miles from Elyria Jct.	SIGNALS				TELEPHONES				
			Track No. 1	Track No. 2	Track No. 3	Track No. 4	LOCATION	Side of Track	Line		
La Carne Open week days 8:00a.m. to 5:00p.m.	C.S.	FT	52.6	S49.1				Camp Perry station		T.D.	
	C.S.			S50.1	S50.2			Camp Perry, at switch, on pole..	S	T.D.	
	C.S.			S51.1	S51.2			1500 feet west of S49.1, on pole...	S	T.D.-M	
	C.S.			S52.1	S52.2						
	C.S.			T.O.	T.O.			Crossover switch	S	T.D.-M	
								Station, east side	S	T.D.-M	
								Station	S	T.D.-M	
Oak Harbor..	C.S.		58.0	S53.1	S53.2						
	C.S.			S55.1	S55.2						
				S56.1	S56.2						
				S57.1	S57.2			Siding, east end, booth	S	T.D.-M	
							Station	S	T.D.-M		
JU Open day and night	C.S.	JU	58.4	S58.1				Signal station	S	T.D.-M	
	C.S.			S58.2		S58.4		One-half mile west, on pole	S	T.D.-M	
Rocky Ridge.	C.S.		61.3	S59.1	S59.2	S59.3	S59.4				
				S60.1	S61.2	S60.3	S61.4	East of station, on pole	S	T.D.-M	
Graytown Open week days 7:00a.m. to 4:00p.m.	C.S.	WF	64.0	S62.1	S62.2	S62.3	S62.4				
	C.S.			S63.1	S63.2	S63.3	S63.4	Station, east side	S	T.D.-M	
				S64.1	S64.2	S64.3	S64.4	Station	S	T.D.-M	
				S65.1	S65.2	S65.3	S65.4				
				S66.1	S66.2	S66.3	S66.4				
				S67.1	S67.2	S67.3	S67.4				
				S68.1	S68.2	S68.3	S68.4				
Martin	C.S.	MA	68.5					Station, east side	S	T.D.-M	
	C.S.						Station	S	T.D.-M		
Clay Center..	C.S.		69.3	S69.1	S69.2	S69.3	S69.4				
				S70.1	S70.2	S70.3	S70.4	Crossover switch, booth	S	T.D.-M	
				S71.1	S71.2	S71.3	S71.4				
				S72.1	S72.2	S72.3					
Millbury Jct. Open day and night	C.S.	JX	73.1	INT.	INT.	INT.	INT.	Yard track, east end	S	T.D.-M	
	C.S.							Signal station	S	T.D.-M-Y	
Millbury	C.S.		Miles from Buffalo 286.9	288.1		288.3		House track, west end	N	Y	
				289.1	288.2	289.3	288.4				
				290.1	289.2	290.3	289.4				
				291.1	290.2	291.3	290.4				
					291.2	291.4					
Vickers Open day and night	C.S.	VK	291.1	INT.	INT.	INT.	INT.	East end of siding, on pole	N	T.-M	
							West end of siding, on pole	N	T.-M		
							Signal station	S	T.D.-M-Y		

STATIONS, OFFICE CALLS, SIGNALS AND TELEPHONES

ELYRIA JCT. TO MILLBURY JCT.—VIA NORWALK

STATIONS	Office Calls	Miles from Buffalo	SIGNALS		TELEPHONES			
			SINGLE TRACK		LOCATION	Side of track	Line	
			Westward	Eastward				
Elyria Jct. Open day and night	C.S.	BS	207.9	INT.-M.B.	INT. 209.2	Signal station	N	T.D.-M-Y Y
	C.S.					Switch, Fox Furnace	S	
Oberlin Open week days 6:00 a.m. to 6:45 p.m.	C.S.	OB	216.6	M.B.	M.B.	Station	N	T.D.-M T.D.-M
	C.S.					West of station, first pole	N	
Kipton	C.S.		220.5			East of station on pole, near east switch	N	T.D.-M
Wakeman	C.S.	RI	225.8	226.1		East of station, first pole	S	T.D.-M T.D.-M
	C.S.					Station	S	
Collins	C.S.		230.5			Siding, east end	S	T.D.-M
Norwalk	C.S.	MC	237.1			East of station, first pole	S	T.D.-M T.D.-M T.D.-M
	C.S.					Station	S	
	C.S.					Pleasant St., in booth	S	
Monroeville Open week days 5:15 a.m. to 2:15 p.m.	C.S.	VI	241.6	M.B.	M.B.	East of freight station, first pole	S	T.D.-M T.D.-M
	C.S.					Station	S	
Bellevue Open week days 6:00 a.m. to 3:00 p.m.	C.S.	SF	249.1	249.1 M.B.	M.B.	Siding, east end	S	T.D.-M T.D.-M T.D.-M
	C.S.					East of station, first pole	S	
	C.S.					Station	S	
Clyde Open week days 8:00 a.m. to 5:00 p.m.	C.S.	W	256.5	M.B.	M.B.	Station	S	T.D.-M T.D.-M
	C.S.					West of station, third pole	S	
Fremont Open week days 11:00 a.m. to 8:30 p.m.	C.S.	JA	265.8	M.B.	M.B.	Booth, east of station	S	T.D.-M T.D.-M
	C.S.					Station	S	
Lindsey Open week days 8:00 a.m. to 5:00 p.m.	C.S.	3	272.7	M.B.	M.B.	Station, east side	S	T.D.-M T.D.-M
	C.S.					Station	S	
Elmore Open week days 7:30 a.m. to 4:30 p.m.	C.S.	RA	277.3	M.B.	M.B.	Station, east side	S	T.D.-M T.D.-M
	C.S.					Station	S	
Genoa	C.S.	OA	282.0			U. S. Gypsum switch, booth	S	T.D.-M T.D.-M T.D.-M
	C.S.					Station, east side	S	
	C.S.					Freight station	N	
Millbury Jct. Open day and night	C.S.	JX	286.9	287.1 INT.	INT.-M.B.	Yard track, east end	N	T.D.-M T.D.-M
	C.S.					Signal station	S	

