



PENN CENTRAL
TRANSPORTATION COMPANY

* * *

WESTERN REGION

* * *

CLEVELAND DIVISION
TOLEDO DIVISION
CHICAGO DIVISION
FORT WAYNE DIVISION

* * *

TIMETABLE No. 6

In Effect { 1.01 A.M., EST } Saturday,
 { 12.01 A.M., CST } September 15, 1973

FOR THE GOVERNMENT OF EMPLOYEES ONLY

K. E. SMITH
General Manager

A. B. CRAVENS
Superintendent Operation

Division Superintendents:
C. E. GRATZ
G. L. MAAS
H. E. RING
C. R. SPENCE

Divisions:
CLEVELAND
TOLEDO
CHICAGO
FORT WAYNE

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NOTE—Applies on Pages 4 to 24 inclusive:

Rule 221(A) in effect at all Train Order offices unless otherwise indicated.

- B** Indicates **Rule 221(B)** in effect.
C Indicates **Rule 221(C)** in effect.
K Indicates controlled by.
O Indicates automatic interlocking.
P Indicates in service part-time.
R Indicates remotely controlled from.
S Indicates control station at other than dispatcher's office.
X Indicates in service continuously.
★ Indicates Road Radio Channel 1.
◆ Indicates Road Radio Channel 2.

Holidays: New Years, Memorial, Independence, Labor, Thanksgiving, Christmas Days.

MAIN LINE—BUFFALO TO CHICAGO

Interlocking	Interlocking Station	Block Station and Train Order Office	Block-Limit Station	STATIONS	Distance from Buffalo	Sidings Assigned Direction Car Capacity 50 ft. Cars			
						West	East	Both	Note
				BUFFALO (Northeastern Reg.)	0.0				
				BAYVIEW BV	8.0				
				DIVISION POST (Cleveland Div.-Western Reg.)	8.2				
				CP 10	10.0				
X				CP 15	15.5				
X				CP 21	21.2				
				ANGOLA	21.4			157	2
X				CP 23	23.0				
				IRVING	27.0				
X				CP 31	30.8			160	
				SILVER CREEK	31.4				2-3
X				CP 32	32.7			160	
X				CP 37	37.0			265	2-3
X				CP 39	40.1		204	265	3
				DUNKIRK N.Y. (Allegheny Div.)	40.3				
X				CP 42	42.0				
X				CP 47	47.2				
				BROCTON	49.3				
X				CP 49	50.0				
X				CP 56	56.2			168	
				WESTFIELD	57.5				2-3
X				CP 58	58.2			168	
X				CP 63	63.8				
				RIPLEY	65.3				
X				CP 66	66.0				
				STATE LINE (N.Y.-Pa.)	68.4				
X				CP 70	70.9			219	
				NORTH EAST	73.0				3
X				CP 73	73.3				
X				CP 79	79.0			572	2
				HARBOR CREEK	79.2				
X				CP 85 (Erie Yard Br. Crsg.)	85.6				
				ERIE	86.9				
X				CP 89	89.7			280	3
X				CP 92	93.0				
X				CP 97	97.5				
				FAIRVIEW	97.8				
X				CP 100	101.0			228	
				LAKE CITY	102.2				2-3
X				CP 103 (Valley Div. Jct.)	103.6			228	
				STATE LINE (Pa.-Ohio)	112.4				
X				CP 113	113.1			352	
				CONNEAUT	114.5				2-3
X				CP 117	117.0			352	
X				CP 124	124.6				
				ASHTABULA	127.7				
X	X	X★◆		OD (Youngstown Br. Crsg.)	127.9				5
X				CP 130	130.3			165	2
X				CP 132	132.4				
X				CP 134	134.8				
				GENEVA	137.1			268	3
X				CP 137	137.8				

(Continued on next page)

MAIN LINE—BUFFALO TO CHICAGO

Interlocking	Interlocking Station	Block Station and Train Order Office	Block-Limit Station	STATIONS	Distance from Buffalo	Sidings Assigned Direction Car Capacity 50 ft. Cars			
						West	East	Both	Note
X				CP 141	141.2				
				MADISON	142.5				3
X				CP 143	143.6			201	
X				CP 145	145.2				
				PERRY	147.5			268	
X				CP 148	148.7				2
									3
X				CP 150	150.8			268	
X				CP 152	152.4			284	2
									3
				PAINESVILLE	153.2			124	
X				CP 154 (B&O Crsg.)	154.0			154	2
									3
X				CP 155	155.8			154	
				MENTOR	159.4				
X				CP 162	162.1			432	
				WILLOUGHBY	163.7				3
X				CP 167	167.0			380	3
				WICKLIFFE	168.3		275		
X				CP-BR	171.3	S-QD			
				COLLINWOOD	173.8				
X	X	X★		QD	174.7	S			5
									7
				EAST 55TH STREET	178.6				
				EAST 38TH STREET	180.1				
				EAST 26TH STREET	180.5				
				DOUBLE TRACK	181.8				
X	X	X★◆		DB (Mvble Brdg.)	182.3				5
				LORAIN STREET	187.9				
				WS	189.9				
X				CP 190 (Rockport)	190.7				
				BEREA	193.9				
X	X	X★		BE (Columbus Div. - So. Reg.)	193.9				5
				DIVISION POST (Toledo Div.)	194.3			312	3
X				CP 197	197.8				
X				CP 203	202.9				
				ELYRIA YARD	204.6				
				ELYRIA	206.5			420	
X				CP 207 (B&O Crsg.) (Norwalk Br.)	207.9				
X				CP 212	212.7				
				AMHERST	213.2			180	
				FAIRLANE	215.9			188	
X				CP 216	216.8				
X				CP 219	219.7			280	3
				VERMILION	220.9				
				CEYLON	228.5				
X				CP 232	232.2				
				HURON	232.3			180	2
X				CP 234	234.4				
X				CP 240 (B&O Crsg.)	240.7				
				SANDUSKY	241.6			168	
X				CP 242 (N&W Crsg.)	242.8				
X				CP 244	244.8			184	2
									3
				BAY BRIDGE (Mvble Brdg.)	247.0				
X				CP 248	248.5				
				GYPSUM	251.2				
X				CP 253	253.6				
				PORT CLINTON	254.5			207	3
X				CP 256 (Mvble Brdg.)	255.9				
				LACARNE	260.2				
				OAK HARBOR	265.7				
X				CP 268 (Rocky Ridge)	268.3				
				GRAYTOWN	271.6				
				MARTIN	276.1				
				CLAY CENTER	277.0				
X				CP 281 (Millbury Jct.) (Norwalk Br.)	280.9				2
X				CP 285 (Toledo Terminal Crsg.)	285.4			400	
X				CP 286 (Stanley Br.)	286.5				
				FASSETT	287.1				
X				CP MAUMEE (Mvble Brdg.) (B&O)					
				(Miami Cut Br.)	287.6				
X				CP 287 (N&W Crsg.)	287.9				
				TOLEDO (Dispr. Office)	288.3				1
X				CP 288	288.7				
X	X	X◆		SWAN CREEK (Toledo Br.)	289.6				5
				AIR LINE JCT.	290.8				
X	X	X◆		NASBY (Toledo Terminal Crsg.)	292.1			294	5
X				CP 295	295.3				3
				HOLLAND	296.7				
X				CP 304	304.8				
				SWANTON	306.8			160	3
X				CP 307	306.9				

(Continued on next page)

MAIN LINE—BUFFALO TO CHICAGO

Interlocking	Interlocking Station	Block Station and Train Order Office	Block-Limit Station	STATIONS	Distance from Buffalo	Sidings Assigned Direction Car Capacity 50 ft. Cars.			
						West	East	Both	Note
				DELTA	312.8				
X				DELTA YARD	315.0			88	
				CP 317 (N&W Crsg.)	317.6				
X				WAUSEON	320.5				
				CP 320 (DT&I Crsg.)	320.5				
X				PETTISVILLE	324.7				
				CP 327	327.0				
X				ARCHBOLD	328.8			208	3
				CP 329	329.8				
X				STRYKER	334.8				
				CP 340	340.3				
X				CP 341 (Southern Reg. Crsg.)	341.4			160	2
				BRYAN	341.9				
X				CP 342	342.5				
				EDGERTON	352.2				
X				CP 352	352.6				
				STATE LINE (Ohio-Ind.)	355.3				
X				CP 358 (N&W Crsg.)	358.5				
				BUTLER	359.1				
X				WATERLOO (Waterloo Br.)	367.0				
				CP 367	367.0				
				CORUNNA	373.4				
X				KENDALLVILLE	379.7				
				CP 379 (GR&I Br. Crsg.)	379.7				
				BRIMFIELD	386.5				
X				WAWAKA	390.9				
				CP 395	395.4				
X				LIGONIER	396.3				
				CP 397	397.7				
				MILLERSBURG	403.3				
X				GOSHEN (Shipshewana Br.)	411.5				
X				CP 412 (Michigan Br.)	412.4				
				CP 415	415.6				
				DIVISION POST (Chicago Div.)	420.1			544	2
X				CP B S-BC	421.5				
				ELKHART	421.6				
X				OAKLAND AVE R-BC	422.2			162	2
X				CP 21ST ST. S-BC	422.5				6
X		X★		BC (S) (Located in Robert R. Young Yd.)	426.4				1
				CP WG S-BC	426.4				
				OSCEOLA	427.1				
				MISHAWAKA	432.7				
X	X	X★		SOUTH BEND	436.7				
				HF (GTW & Kankakee Br.)	436.9				5
				LYDICK	443.7				
				EAST TERRE COUPEE	446.3				
				TERRE COUPEE	448.4				
				NEW CARLISLE	450.1				
				ROLLING PRAIRIE	456.4				
X				WR (N&W Crsg.) R-JD	462.4				
				LAPORTE	463.4				
X	X	X★		JD (S) (C&O Crsg.)	463.8			232	5-2
X				CP-EAST PINOLA S-JD	466.6				
				PINOLA	467.5				
XO				OTIS (L&N Crsg.)	473.4				1
				BURDICK	476.8				
				CHESTERTON	481.1	95	95		
				PORTER	482.0				
X	X	X★		PO (S) (Ivanhoe Br.-M. L. Michigan Div.)	482.2		91		5
X				CP-WEST PO S-PO	483.5				4
				BURNS HARBOR	485.7				
X				CP-MILLERS S-PO	491.0			120	
				GARY	496.0				
X	X	X★		PINE	499.3				
				NE	500.1				5
X				B&O CROSSING (IHB and B&O Crsg.)	502.7				
X	X	X★		HC (Mvble Brdg.) R-HC	503.2				5
				INDIANA HARBOR YARD OFFICE	503.6				
X				MS R-Train Dispatchers Office	505.7				
				(B&O Crsg.)					
				LAKE JCT. CHICAGO } Main Line Pittsburgh to Chicago					8

(Continued on next page)

MAIN LINE—PITTSBURGH TO CHICAGO

Interlocking	Interlocking Station	Block Station and Train Order Office	Block-Limit Station	STATIONS	Distance from Pittsburgh	Sidings Assigned Direction Car Capacity 50 ft. Cars.			
						West	East	Both	Note
X	X	X★		PITTSBURGH (Cen. Reg.)					
				COLSAN (Valley Div.-Central Reg.)	200.5				
				DIVISION POST (Ft. Wayne Div.-Western Reg.)	200.6				
				BUCYRUS	200.8				
				NEVADA	209.3				
X	X	X★		UPPER SANDUSKY (C&O Crsg.)	217.5	124			
X				WEST UPPER SANDUSKY	218.9		124		
X	X	X★		FOREST (Eastern Br.-Southern Reg. Crsg.)	229.2				
X	X	X★		DUNKIRK, OHIO (Western Br.-Southern Reg. Crsg.)	236.4	207			
X				DOLA	238.7		200		
				ADA	245.6				
				LAFAYETTE	252.4				
X	X	X★		SUGAR STREET (DT&I Crsg.)	259.9				
X	X			LIMA (B&O-N&W Crsg.)	260.3				
				LIMA PSGR. STATION	260.4				
				EAST DUGRUN	262.6				
				DUGRUN	263.5			97	
X	X	X★		EAST DELPHOS	272.9	135			
X	X	X★		DELPHOS (N&W Crsg.)	274.5		135		
				MIDDLEPOINT	280.2				
				VAN WERT	287.4				
X	X	X★		ESTRY (Northern Br.-Southern Reg. Crsg.)	287.8				
				CONVOY	294.7				
				DIXON (State Line Ohio-Ind.)	300.4				
X				MONROEVILLE, IND.	304.2				
X				WEST MONROEVILLE	305.6		130		
X	X	X★		ADAMS (Ft. Wayne Sec. Trk.)	314.4				
				LINKER	316.3				
				PIQUA ROAD	317.5				
X	X	X★		WINTER STREET	318.6				
				MIKE (N&W Crsg.)	319.2				
				FORT WAYNE (Dispr. Office) (Psg. Sta.)	319.8				
X	X	X★		BROADWAY (Ft. Wayne)	320.2				
				JUNCTION (Waterloo Br.-GR&I Br.)	321.1				
				ARCOLA	328.2				
				COLUMBIA CITY	338.7				
				VANDALE (Columbia City Sec. Trk.)	339.2	174			
				WEST VANDALE	341.1		175		
				PIERCETON	350.6				
				WINONA LAKE	357.1				
X	X	X★		WARSAW (Michigan Br.-Southern Reg. Crsg.)	358.7				
X				WEST WARSAW	359.7	157			
				SELBY	361.5				
				BOURBON	373.0				
X	X	X★		PLYMOUTH (N&W Crsg.)	383.9	224			
X	X	X★		WEST PLYMOUTH	386.3		224		
X	X	X★		HAMLET (Kankakee Br. Crsg.)	397.9	122			
				WEST HAMLET	399.5				
XO				HANNA (C&O Crsg.)	408.6				
X	X	X★		EAST WANATAH	413.2	157			
X	X	X★		WANATAH (L&N Crsg.)	414.9		146		
				DIVISION POST (Chicago Div.)	423.0				
X	X			VALPARAISO (Psg. Sta.)	424.1				
				GRAND TRUNK (GTW Crsg.)	426.9				
X				WHEELER	430.7				
X	X	X★		EAST BART	433.0	117			
				BART (EJ&E Crsg.)	434.4		117		
				HOBART (Psg. Sta.)	434.5				
XO				LIVERPOOL (Joliet Br. Crsg.)	437.4				
				VIRGINIA STREET	439.9				
				BROADWAY (Gary)	440.4				
X				TOLLESTON (Ivanhoe Br. Crsg.)	441.8				
				R-Train Dispatchers Office	442.9				
X				GARY (Psg. Sta.)	442.9				
X	X	X★		CLARKE	443.8			149	
				R-Clarke Jct.	443.8				
X	X	X★		CLARKE JCT. (B&OCT Crsg.)	445.7				
				CLINE AVE.	447.4				
X	X	X		INDIANA HARBOR (IHB Crsg.)	448.1				

(Continued on next page)

MAIN LINE—PITTSBURGH TO CHICAGO

Interlocking	Interlocking Station	Block Station and Train Order Office	Block-Limit Station	STATIONS	Distance from Pittsburgh	Sidings Assigned Direction Car Capacity 50 ft. Cars			
						West	East	Both	Note
X	X	X		INDIANA HARBOR CANAL (Mvble Brdg.)	448.5				
X	X	X		MAHONING	448.9				
				WHITING (B&OCT Crsg.)	450.8		183		
				WHITING (Pgr. Sta.)	450.9				
X				LAKE JCT. R-Train Dispatchers Office (Main Line Buffalo to Chicago)	451.5				
				ROBY	452.1				
				COLEHOOR YARD OFFICE	453.1				
				STATE LINE (Ind.-Ill.)	453.3				
X				COLEHOOR JCT.—R-River Br. Jct. (SC&S Br.)	453.7				1
X	X	X★		RIVER BRANCH JCT. (Mvble Brdg.)	454.7				
X				HALL R-Train Dispatchers Office	458.8				
				PARK MANOR YARD OFFICE	459.9				
X	X	X★		ENGLEWOOD (CRI&P Crsg.)	460.8				2
				EC (E.C.L. Sec. Track)	461.3				
				58TH STREET	461.6				
				55TH STREET YARD OFFICE	462.0				
X	X			40TH STREET	463.8				3
X	X			ALTON JCT. (C&WI-ICG Crsg.)	466.1				
X	X	X		SOUTH BRANCH BRIDGE (Mvble Brdg.)	466.2				

SOUTH BRANCH BRIDGE (CUS Joint Trks.)
CHICAGO UNION STATION (Pgr. Sta.)

466.2
467.8

4

The direction from Pittsburgh to Chicago is westward.

NOTE 1. Colehour Jct. Int. in service for SC&S Branch, Track No. 3 and Colehour Running Track.

NOTE 2. Train Order Signal Rule 200C in service and indicates Train Orders as prescribed by Rule 221 (A).

NOTE 3. 40th Street in service for Track No. 3 only.

NOTE 4. GB-Train Order Office, located in Chicago Union Station, open daily except closed Saturday 11.59 P.M. to 6.59 A.M. Sunday.

MAIN LINE—COLUMBUS TO CHICAGO

					0.0				
X	X	X★		COLUMBUS (Southern Reg.)	83.1				
				BRADFORD (Cincinnati Div.-Southern Reg.)					
				DIVISION POST (Ft. Wayne Div.-Western Reg.)	83.4				
XO				MEEKER (Northn. Br. Crsg. Sou. Reg.)	95.0				
				STATE LINE (Ind.-Ohio)	103.5				
X				UNION CITY R-Ansonia (M. L. Cleveland to St. Louis Crsg.)	103.8			102	4
				WEST UNION CITY	105.2				
X				RIDGEVILLE (Ft. Wayne Br.)	107.3			136	
X				R-Train Dispatchers Office	117.3				
				WEST RIDGEVILLE	118.1				
XO				R-Train Dispatchers Office	124.9				
X				REDKEY (N&W Crsg.)	128.8				
				EAST KIRK R-Train Dispatchers Office	128.4			370	3
X				DUNKIRK, INDIANA	130.5				
				WEST KIRK—R-Train Dispatchers Office	138.1				
X				HARTFORD CITY	144.1			305	3
				EAST UPLAND R-Train Dispatchers Office	145.1				
X				UPLAND	147.3				
				WEST UPLAND R-Train Dispatchers Office	152.2				
X				GAS CITY	154.7				
X	X	X★		BETH R-Train Dispatchers Office	156.9		163		
				KENT (N&W-Michigan Br. Crsg.)	157.3				
				MARION	160.0				
				BECKER	161.0				
X				GOODMAN	162.9				
X				WEST GOOD—R-Train Dispatchers Office	174.8			363	3
X				EAST GRAW—R-Train Dispatchers Office	178.9				
XO				WEST GRAW—R-Train Dispatchers Office	181.8				
				BUNKER HILL (N&W Crsg.)	187.0				
				ONWARD					

*Distance from Columbus.

(Continued on next page)

MAIN LINE—COLUMBUS TO CHICAGO										
Interlocking	Interlocking Station	Block Station and Train Order Office	Block-Limit Station	STATIONS		Distance from Columbus	Sidings Assigned Direction Car Capacity 50 ft. Cars			
							West	East	Both	Note
X		X		ANOKA—R-Train Dispatchers Office.....	(Richmond Br.-Sou. Reg.)	192.6				2
X	X	X★		EIGHTEENTH STREET.....		195.9				
				RACE.....		196.0				
XO				FOURTEENTH STREET.....		196.6				
				ELM (N&W Crsg.).....		197.1				
				LOGANSPOUT.....		197.3				
X	X	X★		VAN (I&F Br.-Culver Sec. Trk.).....		198.3				
X				KENNETH.....	R-Van					
				(Dist. fr. Lgnspt.) (Effner Br.).....		L-5.7				
				ROYAL CENTER.....		208.3				
				THORNHOPE.....		212.8				
				STAR CITY.....		216.5	106			
				WEST STAR CITY.....		217.4				
				WINAMAC.....		222.4				
				DENHAM.....		231.4				
X	X	X★		NORTH JUDSON (Kankakee Br. & EL Crsg.).....		237.3				
X	X	P		LA CROSSE (L&N Crsg.).....		246.6				
X	X	X★		KOUTS (EL Crsg.).....		253.1				
				HEBRON.....		262.5				
				CROWN POINT.....		273.4				
				DIVISION POST (Chicago Div.).....		280.0				
				SCHERERVILLE.....		280.1	127			
X	X	X★		HARTSDALE (EJ&E-Joliet Br. Crsg.).....		281.7				
X				MAYNARD.....	R-Hartsdale					
				(GTW Crsg.).....		284.8				
X				AIR LINE (L&N Crsg.).....	R-Hartsdale	285.4				
				STATE LINE (Ind.-Ill.).....		286.1				
				LANSING.....		286.6				
X		X		BERNICE (SC&S Br.).....	R-Hartsdale	287.8				
				DOLTON YARD OFFICE.....		290.1				
X	X	X★		DOLTON (C&WI-IHB-C&EI Crsg.).....		293.4				
X	X			RIVERDALE (B&OCT Crsg.).....		294.2				
X	X	X		WEST PULLMAN (ICG Crsg.).....		296.1				
X	X			WASHINGTON HEIGHTS (CRI&P Crsg.).....		298.5				
X	X			ROCK ISLAND CROSSING (CRI&P).....		300.1				
X	X	X★		BEVERLY JCT. (B&OCT-CRI&P Crsg.).....	Beverly Jct. Sec. Track	300.2				
X	X			BELT CROSSING (N&W-BRC).....		302.3				
X	X			BELT CROSSING (N&W-Belt).....	Yard	302.3				
X	X			59TH ST. YARD OFFICE.....	Tracks	304.4				
				49TH STREET (B&OCT Crsg.).....		305.6				
X	X			49TH STREET (B&OCT Crsg.).....		305.6				
				BRIGHTON PARK (B&O-ICG Crsg.).....		307.1	Western Ave. Secondary Track			
X	X			ASH STREET (ICG-AT&SF Crsg.).....		307.7				
				DRAINAGE CANAL.....		307.8				
				26TH STREET (IN Crsg.).....		308.3				
				12TH STREET (B&OCT-C&NW Crsg.).....		309.9				
X	X			WESTERN AVENUE (North Jt. Trks.).....		311.6				
				CHICAGO UNION STATION.....		314.1				
				The direction from Columbus to Chicago is westward, except the direction from Western Avenue to Chicago Union Station is eastward.						
				NOTE 2. Block Station only.						
				NOTE 3. Controlled siding.						
				NOTE 4. Controlled by Operator Ansonia located on So. West Division, Southern Region.						
Interlocking, Block, Train Order Offices and Block-Limit Stations in service part-time as follows:										
Station				Hours in Service						
LaCrosse				8.00 A.M. to 4.00 P.M. daily 7.00 P.M. to 3.00 A.M. daily						