STATIONS, OFFICE CALLS, SIGNALS AND TELEPHONES

NASBY TO ELKHART

STATIONS	Office Calls	Miles from Toledo	SIGNALS				TELEPHONES		
			Track No. 1	Track No. 2	Track No. 3	Track No. 4	LOCATION	Side of Track	Line
Nasby Open day and night	C.S. AV	3.7	INT.	INT.	INT.	INT.	Signal station	S	T.D.-M-Y
	C.S.		A5.1	A5.2	A5.3	A5.4	Byrne Road	S	T.D.-M-Y
	C.S.		A6.1	A6.2	A6.3	A6.4	Crossover on pole	S	T.D.-M
			A8.1	A8.2	A8.3	A8.4			
			A9.1	A9.2A	A9.3	A9.4			
			A9.1A		A9.3A				
Holland Open day and night	C.S. CW	9.0		A9.2			Signal station	N	T.D.-M
			A10.1		A10.3				
Holland Quarry	C.S.			A10.2			Quarry track, on pole	S	T.D.-M
			A12.1	A12.2	A12.3				
			A13.1	A13.2	A13.3				
			A14.1	A14.2	A14.3				
			A16.1	A16.2	A16.3				
			A17.1	A17.2	A17.3				
			A18.1	A18.2	A18.3				
Swanton Open day and night	C.S. SA	18.4	T.O.	T.O.	T.O.		Siding, east end, on pole	S	T.D.-M
	C.S.		A20.1	A20.2	A20.3		Station	N	T.D.-M
	C.S.						Station, South Side	N	T.D.-M
			A21.1	A21.2	A21.3				
			A23.1	A23.2	A23.3				
			A24.1		A24.3				
			A25.1	A24.2	A25.3		Freight office	N	T.D.-M
							Main St., in booth	N	T.D.-M
Delta	C.S. DA	24.4					Station	N	T.D.-M
			A26.1	A26.2	A26.3				
			A27.1		A27.3				
				A27.2			Crossover, west end, on pole	S	T.D.-M
			A28.1		A28.3		Yard office	S	T.D.-M
				A28.2			Siding, east end, on pole	S	T.D.-M
			A29.1		A29.3				
				A29.2					
DW Open day and night	C.S. DW	29.3	INT.	INT.	INT.	INT.	Signal station	S	T.D.-M
			A31.1		A31.3				
			A32.1	A31.2	A32.3	A31.4			
				A32.2		A32.4	Main St., crossing cabin	N	Y
							Station	N	T.D.-M-Y
							East of D, on pole	S	T.D.-M-Y
D Open day and night	C.S. D	32.1	INT.	INT.	INT.	INT.	Signal station	N	T.D.-M-Y
			A33.1		A33.3				
			A35.1	A34.2	A35.3				
			A36.1	A35.2	A36.3				
				A36.2			East switch, on pole	S	T.D.-M
Pettisville	C.S. JG	36.4					Station	S	T.D.-M
			A38.1	A38.2	A38.3				
			A39.1	A39.2	A39.3				
			A40.1	A40.2	A40.3				
Archbold Open day and night	C.S. DR	40.4	T.O.	T.O.	T.O.		Siding, east end, on pole	S	T.D.-M
							East of crossover, on pole	S	T.D.-M
							Station	S	T.D.-M
			A42.1	A42.2	A42.3				
			A43.1		A43.3				
				A43.2					
			A44.1		A44.3				
				A45.2					
			A45.1		A45.3				
Track Pans	C.S.	45.0					Track pans heating plant	S	T.D.-M-Y
				A46.2					
			A46.1		A46.3				
				A47.2					
Stryker	C.S. SR	46.4					Main St., east side, on pole	N	T.D.-M
							Station	N	T.D.-M-Y

STATIONS, OFFICE CALLS, SIGNALS AND TELEPHONES

NASBY TO ELKHART—Continued

STATIONS	Office Calls	Miles from Toledo	SIGNALS				TELEPHONES		
			Track No. 1	Track No. 2	Track No. 3	Track No. 4	LOCATION	Side of Track	Line
DV..... Open day and night	C.S. C.S. DV	53.1	A47.1		A47.3		East switch, in booth..... Signal station.....	S N	T.D.-M-Y T.D.-M-Y
				A48.2					
			A49.1	A49.2	A49.3				
			A50.1	A50.2	A50.3				
			A52.1	A52.2	A52.3				
	A53.1	A53.2	A53.3						
	INT.	INT.	INT.	INT.					
Bryan.....	C.S. C.S. C.S.	53.6					Station.....	S	T.D.-M-Y
							East end of freight house on pole	S	T.D.-M
							West crossover, on pole.....	S	Y
Melbern.....	C.S.	58.8	A55.1		A55.3		West of station, on pole.....	S	T.D.-M
				A55.2		A55.4			
			A56.1	A56.2	A56.3	A56.4			
			A57.1	A57.2	A57.3	A57.4			
			A58.1	A58.2	A58.3	A58.4			
Mina.....	C.S. C.S.	62.2	A60.1	A60.2	A60.3	A60.4	East Crossover, on pole..... Coal dock office.....	N N	T.D.-M T.D.-M
			A61.1	A61.2	A61.3	A61.4			
			A62.1	A62.2	A62.3	A62.4			
			A63.1		A63.3				
				A63.2		A63.4			
Edgerton.....	C.S. C.S. C.S.	63.9	A64.1	A64.2	A64.3	A64.4	Station, east end.....	N	T.D.-M
							Station.....	N	T.D.-M
							Crossover, on pole.....	S	T.D.-M
MN..... Open day and night	C.S. MN	65.2	A66.1		A66.3		Signal Station.....	S	T.D.-M
				A66.2					
WB..... Open day and night	C.S. WB	70.1	A67.1				Signal station.....	S	T.D.-M
				A67.2					
			A68.1	A68.2					
			A69.1	A69.2					
			A70.1	A70.2					
	INT.	INT.							
Butler.....	C.S. BY C.S. C.S.	70.8					Station.....	N	T.D.-M
				A72.1			Station, west end.....	N	T.D.-M
				A72.2			West switch.....	S	T.D.-M
Waterloo.....	C.S. C.S.		A73.1	A73.2			East switch, on pole..... Station.....	S N	Y T.D.-M
			A74.1	A74.2					
			A76.1	A76.2					
			A77.1	A77.2					
			A78.1	A79.2					
WX..... Open day and night	C.S. WX C.S. C.S.	78.7	INT.	INT.		Signal station.....	S	T.D.-M-Y	
			A80.1			Wye switch, on pole.....	S	Y	
						West switch, on pole.....	S	T.D.-M	
Corunna..... Open day and night	C.S. C.S. C.S. NA C.S.	85.0	A81.1	A80.2			Siding, east end, on pole..... Crossover, on pole..... Station..... Pump station.....	S S S S	T.D.-M T.D.-M T.D.-M T.D.-M
				A81.2					
			A82.1	A82.2					
			A83.1	A84.2					
			A84.1	A85.2					
			A85.1	T.O.	T.O.				