MAIN LINE—CINCINNATI TO KANKAKEE											
Interlocking	Interlocking Station	Block Station and Train Order Office	Block-Limit Station	STATIONS			Distance from Cincinnati.	Sidings Assigned Direction Car Capacity 50 ft. Cars			
								West	East	Both	Note
				CINCINNATI (Southern Reg.)			0.0				
				AROMA PARK (So. West Div.-Sou. Reg.)			244.5				
				DIVISION POST (Ft. Wayne Div.-Western Reg.)			244.9				
				COURT ST.			248.2				57
				KT			248.8				
X	X			BEGIN BLOCK-END OF BLOCK			249.1				
		X★		KX (ICG Crsg.)			249.4				
				KANKAKEE (Located in West Yard)							1
				The direction from Cincinnati to Kankakee is westward. NOTE 1. No Train Order Signal in service.							
				ERIE YARD BRANCH (Cleveland Division)							
				LOVE (M. L. Erie) (Central Reg.)			33.7				
				ELM			2.9				
				DIVISION POST (Cleveland Div.-Western Reg.)			2.0				
				ERIE			0.0				
				*Distance from Erie The direction from Love to Elm is westward.							
				CLARK BRANCH (Cleveland Division)							
X	X	X★♦		DB			9.2				1
X	X	X		OX (Mvble Bldg.)		S	9.9				1
X				CP-DK		S-OX	10.4				
				CLOGGVILLE			11.8				
X				CLARK (C.U.T. Br.)							
				R-Train Dispatchers Office			12.9				
				*Distance from QD. The direction from DB to Clark is westward. NOTE 1. Train Order Signal Rule 200C in service and indicates Train Orders as prescribed by Rule 221 (A).							
				C.U.T. BRANCH (Cleveland Division)							
X	X	X★		QD			0.0				2-
X	P	P		CT			9.7				3
		X★		CUT (Located in Cleveland Union Terminal)							2
				CLEVELAND UNION TERMINAL (Dispatchers Office) (Pgr. Sta.)			9.7				3
X				CLARK (Clark Br.)							1-
				R-Train Dispatchers Office			12.9				4
				NOB (N.&W., W.&L.E. District)			14.1				
				LINDDALE			15.6				
X				SHORT (CSL Crsg.)							
				R-Train Dispatchers Office			17.6				
				BEREA			21.9				
X	X	X★		BE (Columbus Div.-So. Reg.)			21.9				
				DIVISION POST (Toledo Div.-Western Reg.)			22.3				
				DIVISION POST (Columbus Div.-Southern Reg.)			22.3				
				*Distance from QD. The direction from QD to BE is westward. NOTE 1. Train Order Office only. NOTE 2. Train Order Signal Rule 200C in service and indicates Train Orders as prescribed in Rule 221 (A). NOTE 3. Rule 200C in service for westward trains only. NOTE 4. No Train Order Signal in service.							

Interlocking, Block, Train Order Offices and Block-Limit Stations in service part-time as follows:									
Station				Hours in service					
CT				7.30 A.M. to 5.30 P.M. daily.					

CARROTHERS BRANCH (Toledo Division) OLIVE SECONDARY TRACK												
Interlocking	Interlocking Station	Block Station and Train Order Office	Block-Limit Station	STATIONS				Distance from Mansfield	Sidings Assigned Direction Car Capacity 50 ft. Cars			
									North	South	Both	Note
X	X	X♦		ALEXIS (Toledo Br. Crsbg.-Western Reg.) (C&O Crsbg.)			A.A.	90.9				
X	X			HALLET (C&O-TT Crsbg.)				89.9				
X				BOULEVARD	R-Hallet							
X	X	X		(TT Crsbg.)				88.4				
X				MANHATTAN (N&W Crsbg.)				87.7				
X				GALENA	R-Manhattan			86.7				
				DIVISION POST (Toledo Div.-Western Reg.)				86.7				
				BUFFALO STREET				86.4				
X	X	X♦		OLIVE (Mvble Brdg.)				85.7				
X	X	X♦		SPRING				84.0				
X				CP MAUMEE (M. L. Buffalo to Chicago)	R-Toledo			83.6				
				SPRING				84.0				
				ANDRUS ROAD (Miami Cut Br.)				82.7				
				OUTER YARD				81.7				
X	X	X♦		WALBRIDGE				80.5				
X	X	X♦		WALBRIDGE (C&O-TT Crsbg.)				80.5				
				LIME				70.0				
				WOODVILLE				68.6				
				HYDRATE				67.6				
X	X	X★		GIBSONBURG				63.4		83		
				HELENA				60.0				
				MILLERSVILLE				57.9				
				BURGOON				54.5				
				BETTTSVILLE				52.7				
X	X	X★		MAPLE GROVE (N&W Crsbg.)				50.8				
X				COLEMAN	R-Tiffin			44.5				
X	X	X★		TIFFIN (Southern Reg.-B&O Crsbg.)				43.1				
X				BLOOMVILLE	R-Tiffin			33.3	140			
X				NORTH CARROTHERS	R-Tiffin			27.1				
				(Distance from Columbus)				▼				
X				CARROTHERS	R-Portsmouth			76.6				
XO				CHATFIELD (ACY Crsbg.)				73.7				
				RIDGETON				69.6				
X				BENSON	R-Colsan			65.8				
X				HOLMES	R-Colsan			63.8				
X				COLSAN				62.8				
X	X	X★		COLSAN (Valley Div.-Central Reg.)				62.8				
				The direction from Colsan to Alexis is north- ward.								

TOLEDO BRANCH									
(Toledo Division)									
Interlocking	Interlocking Station	Block Station and Train Order Office	Block-Limit Station	STATIONS	Distance from Detroit	Sidings Assigned Direction Car Capacity 50 ft. Cars			
						North	South	Both	Note
				VIENNA (Detroit Div.-Northern Reg.)	46.4				
				DIVISION POST (Toledo Div.-Western Reg.)	47.3				
				VIENNA JCT.	47.9				
X	X	X		STATE LINE (Ohio-Michigan)	49.3				
X				ALEXIS (Ann Arbor and C&O Crsg.)	50.3				1
				K (TT Crsg.)	51.4				
				WEST TOLEDO	52.5				
				OVERLAND YARD	53.2				
				WAGON WORKS JCT.	54.7				
				DORR STREET	55.7				
				DETROIT INBOUND	56.1				
X	X	X		DETROIT YARD	56.9				
				SWAN CREEK (M. L. Buffalo to Chicago)	57.7				1
				The direction from Vienna Jct. to Swan Creek is southward.					
				NOTE 1. Train Order Signal Rule 200C in service and indicates Train Orders as prescribed by Rule 221 (A).					
				STANLEY BRANCH					
				(Toledo Division)					
X				CP 286 (M. L. Buffalo to Chicago)	1.8				
				ROCKWELL JCT.	2.4				
X	X	X		DIVISION POST (C&O)	2.4				
				WALBRIDGE (PC-TT Crsg.)	4.8				
				DIVISION POST (TT)	4.8				
X	X			SA (T.T., Miami Cut, Eastern & Western Br.)	5.3				
				*Distance from Toledo.					
				The direction from CP 286 to SA is eastward.					
				MIAMI CUT BRANCH					
				(Toledo Division)					
X				CP MAUMEE (Myble Brdg.) (M. L. Buffalo to Chicago)	1.3				
				FASSETT STREET	1.6				
				ANDRUS ROAD (Carrothers Br.)	2.5				
				WALES ROAD	3.1				
X	X	X		SA (T.T., Eastern and Western Br.)	4.0				
				*Distance from Main St. East Toledo.					
				The direction from CP Maumee to SA is southward.					
				EASTERN BRANCH					
				(Toledo Division)					
X	X	X		SA (T.T., Miami Cut and Western Br.)	4.0				
				MOLINE	6.3				
				SO	7.7				
				DIVISION POST (Toledo Div.-Western Reg.)	8.5				
			X	STONY RIDGE	9.9				
				LUCKEY (Columbus Div.-Southern Reg.)	14.3				
				*Distance from Main St. East Toledo.					
				The direction from SA to Division Post is southward					

WESTERN BRANCH									
(Toledo Division)									
Interlocking	Interlocking Station	Block Station and Train Order Office	Block-Limit Station	STATIONS				Distance from Toledo Dock	Sidings Assigned Direction Car Capacity 50 ft. Cars
X	X	X ♦						West or North	East or South
				SA (T.T., Eastern and Miami Cut Br.)	4.0				1-2
				STANLEY YARD	4.6				
				WILLIS DAY INDUSTRIAL PARK	6.5				
				CHRYSLER CORP.	6.7				
				B&R MILL	7.7				
				DIVISION POST (Toledo Div.-Western Reg.)	8.8				
				CP 8 (Columbus Div.-Southern Reg.)	8.9				
				The direction from SA to Division Post is southward. NOTE 1. Train Order Signal Rule 200C in service and indicates Train Orders as prescribed by Rule 221 (A). NOTE 2. Rule 200C in service for trains from Toledo Terminal to Western Branch only.					
				VULCAN—OLD ROAD BRANCH					
				(Toledo Division)					
					*				
				VULCAN (TT Crsag.)	300.2				
				SYLVANIA	306.6				52
				STATE LINE (Ohio-Michigan)	308.0				
				MICHIGAN ELEVATOR	308.8				
				OTTAWA LAKE	311.2				47
				EAST RIGA (DT&I Crsag.)	315.5				
				RIGA	316.4				
				BLISSFIELD	318.6				56
				GROSVENOR (Jct. Morenci Br.)	321.2				
				PALMYRA	322.9				
				LENAWEE JCT. (Clayton, Clinton and Ida Br.)	324.7				28
					324.7				28
				ADRIAN	328.3				
					328.8				
				CADMUS	329.2				
				CLAYTON	336.0				
					339.8				
				*Distance from Buffalo. The direction from Vulcan to Clayton is westward.					
				HILLSDALE BRANCH					
				(Toledo Division)					
					*				
				OSSEO	356.3				
				HILLSDALE	362.1				64
				FORT WAYNE JCT.	366.0				
				JONESVILLE	366.6				
				ALLEN	371.7				
				QUINCY	378.2				33
				COLDWATER	384.6				32
				BATAVIA	389.8				
				BRONSON	395.4				42
				BURR OAK	402.2				
				STURGIS	408.3				38
				WEST STURGIS	408.5				
				RK (G.R.&I. Br.-Northern Reg. Crsag.)	408.6				2-3
				WHITE PIGEON	420.1				115
				WHITE PIGEON JCT.	421.2				
				ELKHART (Elkhart Br.-Northern Reg.)	97.3				
				*Distance from Buffalo. The direction from Osseo to White Pigeon Jct. is westward. Stations listed under column headed Block Station and Train Order Office are Train Order Offices only. NOTE 2. During the time office is closed, in interlocking will be routed for Northern Region. NOTE 3. Train Order Signal Rule 200C in service and indicates Train Orders as prescribed by Rule 221 (A).					

Interlocking, Block, Train Order Offices and Block-Limit Stations in service part-time as follows:

Station	Hours in service
RK	12.00 Noon to 8.00 P.M. daily except Sunday.

NORWALK BRANCH

(Toledo Division)

Interlocking	Interlocking Station	Block Station and Train Order Office	Block-Limit Station	STATIONS	Distance from Buffalo	Sidings Assigned Direction Car Capacity 50 ft. Cars			
						West or North	East or South	Both	Note
X				ELYRIA JCT. (M. L. Buffalo to Chicago) (B&O Crsag.)	208.9				
				OBERLIN	216.9				
				KIPTON	221.5				
				WAKEMAN	226.8				
				COLLINS	231.5				
				NORWALK	238.1				40
XO				MONROEVILLE, O. (B&O and N&W Crsag.)	242.6				
X				BELLEVUE (N&W Crsag.)	250.0				
				BELLEVUE STATION	250.1				46
				CLYDE (Sandusky Br.-Southern Reg. Crsag.)	257.5				55
				FREMONT (N&W Crsag.)	265.9				52
				LINDSEY	273.0				
				ELMORE	278.2				36
				GENOA	283.0				48
X				MILLBURY JCT. (M. L. Buffalo to Chicago)	287.6				26
				The direction from Elyria Jct. to Millbury Jct. is westward.					
				WATERLOO BRANCH (Toledo Division)					
					*				
				PLEASANT LAKE	35.8				
				ANGOLA	40.0				44
				FREMONT	47.4				
				RAY	51.5				
				STATE LINE (Ind.-Mich.)	51.5				
				MONTGOMERY	55.1				
				READING	60.5				
				BANKERS	65.2				
				HILLSDALE	69.4				
				HILLSDALE } Hillsdale Branch	362.1				
				FORT WAYNE JCT.	366.0				
				FORT WAYNE JCT.	71.0				
				HANOVER	82.2				
				HORTON	85.8				
				*Distance from Fort Wayne. The direction from Pleasant Lake to Hillsdale and from Jonesville to Horton is northward. NOTE 1. Distance from Buffalo.					
				LITCHFIELD BRANCH (Toledo Division)					
				JONESVILLE	0.0				
				LITCHFIELD	6.9				
				The direction from Jonesville to Litchfield is westward.					

IDA BRANCH (Toledo Division)									
Interlocking	Interlocking	Block Station and Train Order Office	Block-Limit Station	STATIONS	Distance from Lenawee Jct.	Sidings Assigned Direction Car Capacity 50 ft. Cars			
Station						West or North	East or South	Both	Note
				LENAAWEE JCT. (Vulcan-Old Road Br.).....	0.0				
				DEERFIELD.....	8.8				
				PETERSBURG STATION.....	12.2				
XO				PETERSBURG (DT&I Crsag.).....	12.5				
				FEDERMAN (Ann Arbor Crsag.).....	17.0				
				IDA.....	19.8				
				The direction from Lenawee Jct. to Ida is eastward.					
				CLINTON BRANCH (Toledo Division)					
					*				
XO				LENAAWEE JCT. (Vulcan-Old Road Br.).....	0.0				
				RAISIN CENTER (N&W Crsag.).....	2.2				
				TECUMSEH (Clinton Br. Crsag.).....	9.0				31
				CLINTON.....	13.5				
				*Distance from Lenawee Jct. The direction from Lenawee Jct. to Clinton is northward.					
				MORENCI BRANCH (Toledo Division)					
					*				
				GROSVENOR (Vulcan-Old Road Br.).....	0.0				
				OGDEN.....	4.6				
				JASPER.....	8.0				
				WESTON.....	11.6				
				BIMO (DT&I Crsag.).....	14.5				
				MORENCI.....	18.2				
				*Distance from Grosvenor. The direction from Grosvenor to Morenci is westward.					
				SHIPSHEWANA BRANCH (Toledo Division)					
					*				
				GOSHEN (M.L. Buffalo to Chicago).....	0.0				
				MIDDLEBURY.....	9.2				
				SHIPSHEWANA.....	16.4				
				*Distance from Goshen. The direction from Goshen to Shipehewana is eastward.					
				MICHIGAN BRANCH (Toledo Division)					
					*				
X				CP 412 (M.L. Buffalo to Chicago).....	54.0				
				GOSHEN.....	55.5				
				YOST.....	57.5				
				DIVISION POST (Toledo Div.-W. Reg.).....	57.5				
				ANDERSON (So. West Div.-Southern Reg.) (M.L. Clev. to Indpls.).....	165.5				
				*Distance from St Joseph. The direction from CP 412 to Yost is southward.					

S C & S BRANCH (Chicago Division)										
Interlocking	Interlocking Station	Block Station and Train Order Office	Block-Limit Station	STATIONS		Distance from Colehour Jct.	Sidings Assigned Direction Car Capacity 50 ft. Cars.			
							West	East	Both	Note
X		X		BERNICE.....	R-Hartsdale					
				(M. L. Columbus to Chicago).....		9.3				1
X	X	X		CALUMET PARK (IHB-B&OCT Crsg.).....		5.5				
X	X			BURNHAM (N&W-C&WI-CSS&SB Crsg.)....		4.6				
				WOLF LAKE JCT.....		4.3				
X				HEGEWISCH.....	R-Cal. Park					
				(Calumet River Line Sec. Trk.).....		3.9				
X				COLEHOUR JCT.....	R-River Br. Jct.	0.0				
				(M. L. Pittsburgh to Chicago).....						
				The direction from Colehour Jct. to Bernice is eastward.						
				NOTE 1. Hartsdale located on M. L. Columbus to Chicago.						
				JOLIET BRANCH						
				(Chicago Division)						
				•						
				EAST GARY (Ivanhoe Br.).....		0.0				
XO				LIVERPOOL (M. L. Pittsburgh to Chicago Crsg.).....		2.9				
XO				SOUTH GARY (N&W Crsg.).....		5.4				
X	X			ROSS.....		7.8				
				GRIFFITH (EL, C&O, GTW and EJ&E Crsg.).....		10.4				
				HARTSDALE YARD.....		12.2				
X	X★			HARTSDALE (M. L. Columbus to Chicago Crsg.).....		12.5				
X				DYER (L&N Crsg.).....		15.4				
				STATE LINE (Ind.-Ill.).....		15.6				
XO				CHICAGO HEIGHTS (C&EI Crsg.).....		21.4				
				MATTESON.....		24.8				
				FRANKFORT.....		32.5				
				SPENCER.....		37.1				
				STEELE.....		38.6				
X	X			JOLIET (EJ&E Crsg.).....		43.5				
X	X			JOLIET JCT. (CRI&P Crsg.).....		44.0				
				JOLIET YARD.....		44.4				
				*Distance from East Gary. The direction from East Gary to Joliet Yard is westward.						
				ELKHART BRANCH						
				(Chicago Division)						
				•						
				JACKSON JCT. (Michigan Div.-Northern Reg.).....		0.0				
				DIVISION POST (Chicago Div.-Western Reg.).....		95.5				
X				CP B (M.L. Buffalo to Chicago).....		97.3				
				BC (S) (Located in Robert R. Young Yard).....						
				*Distance from Jackson Jct. The direction from Jackson Jct. to CP B is westward.						

KANKAKEE BRANCH									
(Chicago Division)									
Interlocking	Interlocking Station	Block Station and Train Order Office	Block-Limit Station	STATIONS	Distance from South Bend	Sidings Assigned Direction Car Capacity 50 ft. Cars.			
						West	East	Both	Note
X	X	X★		SOUTH BEND.....	0.0				
				HF (M. L. Buffalo to Chicago).....	0.0				3-4
				OLIVERS YARD.....	1.1				
X	X	X		DIVISION POST (Ft. Wayne Div.).....	2.7				
				JK (NJI&I Crsg.).....	2.7				3
				Direction from South Bend to JK is westward. Stations listed under column headed Block Station and Train Order Office are Train Order Offices only. NOTE 3. No train order signal in service for westward Kankakee Branch trains. NOTE 4. Train Order Signal Rule 200C, in-service and indicates Train Orders as prescribed in Rule 221 (A).					
				IVANHOE BRANCH (Chicago Division)					
					*				
				DETROIT (Michigan Div.-Northern Reg.).....	0.0				
X	X	X★		DIVISION POST (Chicago Div.).....	240.6	86	87		2
X	X	X		PO (M. L. Buffalo to Chicago).....	240.7				
				WEST PI..... R-PO	241.9				1
				WILLOW CREEK (B&O-N&W Crsg.).....	246.7	83			2
				EAST GARY (Joliet Br.).....	249.9				
				GARY.....	255.1				
X				TOLLESTON (M. L. Pittsburgh to Chicago Crsg.)..... R-Train Dispatchers Office	256.4				
X	X	X		IVANHOE (EJ&E Crsg.) (IHB RR).....	259.5				2
				*Distance from Detroit. The direction from Detroit to Ivanhoe is westward. NOTE 1. In service for No. 2 track only. NOTE 2. Train Order Signal Rule 200C, in service and indicates Train Orders as prescribed in Rule 221 (A).					
				E & W SECONDARY TRACK (Chicago Division)					
					*				
X				CP B (Elkhart Branch)..... R-BC	0.0				
				TWIN BRANCH.....	9.4				
				MISHAWAKA.....	12.7				
				*Distance from CP B. The direction from CP B to Mishawaka is westward.					
				CALUMET RIVER LINE SECONDARY TRACK (Chicago Division)					
					*				
X	X★			RIVER BRANCH JCT. (M. L. Pittsburgh to Chicago).....	0.0				
				CALUMET WESTERN JCT.....	4.4				
X				HEGEWISCH..... R-Calumet Park (SC&S Branch).....	4.7				
				*Distance from River Branch Jct. The direction from River Branch Jct. to Hege- wisch is eastward.					