STATIONS, OFFICE CALLS, SIGNALS AND TELEPHONES

NASBY TO ELKHART—Continued

STATIONS	Office Calls	Miles from Toledo	SIGNALS				TELEPHONES			
			Track No. 1	Track No. 2	Track No. 3	Track No. 4	LOCATION	Side of Track	Line	
Kendallville...	C.S.		A86.1	A86.2			Crossover, East of freight house on pole.....	S	T.D.-M	
	C.S.		A87.1	A87.2						
	C.S.		A89.1	A89.2						East end, old eastbound siding on pole.....
	C.S.		A90.1	A90.2						Gate tower, Main St.....
UK..... Open day and night	C.S.	UK	91.4	INT.	INT.		Signal station.....	N	T.D.-M-Y	
	C.S.			A93.1	A93.2		West switch.....	S	T.D.-M	
Brimfield..... Open day and night	C.S.	BI	98.1	A94.1	A94.2		Crossover, on pole.....	S	T.D.-M	
	C.S.			A95.1	A95.2					
	C.S.			A97.1	A97.2					Station.....
	C.S.			A98.1	A98.2					Siding, west end, on pole.....
Wawaka.....	C.S.	GF	102.5	A99.1	A99.2		Siding, east end, on pole.....	S	T.D.-M	
	C.S.			A100.1	A100.2	A101.1				A101.2
	C.S.			A102.1	A102.2					Station.....
Ligonier..... Open day and night	C.S.	NI	107.9	A103.1	A103.2		Station.....	S	T.D.-M	
	C.S.			A104.1	A104.2					
	C.S.			A105.1	A105.2					East end of carhouse.....
	C.S.			A106.1	A106.2					Siding, west end, on pole.....
Grismore.....	C.S.			A107.1	A107.2		Pump station.....	N	T.D.-M	
				A108.1	A108.2					
				A109.1	A109.2					
Millersburg... Open day and night	C.S.	QN	115.0	A110.1	A110.2		Station.....	N	T.D.-M	
	C.S.			A111.1	A111.2					
	C.S.			A112.1	A112.2					Highway west of station, pole..
	C.S.			A113.1	A113.2					Siding west end, on pole.....
CX..... Open day and night	C.S.	CX	122.8	A114.1	A114.2		Signal station.....	S	T.D.-M	
				A115.1	A115.2					
				A116.1	A116.2	A116.4				
				A117.1	A117.2	A117.4				
				A118.1	A118.2	A118.4				
				A119.1	A119.2	A119.4				
Goshen.....	C.S.		123.1	A120.1	A120.2		Station.....	S	T.D.-M-Y	
	C.S.			A121.1	A121.2					
	C.S.			A122.1	A122.2					Lateral switch, on pole.....
	C.S.			A123.1	A123.2	A123.4				Bag Co. switch, on pole.....
Goshen.....	C.S.			A124.1	A124.2	A124.3	Opposite Signal A125-2, pole..	N	T.D.-M	
	C.S.			A125.1	A125.2	A125.3				
	C.S.			A125.4	A125.5	A125.6				

STATIONS, OFFICE CALLS, SIGNALS AND TELEPHONES

NASBY TO ELKHART—Continued

STATIONS	Office Calls	Miles from Toledo	SIGNALS				TELEPHONES			
			Track No. 1	Track No. 2	Track No. 3	Track No. 4	LOCATION	Side of Track	Line	
			A127.1	A127.2	A127.3	A127.4	Hively Ave., in booth.....	S	T.D.-M-Y	
			A128.1	A128.2	A128.3	A128.4	Clayton Ave., 250 feet East, on pole.....	N	T.D.-M	
			A129.1	A129.2	A129.3	A129.4	Lusher Ave., 100 ft. east, pole box.....	S	Y	
			A130.1	A130.2	A130.3	A130.4	Indiana Ave., 800 ft east. pole box.....	S	Y	
			A131.1	A131.2	A131.3	A131.4	Home signal, pole box.....	N	Y	
			A132.1	A132.2	A132.3	A132.4				
B..... Open day and night	C.S. C.S.	B	132.9	INT.	A133.2 INT.	INT.	A133.4 INT.	Signal station.....	N	T.D.-M-Y
Elkhart..... Open day and night	C.S.	RT	133.0					Station.....	N	T.D.-M-Y