ENGLEWOOD CONNECTING LINE SECONDARY TRACK (Chicago Division)									
Interlocking Station	Interlocking Station	Block Station and Train Order Office	Block-Limit Station	STATIONS	Distance from 59th St. Yard	Sidings Assigned Direction Car Capacity 50 ft. Cars			
						West or North	East or South	Both	Note
X	X			EC (M. L. Pittsburgh to Chicago).....	2.5				
				FORD STREET (C&WI Crsng.).....	2.1				
				GREEN STREET.....	1.7				
				WINCHESTER AVE.....	0.3				
				59TH STREET YARD.....	0.0				
				The direction from 59th St. Yard to EC is east-ward.					
KANKAKEE BRANCH (Fort Wayne Division)									
					*				
X	X	X★		SOUTH BEND (Chicago Div.).....	0.0				
				HF (M. L. Buffalo to Chicago).....	0.0				3-4
				OLIVERS YARD.....	1.1				
X	X	X★		DIVISION POST (Ft. Wayne Div.).....	2.7				
				JK (NJI&I Crsng.).....	2.7				3-4
XO				RUPEL.....	5.4				
X				GINGER HILL.....	9.5			120	
				NORTH LIBERTY (N&W Crsng.).....	13.8				
X	X	X★		WALKERTON..... R-Akron, O. (B&O and N&W Crsng.).....	19.6				5
XO				HAMLET (M. L. Pittsburgh to Chicago Crsng.).....	27.6			85	4
				KNOX (N&W Crsng.).....	33.9				
X	X	X★		TOTO.....	38.4				
XO				NORTH JUDSON (M. L. Columbus to Chicago-C&O-EL Crsng.).....	43.4			143	
				SAN PIERRE (L&N Crsng.).....	49.5				
				TEFFT.....	53.5				
				WHEATFIELD.....	58.1			64	
				KERSEY.....	63.5				
XO				DEMOTTE.....	65.5				
XO		P★		SHELBY (L&N Crsng.).....	73.4				
				SCHNEIDER (So. West Div.-Southern Reg. Crsng.).....	78.6			110	4
				STATE LINE (Ind.-Ill.).....	82.7				
XO				ILLINOIS.....	82.7				
X	X	X★		DELMAR (CMS&P&P Crsng.).....	86.9			250	
				MJ (C&EI Crsng.).....	89.6				4
				MOMENCE.....	90.1				
X	X			EXLINE.....	95.8				
		X★		KX (ICG Crsng.).....	101.0				
				KANKAKEE (Located in West Yard).....	103.5				1
				GREENWICH.....	104.3				
				VANS SIDING.....	106.5				
				LEHIGH.....	107.8				
				GOODRICH.....	111.2				
X	X	X★		UNION HILL.....	115.9				
				RA (N&W Crsng.).....	121.1				4
				REDDICK.....	121.4			130	
X				BLAIR.....	124.4				
				DWIGHT (ICG Crsng.)..... R-Bloomington	130.1			52	6
				SUNBURY.....	135.8				
				BUDD.....	140.7				
				MISSAL.....	147.0				
				*Distance from South Bend					

(Continued on next page)

KANKAKEE BRANCH

Interlocking	Interlocking Station	Block Station and Train Order Office	Block-Limit Station	STATIONS	Distance from South Bend	Sidings Assigned Direction Car Capacity 50 ft. Cars			
						West	East	Both	Note
XO		X★		ICG CROSSING.....	149.9				
X	X			STREATOR JCT.....	150.6			148	1
				STREATOR (AT&SF Crsg.).....	152.4				
				STREATOR (B.N. and ICG Crsg.).....	152.9				
				MILLA.....	162.1				
XO				LOSTANT (ICG Crsg.).....	165.7				
				PRISCILLA.....	170.0				
				MCNABB.....	174.7				
				GRANVILLE JCT. (CMSTP&P).....	180.6				
				EAST HENNEPIN.....	184.5				
				WEST HENNEPIN.....	184.8				
				MORONTS.....	184.9				
X	X	P★		ILLINOIS RIVER (Myble. Brdg.).....	187.4				1
				DEPUE JCT. (Depue Sec. Trk.).....	188.1				
				HOWE.....	188.3				
				SEATONVILLE (CMS&P&P).....	191.5				
				LX.....	193.8				
				PC JCT.....	194.3				
				DIVISION POST (B.N.RR.).....	194.3				
				The direction from South Bend to PC Jct. is westward. Stations listed under column headed Block Station and Train Order Office are Train Order Offices only. NOTE 1. No train order signal in service. NOTE 3. No train order signal in service for westward Kankakee Branch trains. NOTE 4. Train Order Signal Rule 200C , in service and indicates Train Orders as prescribed in Rule 221 (A) . NOTE 5. Controlled by B&O Train Dispatcher located at Akron, Ohio. NOTE 6. Controlled by ICG Train Dispatcher located at Bloomington, Illinois.					
Interlocking, Block, Train Order Offices and Block-Limit Stations in service part-time as follows:									
Station				Hours in service					
Schneider				8.01 A.M. to 5.01 P.M. except Saturdays, Sundays and Holidays.					
Illinois River				7.59 A.M. to 11.59 P.M. daily.					

G. R. & I. BRANCH

(Fort Wayne Division)

Interlocking	Interlocking Station	Block Station and Train Order Office	Block-Limit Station	STATIONS	Distance from Richmond	Sidings Assigned Direct on Car Capacity 50 ft. Cars			
						North	South	Both	Note
				RICHMOND (Cincinnati Div.-Southern Reg.)	0.0				
X	X	X★		JUNCTION (M. L. Pittsburgh to Chicago)	93.3				
				WATERLOO BRANCH CROSSING	93.6				
X				N&W CROSSING..... R-Runnion Ave.	94.1				2
			X	LA OTTO..... K-Junction	108.7				
XO				AVILLA (B&O Crsgg.)	113.6				
X				KENDALLVILLE..... R-Toledo, O.	120.2				
				(M. L. Bflo. to Chicago Crsgg.)	121.5				
				HOFFMAN				112	
				DIVISION POST (Mich. Div.-North. Reg.)	123.0				
X	X	X★		WOLCOTTVILLE (N&W Crsgg.)	129.3				
				The direction from Junction to Wolcottville is northward.					
				NOTE 2. Controlled by Operator located on N&W RR at Runnion Ave., Fort Wayne.					
				I & F BRANCH					
				(Fort Wayne Division)					
					*				
				TERRE HAUTE (Southern Reg.)	0.0				
				DIVISION POST (Ft. Wayne Div.-Western Reg.)	109.1				
		X		CY..... R-Van	109.1				1
XO				CLYMERS (N&W Crsgg.)	109.2			150	
				LONG CLIFF	113.3				
X	X	X★		VAN (M. L. Columbus to Chicago)	114.4				
				*Distance from Terre Haute.					
				The direction from Van to Terre Haute is southward.					
				NOTE 1. Manual Block Signal governing southward movement on Single track only.					
				FOURTH STREET BRANCH					
				(Fort Wayne Division)					
					*				
X	X★			JUNCTION (M. L. Pittsburgh to Chicago Crsgg.)	1.7				
				GR&I CROSSING	1.5				
X				WAYNE (N&W Crsgg.)..... R-Runnion Ave.	1.2				1
				4TH ST. (Ft. Wayne)	0.0				
				END OF TRACK	3.5				
				*Distance from 4th St. (Ft. Wayne).					
				The direction from 4th St. (Ft. Wayne) to Junction is southward.					
				The direction from 4th St. (Ft. Wayne) to End of Track is northward.					
				NOTE 1. Controlled by Operator located on N&W RR at Runnion Ave., Fort Wayne.					
				WATERLOO BRANCH					
				(Fort Wayne Division)					
					*				
X				AUBURN JCT..... R-Akron, O.	19.5				2
				(B&O Crsgg.)	20.8			30	
				AUBURN					
				DIVISION POST (Toledo Div.)	25.5				
				WATERLOO (M. L. Buffalo to Chicago)	25.6				
				*Distance from 4th St. (Ft. Wayne).					
				The direction from Auburn Jct. to Waterloo is northward.					
				NOTE 2. Auburn Jct. Interlocking controlled by B&O Train Dispatcher at Akron, O.					

EFFNER SECONDARY TRACK (Fort Wayne Division)										
Interlocking	Interlocking Station	Block Station and Train Order Office	Block-Limit Station	STATIONS	Distance from Logansport	Sidings Assigned Direction Car Capacity 50 ft. Cars				
						West	East	Both	Note	
X	X	X★		LOGANSPORT. VAN (M. L. Columbus to Chicago).....	0.0 1.2					
X			X	KENNETH.....R-Van K-Van	5.7					
XO				L&N CROSSING (L&N).....	21.5					
			X	MONTICELLO.....K-Van	21.6			32		
XO				REYNOLDS (L&N).....	26.9					
				WOLCOTT.....	35.8					
				REMINGTON.....	41.5			21		
XO				GOODLAND.....	48.9			21		
				KENTLAND (So. West Div.-Sou. Reg. Crsg.).....	57.2			24		
				END OF BLOCK-BEGIN BLOCK.....	60.2					
				EFFNER.....	61.2					
				The direction from Logansport to Effner is westward.						
				CULVER SECONDARY TRACK (Fort Wayne Division)						
					*					
				TERRE HAUTE (Southern Reg.).....	0.0					
X	X	X★		VAN (Ft. Wayne Div.-Western Reg.).....	114.5					
				FERN.....	115.7					
		X		BEND.....R-Van	116.1					
				KEWANNA.....	134.8					
XO				KEWANNA INTERLOCKING (C&O Crsg.).....	135.0					
XO				DELONG (EL Crsg.).....	143.1					
				CULVER.....	148.8					
				END OF BLOCK.....	148.6					
				END OF SECONDARY TRACK.....	159.1					
				*Distance from Terre Haute. The direction from Terre Haute to End of Secondary Track is westward.						
				FORT WAYNE SECONDARY TRACK (Fort Wayne Division)						
					*					
				RICHMOND (Cincinnati Div.-Sou. Reg.) (Ridgeville Sec. Trk.).....	0.0					
				DIVISION POST (Fort Wayne Div.-Western Reg.).....	69.5					
				BEGIN BLOCK-END OF BLOCK.....	69.5					
X	X			END OF BLOCK-BEGIN BLOCK.....	69.5					
				ERIE (EL and N&W Crsg.).....	70.4					
				DECATUR.....	70.7			60		
				END OF BLOCK-BEGIN BLOCK.....	72.8					
				BEGIN BLOCK-END OF BLOCK.....	72.8					
X	X	X★		HOAGLAND (Ft. Wayne Sec. Trk.).....	79.6			46		
				ADAMS (M. L. Pittsburgh to Chicago).....	86.6					
				*Distance from Richmond. The direction from Richmond to Adams is westward.						
				COLUMBIA CITY SECONDARY TRACK (Fort Wayne Division)						
					*					
XO				VANDALE (M. L. Pittsburgh to Chicago).....	55.3			25		
				SOUTH WHITLEY (N&W Crsg.).....	47.1					
				NORTH MANCHESTER.....	37.1					
				(Michigan Br.-Sou. Reg. Crsg.).....	36.9					
X				NEWTON (EL Crsg.).....	33.9			90		
				DENVER (N&W Crsg.).....	18.2					
				MEXICO.....	14.3					
				*Distance from Logansport. The direction from Mexico to Vandale is eastward.						