VULCAN TO ELKHART

STATIONS	Office Calls	Miles from Buffalo via Norwalk	SIGNALS		TELEPHONES			
			SINGLE TRACK		LOCATION	Side of Track	Line	
			Westward	Eastward				
Vulcan..... Open day and night	C.S.	VN	292.4	INT.-M.B.	INT. 301.2	Signal station.....	N	T.D.-M-B
Sylvania..... Open week days except Saturday 6:40 a. m. to 5:00 p. m. Open Saturday 6:40 a. m. to 4:10 p. m.	C.S. C.S. C.S.	NY	298.8	M.B.	M.B. 309.2	Siding, east end, on pole..... Station..... Station, west end.....	N N N	T.D.-M-B T.D.-M-B T.D.-M-B
Ottawa Lake..... Open week days 6:45 a. m. to 4:20 p. m.	C.S. C.S.	KA	303.5	M.B.	M.B.	Station..... Station, west end.	N N	T.D.-M-B T.D.-M-B
Riga (1 Mile East)... (D. T. & I.)			307.7	315.1 316.1	316.2	Automatic Interlocking.....		
Riga.....	C.S.		308.7		317.2	On pole-opposite station.....	N	T.D.-M-B
Blissfield..... Open week days 7:00 a. m. to 11:00 p. m. Sundays—7:00 a. m. to 9:00 a. m.	C.S. C.S. C.S. C.S.	BN	310.0	M.B.	M.B.	Main siding, east end, on pole. Main siding, west end, on pole Station..... Station, north side.....	N N S S	T.D.-M-B T.D.-M T.D.-M-B T.D.-M-B
Grosvenor.....	C.S.		313.4			On pole.....	S	T.D.-M-B
Palmyra.....			315.1					
Lenawee Jct..... Open week days 8:45 a. m. to 5:45 p. m.	C.S. C.S. C.S.	WA	317.0	M.B.	M.B.	Station..... Station, west end, on pole... Siding, west end, on pole.... East Wye, on pole.....	N N N N	T.D.-M-B T.D.-M-B T.D.-M-B T.D.-M-B

STATIONS, OFFICE CALLS, SIGNALS AND TELEPHONES

VULCAN TO ELKHART—Continued

STATIONS	Office Calls	Miles from Buffalo via Norwalk	SIGNALS		TELEPHONES		
			SINGLE TRACK		LOCATION	Side of Track	Line
			Westward	Eastward			
WB..... Open day and night	C.S. WB	320.2	327.1 INT.-M.B.	INT.-M.B. 328.2	Signal station.....	S	T.D.-M-B-Y
Adrian..... Open week days 6:45 a. m. to 2:45 p. m. 2:45 p. m. to 10:45 p. m. Open Sundays 7:20 a. m. to 9:20 a. m. 4:00 p. m. to 6:00 p. m. 8:30 p. m. to 10:30 p. m.	C.S. AN C.S. C.S.	321.0	M.B.	M.B.	Station..... Yard office..... Freight station.....	N N N	T.D.-M-B-Y T.D.-M-Y T.D.-M-Y
D. T. & I. Crossing..	C.S.	321.4	INT.	INT. 331.2	.....	S	Y
Cadmus.....	C.S.	328.1			Station, west end.....	N	T.D.-M-B
Clayton..... Open week days 7:15 a. m. to 5:00 p. m. Open Sundays 7:20 a. m. to 9:20 a. m.	C.S. CN C.S. C.S.	332.1	M.B.	M.B.	Station..... East end of house track on pole Siding, west end on pole.....	N N N	T.D.-M-B T.D.-M-B T.D.-M-B
Hudson..... Open week days 7:20 a. m. to 9:30 a. m. 11:59 a. m. to 10:30 p. m. Open Sundays 7:20 a. m. to 9:20 a. m.	C.S. HN C.S. C.S. C.S.	346.4	345.1 M.B.	M.B.	Condensary track, on pole... Station..... East of station, on pole..... Freight station.....	N N N S	T.D.-M-B T.D.-M-B T.D.-M-B T.D.-M-B
Pittsford..... Open week days 7:20 a. m. to 5:20 p. m. Open Sundays 7:20 a. m. to 9:20 a. m.	C.S. FR C.S. C.S.	353.7	M.B.	M.B.	Station..... Station, south side..... Siding, west end, on pole.....	N N N	T.D.-M-B T.D.-M-B T.D.-M-B
Osseo..... Open week days 7:00 a. m. to 4:00 p. m.	C.S. HK C.S.	356.5	M.B.	M.B.	Station..... Station, west end.....	N N	T.D.-M-B T.D.-M-B
Hillsdale..... Open week days 6:30 a. m. to 10:30 p. m. Open Sundays 6:30 a. m. to 9:30 a. m. 5:00 p. m. to 9:00 p. m.	C.S. D C.S. C.S. C.S. C.S.	362.3	M.B.	M.B.	Park siding, on pole..... Station..... Engine house..... West wye switch, on pole..... Siding, west end, in booth... West end, on pole.....	N N S N N N	T.D.-M-B T.D.-M-B-Y T.D.-M-Y Y T.D.-M-Y T.D.-M
Fort Wayne Jct.....	C.S. C.S.	366	S.W.	S.W.	In booth.....	N	T.D.-M-B
Jonesville..... Open week days 6:50 a. m. to 2:50 p. m. 4:00 p. m. to 9:45 p. m. Open Sundays 6:50 a. m. to 9:00 a. m. 5:25 p. m. to 8:45 p. m.	C.S. JO C.S.	367.1	M.B.	M.B.	Station..... West of station on pole.....	N N	T.D.-M-B T.D.-M-B
Allen..... Open week days 9:00 a. m. to 6:00 p. m.	C.S. A C.S.	372.2	M.B.	M.B.	Station..... Station, west side.....	N N	T.D.-M-B T.D.-M-B
Quincy..... Open week days 6:30 a. m. to 9:20 p. m. Open Sundays 6:30 a. m. to 9:30 a. m. 5:45 p. m. to 8:30 p. m.	C.S. CY C.S.	378.4	M.B.	M.B.	Station..... Station, west end.....	N N	T.D.-M-B T.D.-M-B
Coldwater..... Open week days 6:15 a. m. to 9:30 p. m. Open Sundays 6:15 a. m. to 9:30 a. m. 5:55 p. m. to 8:15 p. m.	C.S. C C.S. C.S. C.S.	385.4	M.B.	M.B. S.W.	East of station, on pole..... Station..... West end of siding, on pole.. Cement works switch, on pole.	N N N N	T.D.-M-B T.D.-M-B T.D.-M-B T.D.-M-B