VANDALE SECONDARY TRACK (Fort Wayne Division)									
Interlocking	Interlocking Station	Block Station and Train Order Office	Block-Limit Station	STATIONS	Distance from Logansport	Sidings Assigned Direction Car Capacity 50 ft. Cars			
						West	East	Both	Note
X				LAOTTO	73.7				
				WATERLOO BR. JCT.	81.3				
				AUBURN JCT. (B&O Crsng.)	81.4				1
				AUBURN	82.4				
				The direction from LaOtto to Auburn is eastward. NOTE 1. Auburn Jct. Interlocking controlled by B&O Train Dispatcher at Akron, O.					
				CHURCHILL SECONDARY TRACK (Fort Wayne Division)					
					.				
				LX (Kankakee Br.)	0.1				
				LADD (B.N. Crsng.)	0.0				
				CHURCHILL	3.3				
				*Distance from Ladd. The direction from LX to Churchill is westward.					
				DEPUE SECONDARY TRACK (Fort Wayne Division)					
					.				
				DEPUE JCT. (Kankakee Br.)	0.0				
				DEPUE	1.2				
				*Distance from Depue Jct. The direction from Depue Jct. to Depue is westward.					
				K & S SECONDARY TRACK (Fort Wayne Division)					
X	X			END OF BLOCK (M.L. Cincinnati to Kankakee)	0.0				
				KX (ICG Crsng.)	0.2				
				WEST K&S SWITCH	0.9				
				The direction from End of Block to West K&S Switch is westward.					

FIRST CLASS					
STATIONS	E.L. 629	361	363		
	Daily Ex. Sat., Sun. and Holidays	Daily	Daily		
Leave	A.M.	P.M.	P.M.		
BUFFALO.....					
BV (N.E. Region).....					
DUNKIRK.....					
WESTFIELD.....					
ERIE.....					
ASHTABULA.....					
PAINESVILLE.....					
QD.....					
EAST 26TH STREET.....					
DB.....					
BROADWAY.....	7.36				
CLEVELAND.....	\$ 7.40				
UNION TERMINAL.....					
BE.....					
ELYRIA.....					
SANDUSKY.....					
PORT CLINTON.....					
CP 285.....					
TOLEDO.....					
NASBY.....					
BRYAN.....					
WATERLOO.....					
KENDALLVILLE.....					
B (E.S.T.).....					
ELKHART (C.S.T.).....					
ELKHART.....					
WG.....					
HIGH STREET.....					
SOUTH BEND.....					
ARNOLD STREET.....					
LA PORTE.....					
JD.....					
PO.....		12.12	9.27		
GARY.....					
NE.....		12.30	9.45		
MS.....		12.38	9.53		
LAKE JCT.....		12.40	9.55		
STATE LINE.....					
RIVER BRANCH JCT.....		12.50	10.05		
ENGLEWOOD.....					
SOUTH BRANCH BRDG.....		1.10	10.25		
CHICAGO UNION STATION.....		\$ 1.15	\$10.30		
Arrive	A.M.	P.M.	P.M.		

PITTSBURGH TO CHICAGO—WESTWARD

FIRST CLASS					
STATIONS	453	455	41	9	
	Daily Ex. Sat. and Sun. (See Note)	Daily Ex. Sat. and Sun. (See Note)	Daily	Daily Mail	
Leave	A.M.	A.M.	A.M.	P.M.	
PITTSBURGH (Cent. Reg.)			\$ 1.35	\$ 3.05	
COLSAN			5.21	8.00	
BUCYRUS					
UPPER SANDUSKY			5.37	8.11	
FOREST			5.48	8.21	
DUNKIRK			5.54	8.28	
ADA					
LIMA			\$ 6.20	8.55	
DELPHOS			6.35	9.18	
VAN WERT					
ESTRY			6.49	9.32	
ADAMS			7.13	10.00	
FORT WAYNE (E.S.T.)			\$ 7.20	\$ 10.20	
FORT WAYNE (C.S.T.)			# 6.25	R 9.25	
JUNCTION			6.28	9.28	
VANDALE			6.48	9.43	
WARSAW			7.05	9.58	
PLYMOUTH			7.26	10.17	
HAMLET			7.37	10.31	
WANATAH			7.50	10.46	
VALPARAISO	\$ 5.55	\$ 6.35			
WHEELER		\$ 6.43			
BART	6.08	6.48	8.06	11.06	
HOBART	\$ 6.09	\$ 6.49			
BROADWAY	\$ 6.16	\$ 6.55			
GARY	\$ 6.21	\$ 7.00	D 8.16	11.16	
CLARKE JCT.	6.25	7.04	8.21	11.20	
INDIANA HARBOR	\$ 6.28	\$ 7.08	8.24	11.24	
MAHONING	\$ 6.31	\$ 7.10			
WHITING	\$ 6.35	\$ 7.17	8.29	11.28	
LAKE JCT.					
RIVER BRANCH JCT.	6.41	7.25	8.36	11.33	
ENGLEWOOD	\$ 6.50	\$ 7.35	8.44	11.40	
SOUTH BRANCH BRDG.	7.00	7.45	8.55	11.50	
CHICAGO UNION STATION	\$ 7.05	\$ 7.50	\$ 9.00	(12th St.) \$ 11.59	
Arrive	A.M.	A.M.	A.M.	P.M.	
<div>Will not operate May 27, July 4, Sep. 3, Nov. 22, Dec. 25</div>					

FIRST CLASS					
STATIONS	360	362	E.L. 628		
	Daily	Daily	Daily Ex. Sat., Sun. and Holidays		
Leave	A.M.	P.M.	P.M.		
CHICAGO UNION STATION	\$ 7.15	\$ 4.15			
SOUTH BRANCH BRDG.....	7.20	4.20			
ENGLEWOOD.....					
RIVER BRANCH JCT.....	7.37	4.37			
STATE LINE.....					
LAKE JCT.....	7.45	4.45			
MS.....	7.48	4.48			
NE.....	7.58	4.58			
GARY.....					
PO.....	8.18	5.18			
JD.....					
LA PORTE.....					
ARNOLD STREET.....					
SOUTH BEND.....					
HIGH STREET.....					
WG.....					
ELKHART.....					
ELKHART (C.S.T.).....					
B (E.S.T.).....					
KENDALLVILLE.....					
WATERLOO.....					
BRYAN.....					
NASBY.....					
TOLEDO.....					
CP 285.....					
PORT CLINTON.....					
SANDUSKY.....					
ELYRIA.....					
BE.....					
CLEVELAND UNION TERMINAL.....			\$ 5.20		
BROADWAY.....			5.23		
DB.....					
EAST 26TH STREET.....					
QD.....					
PAINESVILLE.....					
ASHTABULA.....					
ERIE.....					
WESTFIELD.....					
DUNKIRK.....					
BV N.E. Region).....					
BUFFALO.....					
Arrive	A.M.	P.M.	P.M.		

FIRST CLASS					
STATIONS	8	40	454	456	
	Daily Mail	Daily	Daily Ex. Sat. and Sun. (See Note)	Daily Ex. Sat. and Sun. (See Note)	
Leave	A.M.	P.M.	P.M.	P.M.	
CHICAGO UNION STATION.....	(12th St.) R 11.00	S 4.00	S 5.05	S 5.40	
SOUTH BRANCH BRIDGE.....	11.05	4.05	5.10	5.45	
ENGLEWOOD.....	11.15	4.13	S 5.20	S 5.55	
RIVER BRANCH JCT.....	11.25	4.21	5.28	6.03	
LAKE JCT.....					
WHITING.....	11.32	4.26	S 5.33	S 6.08	
MAHONING.....			S 5.39		
INDIANA HARBOR.....	11.37	4.29	S 5.42	S 6.14	
CLARKE JCT.....	11.40	4.32	5.47	6.18	
GARY.....	11.43	C 4.34	S 5.50	S 6.21	
BROADWAY.....			S 5.56	S 6.25	
HOBART.....			S 6.04	S 6.32	
BART.....	11.57	4.47	6.05	6.33	
WHEELER.....			S 6.10		
VALPARAISO.....			S 6.20	S 6.45	
WANATAH.....	12.20	5.05			
HAMLET.....	12.32	5.19			
PLYMOUTH.....	12.46	5.31			
WARSAW.....	1.06	5.52			
VANDALE.....	1.22	6.08			
JUNCTION.....	1.37	6.22			
FORT WAYNE (C.S.T.).....	S 1.40	S 6.25			
FORT WAYNE (E.S.T.).....	R 2.45	# 7.30			
ADAMS.....	2.55	7.38			
ESTRY.....	3.18	8.02			
VAN WERT.....					
DELFHOS.....	3.37	8.20			
LIMA.....	3.55	S 8.33			
ADA.....					
DUNKIRK.....	4.25	8.59			
FOREST.....	4.32	9.06			
UPPER SANDUSKY.....	4.45	9.17			
BUCYRUS.....					
COLSAN.....	5.05	9.32			
PITTSBURGH (Cent. Reg.).....	S 10.00	1.12			
Arrive	P.M.	A.M.	P.M.	P.M.	
			Will not operate May 27, July 4, Sep. 3, Nov. 22, Dec. 25		