STATIONS, OFFICE CALLS, SIGNALS AND TELEPHONES

VULCAN TO ELKHART—Continued

STATIONS	Office Calls	Miles from Buffalo via Norwalk	SIGNALS		TELEPHONES			
			SINGLE TRACK		LOCATION	Side of Track	Line	
			Westward	Eastward				
Batavia..... Open week days 6:20 a. m. to 3:20 p. m.	C.S. C.S.	BA	390.8	M.B.	M.B.	Station..... Station, west side.....	N N	T.D.-M-B T.D.-M-B
Bronson..... Open week days 6:00 a. m. to 8:15 p. m. Open Sundays 6:00 a. m. to 8:10 a. m.	C.S. C.S.	BR	395.5	M.B.	M.B.	Station..... North side of main track, on pole opposite station.....	S N	T.D.-M-B T.D.-M-B
Burr Oak..... Open week days 9:40 a. m. to 7:55 p. m.	C.S. C.S.	UR	402.3	M.B.	M.B.	Station..... Station, east end.....	S S	T.D.-M-B T.D.-M-B
Sturgis..... Open week days 9:30 a. m. to 7:45 p. m. Open Sundays 9:45 a. m. to 11:45 a. m. 6:20 p. m. to 8:20 p. m.	C.S. C.S. C.S.	RS	408.1	407.1 D M.B.	M.B.	Station..... East crossover switch, on pole Freight station.....	N N S	T.D.-M-B T.D.-M-B T.D.-M
RK..... Open day and night	C.S.	RK	408.3	INT.-M.B.	INT.-M.B. D	Signal station.....	S	T.D.-M-B
Klinger Lake.....	C.S.		414.1			East end, on pole.....	N	T.D.-M-B
White Pigeon..... Open week days 8:00 a. m. to 12 midnight Open Sundays 6:00 p. m. to 8:00 p. m.	C.S. C.S.	GN	420.1	M.B.	M.B.	Station..... Grand Rapids branch wye, 1/2 mile west of station.....	N N	T.D.-M-B-Y T.D.-M-B-Y
Vistula.....	C.S.		425.1			Spur Track, east end, on pole	N	T.D.-M
Bristol..... Open week days 9:30 a. m. to 7:50 p. m.	C.S. C.S.	KS	431.0	M.B.	M.B.	Station..... Siding, west end, on pole....	N N	T.D.-M T.D.-M
Morehous.....			434.3					
B..... Open day and night	C.S. C.S.	B	439.0	437.1 INT.	M.B. INT.	E. & W. switch, on pole..... Signal station.....	N S	Y T.D.-M-Y
Elkhart..... Open day and night	C.S.	RT	439.1			Station.....	N	T.D.-M-Y

STATIONS, OFFICE CALLS, SIGNALS AND TELEPHONES

JACKSON TO FORT WAYNE

STATIONS	Office Calls	Miles from Jackson	SIGNALS		TELEPHONES			
			SINGLE TRACK		LOCATION	Side of Track	Line	
			Southward	Northward				
OD..... Open day and night	C.S.	OD	1.1	INT.-M.B.	INT.	Signal Station.....	E	T.D.-M-B-Y
Haires.....	C.S.	R	5.1			In booth.....	W	T.D.-M
Horton.....	C.S.	QR	10.4			North of station, on pole.....	E	T.D.-M-B
Hanover.....	C.S.		14.0			North of station, on pole.....	E	T.D.-M
Mosherville.....	C.S.		18.9			On pole.....	E	T.D.-M
Jonesville.....	C.S.		24.5	M.B.	M.B.	Rear of station, on pole.....	E	T.D.-M
Fort Wayne Jct..	C.S.		25.3			In booth.....	W	T.D.-M-B
Hillsdale..... (See Old Road)	C.S.	D	29.2	M.B.	M.B.	Station.....	N	T.D.-M-B-Y
Bankers.....	C.S.		33.4			In booth.....	W	T.D.-M-B
Reading..... Open week days 8:50 a. m. to 6:30 p. m.	C.S. C.S. C.S.	RG	38.1	M.B.	M.B.	At crossover, north end, in booth.. Station..... Freight station.....	E W E	T.D.-M T.D.-M-B T.D.-M-B
Montgomery.... Open week days 9:00 a. m. to 6:15 p. m.	C.S. C.S.	US	43.4	M.B.	M.B.	Station..... South of station, on pole.....	E E	T.D.-M-B T.D.-M
Ray..... Open week days 8:35 a. m. to 5:35 p. m.	C.S. C.S.	RA	47.1	M.B.	M.B.	Station..... Opposite station, on pole.....	W E	T.D.-M-B T.D.-M
Fremont..... Open week days 9:15 a. m. to 6:15 p. m.	C.S. C.S.	DW	51.1	M.B.	M.B.	Station, freight and passenger.... Opposite station, in booth.....	W E	T.D.-M-B T.D.-M
Angola..... Open week days 10:15 a. m. to 4:15 p. m.	C.S. C.S. C.S.	RM	58.5	M.B.	M.B.	Van Camp track switch, on pole... Station.....	E W	T.D.-M T.D.-M-B
Pleasant Lake... Open week days 9:00 a. m. to 6:00 p. m.	C.S. C.S.	PA	62.7	M.B.	M.B.	Station..... North of station, on pole.....	E E	T.D.-M-B T.D.-M
Steubenville.... (Wabash Ry.)	C.S.		65.8	16631 16641	16642 16652	Automatic Interlocking.....	E	T.D.
Summit.....	C.S.		66.9			Siding, south end, on pole.....	E	T.D.-M
WX..... Open day and night	C.S. C.S.	WX	72.7	INT.-M.B.	INT.-M.B.	Signal station..... Siding, south end, on pole.....	E E	T.D.-M-B T.D.-M
Auburn..... Open week days 8:30 a. m. to 5:30 p. m.	C.S. C.S. C.S.	GA	77.7	M.B.	M.B.	Station..... Station, south wall, in booth..... Siding, south end, on pole.....	E E E	T.D.-M-B T.D.-M T.D.-M
New Era.....			83.9	INT.	INT.	Siding, south end on pole.....	W	T.D.-M
Stoners.....	C.S.		87.0			Siding, south end, on pole.....	E	T.D.-M
Carrolls.....	C.S.		90.7			Center of siding, in booth.....	E	T.D.-M
Fort Wayne.... Open week days 8:30 a. m. to 5:30 p. m. Sundays 4:30 p. m. to 6:30 p. m.	C.S. C.S. C.S. C.S. C.S.	FW	98.5			South storage track switch, on pole. Engine house..... Freight station..... 4th St. on pole..... Station.....	E W E W E	T.D.-M T.D.-M-Y T.D.-M-Y T.D.-M-Y T.D.-M-B-Y