(TOLEDO DIVISION)					
Westward		SECOND CLASS		Eastward	
		645 Freight	STATIONS	646 Freight	
		Mon. and Thur.		Tue. and Fri.	
		Leave		Arrive	
		A.M.		P.M.	
		9.30	ELYRIA JCT.....	1.30	
			OBERLIN.....		
			KIPTON.....		
			WAKEMAN.....		
			COLLINS.....		
		11.30	NORWALK.....	10.30	
			MONROEVILLE.....		
		1.30	BELLEVUE.....	8.30	
		P.M.		A.M.	
		Arrive		Leave	

HILLSDALE BRANCH

(TOLEDO DIVISION)

Westward		SECOND CLASS		Eastward	
	691 Freight	693 Freight	STATIONS	696 Freight	692 Freight
	Daily Except Sunday	Daily Except Sunday		Daily Except Sunday	Daily Except Sunday
	Leave	Leave		Arrive	Arrive
	P.M.	A.M.		P.M.	P.M.
		8.15	OSSEO.....	4.00	
			HILLSDALE.....		
			FORT WAYNE JCT.....		
			JONESVILLE.....		
			ALLEN.....		
		9.30	QUINCY.....		
		10.00	COLDWATER.....	2.15	
			BATAVIA.....		
		11.00	BRONSON.....	1.50	
			BURR OAK.....		
	2.30	1.10	STURGIS.....	1.15	2.10
			RK.....		
	3.30		WHITE PIGEON.....		11.15
			WHITE PIGEON JCT.....		
			BRISTOL.....		
			B.....		
			ELKHART.....		
	P.M.	P.M.		P.M.	A.M.
	Arrive	Arrive		Leave	Leave

CLINTON BRANCH

(TOLEDO DIVISION)					
Southward		SECOND CLASS		Northward	
		631 Freight	STATIONS	632 Freight	
		Daily Except Sunday		Daily Except Sunday	
		Arrive		Leave	
		A.M.		A.M.	
		9.20	LENAWEE JCT.....	6.45	
			RAISIN CENTER.....		
		9.01	TECUMSEH.....	7.15	
			CLINTON.....		
		A.M.		A.M.	
		Leave		Arrive	

IDA BRANCH

(TOLEDO DIVISION)

Westward		SECOND CLASS		Eastward	
		635 Freight	STATIONS	634 Freight	
		Daily Except Sunday		Daily Except Sunday	
		Arrive		Leave	
		P.M.		P.M.	
		6.30	LENAWEE JCT.....	4.30	
		6.00	DEERFIELD.....	5.00	
			PETERSBURG.....		
			FEDERMAN.....		
			IDA.....		
		P.M.		P.M.	
		Leave		Arrive	

MORENCI BRANCH

(TOLEDO DIVISION)

Westward		SECOND CLASS		Eastward	
		636 Freight	STATIONS	637 Freight	
		Monday Wednesday Friday		Monday Wednesday Friday	
		Leave		Arrive	
		A.M.		P.M.	
		9.01	GROSVENOR.....	12.30	
			OGDEN.....		
			JASPER.....		
			WESTON.....		
		10.30	MORENCI.....	11.30	
		A.M.		A.M.	
		Arrive		Leave	

(TOLEDO DIVISION)				
SECOND CLASS				
STATIONS	695 Freight	631 Freight	637 Freight	635 Freight
	Daily Except Sunday	Daily Except Sunday	Mon. Wed. Fri.	Daily Except Sunday
	Leave	Leave	Leave	Leave
	A.M.	A.M.	P.M.	P.M.
TOLEDO.....				
SWAN CREEK.....				
VULCAN.....	9.15			
SYLVANIA.....				
OTTAWA LAKE.....				
RIGS.....				
BLISSFIELD.....				
GROSVENOR.....	12.10		12.31	
PALMYRA.....				
LENAWEE JCT.....	12.20	9.20	1.00	7.00
N&W CROSSING.....				
ADRIAN.....		9.45		7.15
CADMUS.....				
CLAYTON.....				
	P.M.	A.M.	P.M.	P.M.
	Arrive	Arrive	Arrive	Arrive

VULCAN—OLD ROAD BRANCH—EASTWARD

(TOLEDO DIVISION)

SECOND CLASS				
STATIONS	632 Freight	636 Freight	694 Freight	634 Freight
	Daily Except Sunday	Mon. Wed. Fri.	Daily Except Sunday	Daily Except Sunday
	Leave	Leave	Leave	Leave
	A.M.	P.M.	P.M.	A.M.
CLAYTON.....				
CADMUS.....				
ADRIAN.....	6.30			4.01
N&W CROSSING.....				
LENAWEE JCT.....	6.40	8.45	12.30	4.10
PALMYRA.....				
GROSVENOR.....		9.00	12.40	
BLISSFIELD.....				
RIGA.....				
OTTAWA LAKE.....				
SYLVANIA.....				
VULCAN.....			3.00	
SWAN CREEK.....				
TOLEDO.....				
	A.M.	A.M.	P.M.	P.M.
	Arrive	Arrive	Arrive	Arrive

SPECIAL INSTRUCTIONS

GENERAL RULES

Examinations

100C-A. Employees are required to have dates of their last Book of Rules, Timetable, Physical and Air Brake Examination listed in the proper place on the Qualified For Service page of their Timetable.

Uniforms.

100J-1-A1. Designated uniformed employees must wear the Standard Penn Central or Amtrak uniform while on duty.

Penn Central and Amtrak uniform coats must be buttoned except when trainmen are actually engaged in lifting transportation.

Penn Central uniform requires a clean, plain, white broadcloth shirt with either long or short elbow length sleeves and four-in-hand or black clip-on bow tie of dacron-wool material with square ends measuring $4\frac{1}{2}$ inches long and $1\frac{3}{4}$ inches wide, a black belt, black hose and black shoes. Amtrak uniform requires a clean Amtrak shirt and matching tie, black belt, black hose and black shoes.

Passenger trainmen may perform their duties without uniform coats and vests during the period May 1 to October 31, inclusive, or at any time when the outside temperature exceeds 80 degrees, except trainmen who have objectionable markings on their arms, such as tattoos, etc., must not wear shirts with short elbow length sleeves. The long sleeve shirt must be buttoned and not rolled.

Paraphernalia must be carried in such manner as to assure a neat appearance at all times.

Safety Rule of the Day

100M-A1. Train, Engine and Other Transportation Employees (Except Station Employees) are required to know the Safety Rule of the day, which is printed on the page preceeding General Order No. 601. They are also required to know the meaning, intent and application of the Rule.

Conductors and enginemen will assure themselves that members of their crew also know and fully understand the Rule.

Employees Permitted to Ride on Engines, etc.

100 O-A1. Referring to Rule O, the following designated employees will be permitted to ride on engines, freight trains and front and rear ends of passenger trains.

Staff Officers and Assistants.

Movement Directors.

Asst. Movement Directors.

Train Dispatchers.

Yardmasters and Assistants, in their districts.

Supervisors C. and S. and Assistants, C. and S. Inspectors, C. and S. Foremen and Assistants, Power Directors and Assistants, E. T. Gang Foremen, Linemen and Maintainers in their districts.

Supervisors of M. of E. and M. of W., Assistants and Foremen in their districts.

Air-Brake Instructor.

Rules Examiners.

Supervisor of Structures and Assistants.

Railroad Police Officers in discharge of their duties.

Sales Department Representatives

Other persons must hold proper transportation issued by the Superintendent.

(Continued on next page)

Under no circumstances are more than four men to be allowed to ride in the cab of an engine hauling a passenger train, two men in addition to the engine crew.

Personal Injuries.

100R-A1. Injuries to persons must be reported immediately to the Division Superintendent and a full report made to the head of the department within twenty-four hours.

100R-A2. Medical Officers and Surgeons. All examinations in the Medical Department are performed by appointment only, except in case of emergency.

Location	Name and Address	Telephone Number
Archbold, O.	E. R. Murbach, M.D. 405 Lutz Road	445-2015
Ashtabula, O.	William F. Davis, M.D. 2125 Lake Ave.	997-4366
	T. F. O'Connor, M.D., Oculist 4634 Main St.	993-3841
	Carl J. Streicher, M.D., Oculist 217 Park Place	992-6941
	S. L. Altier, M.D. (Medical Officer) Office, 3503 Carpenter Road By Appointment	964-0471
	R. S. Millberg, M.D. (Medical Officer) Office, 430 West 25th St. (Res.) By Appointment	998-1212 963-1136
	W. B. Millberg, M.D. (Surgeon) Office, 430 West 25th St.	993-3121
Bryan, O.	Russell K. Ameter, M.D. (Off.) Cameron Hospital (Res.)	636-1131 636-2148
Blue Island, Ill.	J. F. Van de Roovaart 12757 S. Western Ave.	388-0325
Buffalo, N. Y.	James A. Werick, M.D. Part-time Medical Officer Office Penn Central Terminal Hours: 8 A.M. to 12:00 Noon Mon. 8 A.M. to 11:00 A.M. Wed. 8 A.M. to 12:00 Noon Thurs. 2:30 P.M. to 4:30 P.M. Friday	852-5820 Ext. 220
	Jack W. Herrmann (Surgeon) Office, 73 High St. Res., 162 Brantwood Road	884-3333 835-1111
	Carrol J. Shaver (Surgeon) Offices, 5489 Broadway Lancaster, N. Y. 154 Cazenovia St. Res., 112 Greenway Road	683-6683 834-1857
	Robert A. Smallman (Surgeon) 675 Delaware Ave. Westbrook Hotel	883-9907
	Samuel Militello (Surgeon) 1003 Genesee Street	893-2826

(Continued on next page)

Location	Name and Address	Telephone Number
Chicago, Ill.	Dr. James D. Thornton (Medical Officer) Office, 248 Union Station 8:00 A.M. to 12:00 Noon 1:00 P.M. to 5:00 P.M. Daily except Sat., Sun. and Holidays Res., 1355 North Sandburg Terrace, Chicago, Ill.	236-7200 Ext. 2348, 2349 337-7697
	Dr. Anthony Bay 6424 S. Central Ave. Office Res.	735-5544 767-4040
	Dr. J. L. Keeley Mercy Hospital	842-3991
	Dr. Samuel Garrick 4130 S. Halsted St.	927-2873
	Dr. Robert Geuraink (Surgeon) 250 E. Superior St. Res. 425 E. First St., Hinsdale, Ill.	787-1442 325-2523
Cleveland, O.	(Division Medical Officer) Office, Station Master's Office Cleveland Union Terminal Daily, except Saturday, Sunday and Holidays 7:00 A.M. to 4:00 P.M. By Appointment	771-4664 Ext. 6307- 6308
	Kent L. Brown (Surgeon) Office, Center Chagrin Medical Bldg. Room 202 3451 Warrensville Center Road Shaker Heights, Ohio	283-8080
	R. E. Holmberg, M.D. (Assist. Surgeon) Office, 10465 Carnegie Ave. Res., 2256 Woodmere Ave.	791-4662 321-2035
	Hudson D. Fowler, Jr., M.D. 18599 Lake Shore Blvd.	531-8500
	Wm. F. Sorer, M.D. 577 East 152nd St.	851-6880 Ext. 7263
	D. J. Coburn, M.D. 18599 Lake Shore Blvd.	531-8500
	Wm. E. Mishler, M.D. 737 Midland Bldg. (C.U.T. Employee)	241-8400
	Lincoln C. Dickey, M.D. 18599 Lake Shore Blvd. (Ears, Nose and Throat)	531-8500
	Myron Volk, M.D., Oculist 18599 Lake Shore Blvd.	531-8500
	R. J. Nicholl, M.D. (Ophthalmologist) 11201 Shaker Blvd.	795-2112
(Continued on next page)		