STATIONS, OFFICE CALLS, SIGNALS AND TELEPHONES

GROSVENOR TO MORENCI

STATIONS	Office Calls	Miles from Adrian	SIGNALS		TELEPHONES			
			SINGLE TRACK		LOCATION	Side of Track	Line	
			Westward	Eastward				
Grosvenor (See Old Road)	C.S.		7.6			On pole	S	T.D.-M-B
Ogden			12.1					
Jasper Open week days 8:00 a. m. to 5:00 p. m.	C.S.	J	15.3	M.B.	M.B.	Station	N	T.D.
Weston			19.1					
Morenci Open week days 8:00 a. m. to 5:00 p. m.	C.S.	MG	25.7		M.B.	Station	N	T.D.

LENAWEE JCT. TO JACKSON

STATIONS	Office Calls	Miles from Lenawee Jct.	SIGNALS		TELEPHONES			
			SINGLE TRACK		LOCATION	Side of Track	Line	
			Southward	Northward				
Lenawee Jct (See Old Road)	C.S. C.S.	WA	.6			Station	E	T.D.-M-B
Raisin Center (Wabash)	C.S.		2.1	13332 13342	13321 13331	Automatic Interlocking	E	T.D.-M
Tecumseh Open week days 8:30 a. m. to 5:30 p. m.	C.S.	SU	9.1	M.B.	M.B.	Siding, south end, on pole	E	T.D.-M-B
	C.S.					Siding, north end, on pole	E	T.D.-M-B
	C.S.					South of station, on pole	W	T.D.-M-B
	C.S.					Freight station	E	T.D.-M
Clinton Open week days 8:30 a. m. to 5:30 p. m.	C.S.	CK	13.4	M.B.	M.B.	Siding, south end, in booth	E	T.D.-M-B
	C.S.					Siding, north end, on pole	E	T.D.-M-B
	C.S.					Station	E	T.D.-M-B
Manchester Open week days 8:30 a. m. to 5:30 p. m.	C.S.	UD	21.3	M.B.	M.B.	Freight Station	E	T.D.-M-B
	C.S.							
Manchester Jct.	C.S.		21.9		13521	In cabin	E	T.D.-B
Norvell	C.S.		28.7			Siding, south end, on pole	E	T.D.-M-B
Napoleon			32.1			House track, north end on pole	E	T.D.-M
OD Open day and night	C.S.	OD	41.4	M.B.	M.B.	Signal station	W	T.D.-M-Y
	C.S.					Jct. Switch, 300 ft. south in booth	W	T.D.-M-Y

STATIONS, OFFICE CALLS, SIGNALS AND TELEPHONES

GOSHEN TO STURGIS

STATIONS	Office Calls	Miles from Goshen	SIGNALS		TELEPHONES			
			SINGLE TRACK		LOCATION	Side of Track	Line	
			Southward	Northward				
Goshen <small>(See Air Line)</small>	C.S.	CX		INT.-M.B.	Signal station	S	T.D.	
Middlebury <small>Open week days 9:00 a. m. to 6:00 p. m.</small>	C.S.	MY	9.2	M.B.	M.B.	Station	E	T.D.
Shipshewana <small>Open week days 9:00 a. m. to 6:00 p. m.</small>	C.S.	MX	16.4			Station	W	T.D.
Sturgis <small>(See Old Road)</small>	C.S.	RS	29.0			Station	E	T.D.
RK <small>Open day and night.</small>	C.S.	RK	29.3	INT.-M.B. D	INT.-M.B.	Signal station	S	T.D.

MONROE TO LENAWEE JUNCTION

STATIONS	Office Calls	Miles from Monroe	SIGNALS		TELEPHONES			
			SINGLE TRACK		LOCATION	Side of Track	Line	
			Westward	Eastward				
Monroe <small>Open day and night</small>	C.S.	MO			Station	S	T.D.-M	
Monroe, (P. M. Crossing) <small>Operated as manual block station, 8:00 a. m. to 4:00 p. m.</small>	C.S.		1.5	INT. D	D INT.	Signal station	N	T.D.-M
Strasburg	C.S.		6.9			Siding, west end, on pole	N	T.D.-M
Ida <small>Open week days 8:00 a. m. to 5:00 p. m.</small>	C.S.	DY	9.9	M.B.	M.B.	Station	N	T.D.-M
Federman <small>(Ann Arbor)</small>			12.4	INT.	INT.			
Petersburg <small>(D. T. & I.)</small>	C.S.					Signal Dep't building	N	T.D.
Petersburg	C.S.		17.0			West of station, on pole	N	T.D.
Deerfield <small>Open week days 8:00 a. m. to 5:00 p. m.</small>	C.S.	HG	20.5	M.B.	M.B.	Station	N	T.D.-M
Lenawee Jct. <small>(See Old Road)</small>	C.S.	WA	29.3		M.B.	Station	S	T.D.-M

ABBREVIATIONS

Communicating station	C.S.	Train dispatching	T. D.
Signal Station	S.S.	Message	M
Automatic	Number	Block	B
Manual block	M.B.	Yard	Y
Train order	T.O.	North	N
Interlocking	INT.	South	S
R. R. Grade Crossing	X	East	E
Distant	D	West	W
Switch	S. W.		

SIGNAL ASPECTS, SIGNAL INDICATIONS AND SIGNAL RULES.
THE FOLLOWING SPECIAL SIGNAL ASPECTS, SIGNAL INDICATIONS AND
SIGNAL RULES ARE IN EFFECT:



FIG. 49A



FIG. 54

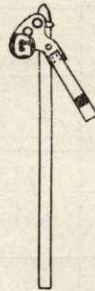


FIG. 50

RULE 281
PROCEED.



FIG. 128
RULE 289
PROCEED.

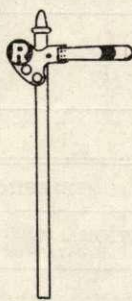


FIG. 145
RULE 289B
STOP.

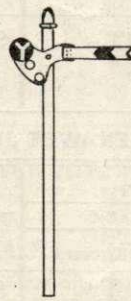


FIG. 102

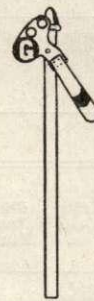


FIG. 152
RULE 289C
NO TRAIN ORDERS.

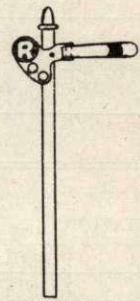


FIG. 164
RULE 289E
TRAIN ORDERS.

RULE 285

Proceed preparing to stop at switch or next signal. Train exceeding medium speed must at once reduce to that speed. Reduction to medium speed must commence before passing signal and be completed before accepting a more favorable indication.



FIG. 197

RULE 291

Stop, then proceed at restricted speed.

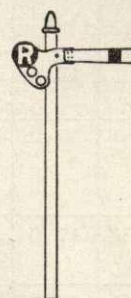


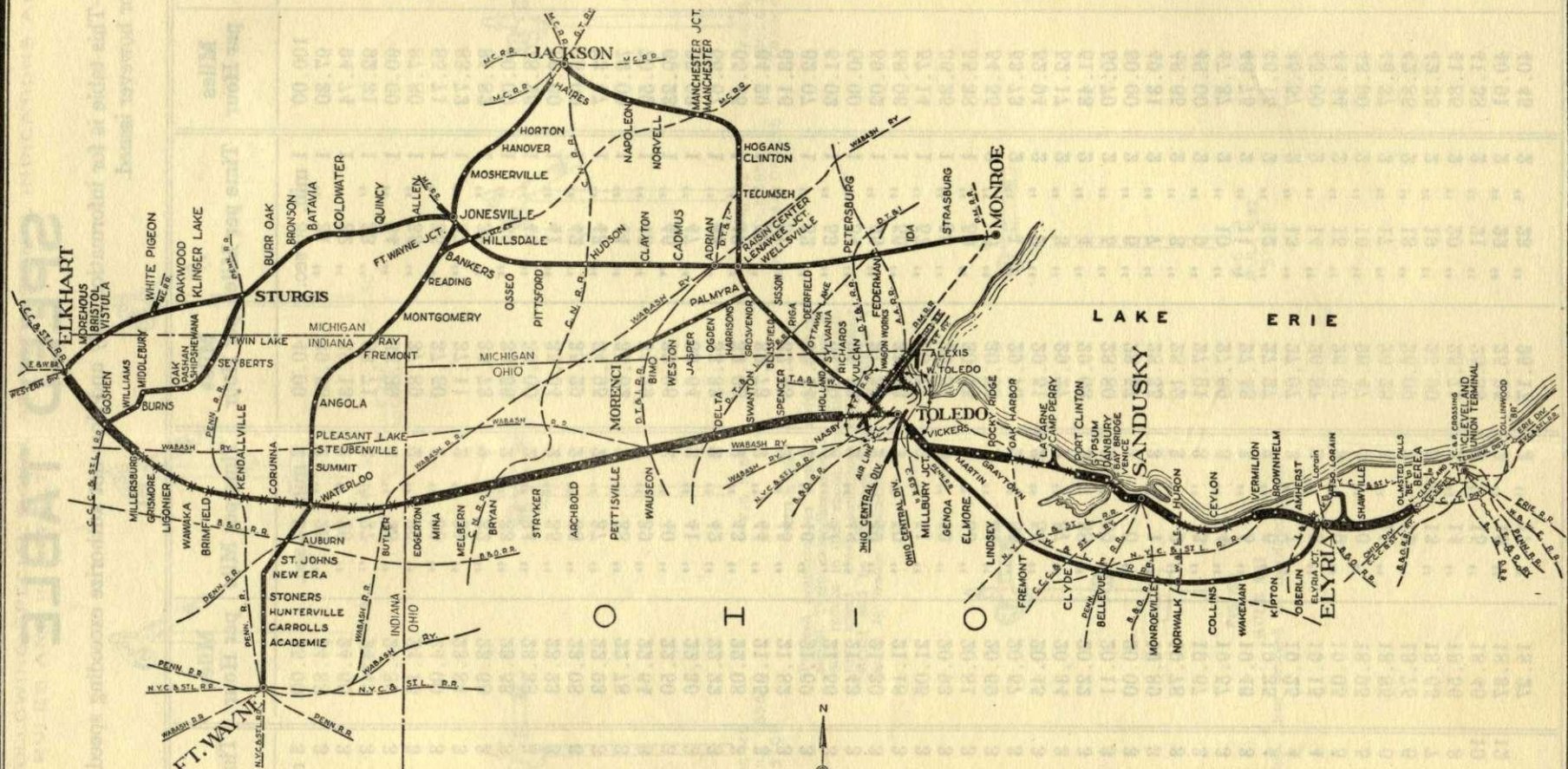
FIG. 218
RULE 292
STOP.

SPEED TABLE

NOTE—This table is for information only and does not authorize exceeding speed limitations of special instructions or however issued.

Time per Mile	Miles per Hour	Time per Mile	Miles per Hour	Time per Mile	Miles per Hour	Time per Mile	Miles per Hour
0 min. 36 sec.	100.00	1 min. 30 sec.	40.00	2 min. 24 sec.	25.00	3 min. 18 sec.	18.18
0 " 37 "	97.30	1 " 31 "	39.56	2 " 25 "	24.83	3 " 19 "	18.09
0 " 38 "	94.74	1 " 32 "	39.13	2 " 26 "	24.66	3 " 20 "	18.00
0 " 39 "	92.31	1 " 33 "	38.71	2 " 27 "	24.49	3 " 21 "	17.91
0 " 40 "	90.00	1 " 34 "	38.30	2 " 28 "	24.32	3 " 22 "	17.82
0 " 41 "	87.80	1 " 35 "	37.89	2 " 29 "	24.16	3 " 23 "	17.73
0 " 42 "	85.71	1 " 36 "	37.50	2 " 30 "	24.00	3 " 24 "	17.65
0 " 43 "	83.72	1 " 37 "	37.11	2 " 31 "	23.84	3 " 25 "	17.56
0 " 44 "	81.82	1 " 38 "	36.73	2 " 32 "	23.68	3 " 26 "	17.48
0 " 45 "	80.00	1 " 39 "	36.36	2 " 33 "	23.53	3 " 27 "	17.39
0 " 46 "	78.26	1 " 40 "	36.00	2 " 34 "	23.38	3 " 28 "	17.31
0 " 47 "	76.60	1 " 41 "	35.64	2 " 35 "	23.23	3 " 29 "	17.22
0 " 48 "	75.00	1 " 42 "	35.29	2 " 36 "	23.08	3 " 30 "	17.14
0 " 49 "	73.47	1 " 43 "	34.95	2 " 37 "	22.93	3 " 31 "	17.06
0 " 50 "	72.00	1 " 44 "	34.62	2 " 38 "	22.78	3 " 32 "	16.98
0 " 51 "	70.59	1 " 45 "	34.29	2 " 39 "	22.64	3 " 33 "	16.90
0 " 52 "	69.23	1 " 46 "	33.96	2 " 40 "	22.50	3 " 34 "	16.82
0 " 53 "	67.92	1 " 47 "	33.64	2 " 41 "	22.36	3 " 35 "	16.74
0 " 54 "	66.67	1 " 48 "	33.33	2 " 42 "	22.22	3 " 36 "	16.67
0 " 55 "	65.45	1 " 49 "	33.03	2 " 43 "	22.08	3 " 37 "	16.59
0 " 56 "	64.29	1 " 50 "	32.73	2 " 44 "	21.95	3 " 38 "	16.51
0 " 57 "	63.16	1 " 51 "	32.43	2 " 45 "	21.82	3 " 39 "	16.44
0 " 58 "	62.07	1 " 52 "	32.14	2 " 46 "	21.69	3 " 40 "	16.36
0 " 59 "	61.02	1 " 53 "	31.86	2 " 47 "	21.56	3 " 41 "	16.29
1 " 0 "	60.00	1 " 54 "	31.58	2 " 48 "	21.43	3 " 42 "	16.22
1 " 1 "	59.02	1 " 55 "	31.30	2 " 49 "	21.30	3 " 43 "	16.14
1 " 2 "	58.06	1 " 56 "	31.03	2 " 50 "	21.18	3 " 44 "	16.07
1 " 3 "	57.14	1 " 57 "	30.77	2 " 51 "	21.05	3 " 45 "	16.00
1 " 4 "	56.25	1 " 58 "	30.51	2 " 52 "	20.93	3 " 46 "	15.93
1 " 5 "	55.38	1 " 59 "	30.25	2 " 53 "	20.81	3 " 47 "	15.86
1 " 6 "	54.55	2 " 0 "	30.00	2 " 54 "	20.69	3 " 48 "	15.79
1 " 7 "	53.73	2 " 1 "	29.75	2 " 55 "	20.57	3 " 49 "	15.72
1 " 8 "	52.94	2 " 2 "	29.51	2 " 56 "	20.45	3 " 50 "	15.65
1 " 9 "	52.17	2 " 3 "	29.27	2 " 57 "	20.34	3 " 51 "	15.58
1 " 10 "	51.43	2 " 4 "	29.03	2 " 58 "	20.22	3 " 52 "	15.52
1 " 11 "	50.70	2 " 5 "	28.80	2 " 59 "	20.11	3 " 53 "	15.45
1 " 12 "	50.00	2 " 6 "	28.57	3 " 0 "	20.00	3 " 54 "	15.38
1 " 13 "	49.31	2 " 7 "	28.35	3 " 1 "	19.89	3 " 55 "	15.32
1 " 14 "	48.65	2 " 8 "	28.12	3 " 2 "	19.78	3 " 56 "	15.25
1 " 15 "	48.00	2 " 9 "	27.91	3 " 3 "	19.67	3 " 57 "	15.19
1 " 16 "	47.37	2 " 10 "	27.69	3 " 4 "	19.57	3 " 58 "	15.13
1 " 17 "	46.75	2 " 11 "	27.48	3 " 5 "	19.46	3 " 59 "	15.06
1 " 18 "	46.15	2 " 12 "	27.27	3 " 6 "	19.35	4 " 0 "	15.00
1 " 19 "	45.57	2 " 13 "	27.07	3 " 7 "	19.25	4 " 17 "	14.00
1 " 20 "	45.00	2 " 14 "	26.87	3 " 8 "	19.15	4 " 36 "	13.00
1 " 21 "	44.44	2 " 15 "	26.67	3 " 9 "	19.05	5 " 0 "	12.00
1 " 22 "	43.90	2 " 16 "	26.47	3 " 10 "	18.95	5 " 27 "	11.00
1 " 23 "	43.37	2 " 17 "	26.28	3 " 11 "	18.85	6 " 0 "	10.00
1 " 24 "	42.86	2 " 18 "	26.09	3 " 12 "	18.75	6 " 40 "	9.00
1 " 25 "	42.35	2 " 19 "	25.90	3 " 13 "	18.65	7 " 30 "	8.00
1 " 26 "	41.86	2 " 20 "	25.71	3 " 14 "	18.56	8 " 34 "	7.00
1 " 27 "	41.38	2 " 21 "	25.53	3 " 15 "	18.46	10 " 0 "	6.00
1 " 28 "	40.91	2 " 22 "	25.35	3 " 16 "	18.37	12 " 0 "	5.00
1 " 29 "	40.45	2 " 23 "	25.17	3 " 17 "	18.27		

M I C H I G A N



LAKE ERIE

TOLEDO DIVISION

- LEGEND
- SINGLE TRACK
 - == DOUBLE TRACK
 - ≡≡≡ THREE OR MORE TRACKS
 - TRACKAGE RIGHTS
 - - - - - OTHER DIVISIONS AND FOREIGN ROADS

INDIANA