Location	Name and Address	Telephone Number
Dolton, Ill.	Dr. M. Robert Weidner Office, 617 E. Sibley Blvd. Res., 14512 Cottage	841-0922 841-0234
Dunkirk, N.Y.	Samuel Patti, M.D. 501 Deer St.	366-5217
Dwight, Ill.	Dr. Edward F. Joss 106 S. Franklin St.	584-3068
East Chicago, Ind.	Dr. J. A. Teegarden, Jr. (Surgeon) Office, 1919 E. Columbus Dr. Res., 5830 Stony Island Ave., Apt. 4A (Chicago, Ill. 60637)	397-1805 398-2828 493-5775
	Dr. Edward A. Campagna 3406 Guthrie St.	397-0125
Elkhart,	The Simpson Medical Group Dr. D. R. South, Jr. Dr. G. R. Bloom Dr. B. E. Kintner Dr. D. D. Swihart Simpson and Superior St. Oculists are also located at the Simpson medical group.	523-4206
Elyria, O.	S. L. Zieve, M.D. Elyria Savings and Trust Building	322-0328
Erie, Pa.	Joseph M. Walsh, M.D. 702 West 8th St.	452-2896
	James H. Delaney, M.D., Oculist 410 Medical Arts Bldg. 225 West 25th St.	456-3660
	L. A. Lasher (Surgeon) Part-time Medical Officer Office, 255 Professional Bldg. 1611 Peach Street	455-9038 456-4937
	R. L. Lasher (Ass't. Surgeon) Part-time Medical Officer Office, 255 Professional Bldg. 1611 Peach Street	455-9038 452-3114
	J. Elmer O'Brien (Surgeon) 302 East 10th St.	452-3912
	J. Donald Lasher (Ass't. Surgeon) Part-time Medical Officer Office, 255 Professional Bldg. 1611 Peach Street	455-9038 833-0816
Fort Wayne, Ind.	Dr. R. W. Terrell, Ophthalmologist Office, 446 W. Pontiac St. Res., 4727 Old Mill Road	744-1371 744-4735
	Dr. R. E. Bower Office, 3610 Brooklyn Ave., Ft. Wayne, Ind. Res., 7019 Balmoral Drive, Ft. Wayne, Ind.	747-6171 432-1815
(Continued on next page)		

Location	Name and Address	Telephone Number
Gary, Ind.	Dr. R. N. Bills (Surgeon) Office, 504 Broadway Res., 534 Lincoln St.	885-6106 882-6208
	Dr. W. K. Robinson (Surgeon) Office, 6111 Harrison St. Res., 500 N. Montgomery St.	887-6461 938-2382
Harvey, Ill.	Dr. H. T. Hannig Office, 15301 Page Ave. Office hours: 1:30 P.M. to 4:00 P.M. Mon., Tues., Wed. and Fri. 10:30 A.M. to 12:00 Noon Saturday Residence	331-0066 755-2970
Huron, O.	C. E. Swanbeck, M.D. 212 Cleveland Rd.	433-5222
Joliet, Ill.	Dr. L. J. Heintz Office, 58 No. Chicago St. Res.	722-8508 726-6986
Kankakee, Ill.	Dr. E. S. Hamilton 147-151 N. Schuyler Ave.	932-6431
	Dr. Andrew P. Adams Office 104 Wall St. Residence	939-3321 939-1831
	Dr. James R. Kennedy 104 Wall St. Residence	932-0911 939-2279
Kendallville, Ind.	Dr. Herman Hepner Office, 705 N. State St. Office Hours: 10:00 A.M. to 11:59 A.M. Monday thru Saturday. 2:00 P.M. to 5:30 P.M. Daily except Wednesday and Sunday.	347-3300
Lima, O.	Dr. John D. Alberton (Surgeon) Office, 1008 W. Market St. Res., 2267 Oakland Parkway	223-1961 224-7691
Logansport, Ind.	Dr. Earl W. Bailey (Surgeon) Office, 212-214 Fifth St. Res., 2522 North St.	753-4469 753-4498
	Dr. Max Pfuetze (Medical Officer) Office, 408 North St. Res., 1511 North St. Office Hours: 10:00 A.M. to 12:00 Noon 1:00 P.M. to 4:30 P.M. Daily except Sun. and Holidays. Wednesday 10:00 A.M. to 12:00 Noon	753-3023 753-2517
Marion, Ind.	Dr. Joseph Davis (Surgeon) Office, 131 N. Washington St. Res., 127 N. Washington St.	662-6641 662-2446
Munster, Ind.	A. C. Remich, M.D. The Hammond Clinic 7905 Calumet Ave.	836-5800
	Dr. Arthur J. Kuhn, Oculist 7905 Calumet Ave.	836-5800
Continued on next page)		

Location	Name and Address		Telephone Number
New Carlisle, Ind.	Dr. J. E. Luzadder 105 W. Michigan St.		654-3631
Norwalk, O.	C. B. Thomas, M.D. 257 Benedict Ave. Norwalk Professional Colony		662-4561
Plymouth, Ind.	Dr. James B. Kubley (Surgeon) Office, 304 North Walnut Res., 624 East La Porte *June through August—Dr. James B. Kubley, Pretty Lake, RFD 3—936-8045.		936-3178 936-2969
Sandusky, O.	Dr. W. P. Skirball Office, 1218 Cleveland Road Res., 1428 Erie Blvd. House by appointment	Office Res.	626-1313 626-1382
South Bend, Ind.	Dr. J. V. Cassady, Oculist 815 Sherland Bldg. 103 Jefferson St.		232-6973
Streator, Ill.	Dr. D. Oris Conley National Bank Bldg.		672-2224
Toledo, O.	Frank E. Foss, M.D. 316 Michigan Ave.		243-1105
	George N. Bates, M.D. 316 Michigan Ave.		243-1105
	Jos. P. Moran, M.D. (Medical Officer) Suite 204 Office, 3100 West Central Ave. By Appointment		535-7807
	H. A. Ponoman, M.D. Office, Suburban Medical Center 1564 Byrne Road By Appointment		385-5751
Warsaw, Ind.	Dr. John R. Baum (Surgeon) Office, 212 South Indiana (46580) or Murphy Medical Center Res., 305 Seventh St., Winoma Lake, Ind. 46590		267-8212 267-5411
Westfield, N.Y.	Van S. Laughlin, M.D. 56 Portage St.		326-3621

100R-A3. Locations of Hospitals.

Location	Name and Address	Telephone Number
Adrian, Mich.	Emma L. Bixby Hospital	265-6161
Ashtabula, O.	Ashtabula General Hospital 2420 Lake Ave.	992-3112
Auburn, Ind.	Souders Hospital West 7th St.	925-2800
Bedford, O.	Bedford Municipal Hospital 44 Blaine Ave.	439-2000
Berea, O.	Southwest General Hospital Front and Bagley St.	234-2733
Buffalo, N.Y.	Emergency Hospital of the Diocese of Buffalo 108 Pine St.	854-4850
	Buffalo General Hospital 100 High St.	886-5600
	So. Buffalo Mercy Hospital 565 Abbott Road	822-5000
	Millard Fillmore Hospital 3 Gates Circle	882-8000
	Kenmore Mercy Hospital 2950 Elmwood Ave.	877-5000
Chicago, Ill.	The Wesley Memorial Hospital 240 E. Superior St.	337-6500 Ext. 238
	Holy Cross Hospital 2700 West 69th Street	434-6700
	Mercy Hospital 2537 Prairie Ave.	842-4700
	St. Bernard Hospital 6337 Harvard Ave.	873-8200
Cleveland, O.	St. Lukes Hospital 11311 Shaker Blvd.	791-1000
	Lutheran Hospital 2609 Franklin Ave.	696-4300
	Euclid General Hospital 101 East 185th St.	531-9000
	Fairview General Hospital 18101 Lorain Ave.	252-1222
Columbia City, Ind.	Whitley County Memorial 353 N. Oak St.	244-6191
Culver, Ind.	Military Hospital Academy Grounds	842-3311

(Continued on next page)

Location	Name and Address	Telephone Number
Dunkirk, N.Y.	Brooks Memorial Hospital 10 West 6th St.	366-1111
East Chicago, Ind.	St. Catherine Hospital 4321 Fir Street	397-3080
Elkhart, Ind.	Elkhart General Hospital 1100 South Boulevard	523-5350
Elyria, O.	Memorial Hospital 630 East River	323-3221
Erie, Pa.	St. Vincent's Hospital 24th and Sassafras St.	453-6911
	Hamot Hospital 2nd and State St.	455-6711
Fort Wayne, Ind.	Lutheran Hospital 3024 Fairfield Avenue	745-0541
	St. Joseph Hospital 730 W. Berry St.	742-4121
	Parkview Memorial Hospital 2200 Randalia	484-6636
Gary, Ind.	St. Mary's Mercy Hospital Tyler St. and Fifth Ave.	882-9411
	Methodist Hospital 1600 West 6th Ave.	882-9461
Hammond, Ind.	St. Margaret's Hospital 30 Clinton St.	932-2300
Harford City, Ind.	Blackford Co. Hospital E. VanCleve Street	348-0300
Hillsdale, Mich.	Community Health Center 168 So. Howell Street	437-4451
Kankakee, Ill.	St. Mary Hospital 192 South 5th Avenue	933-4451
	Riverside Hospital 350 North Wall St.	933-1671
La Porte, Ind.	La Porte General Hospital 205 E. St.	362-3151
Lima, O.	Memorial Hospital Bellefontaine Ave.	224-0321
	St. Rita Hospital High and Baxter Sts.	227-3361
Logansport, Ind.	St. Joseph Hospital 26th and High Streets	753-7541
	Memorial Hospital North Michigan Avenue	753-3117
Marion, Ind.	Marion General Hospital Wabash Avenue	664-2311
(Continued on next page)		

Location	Name and Address	Telephone Number
Plymouth, Ind.	Park View Hospital 1401 North Michigan St.	936-3181
Sandusky, O.	Providence Hospital 1912 Hayes Ave.	625-8450
Sturgis, Mich.	Sturgis Memorial 600 S. Lakeview Ave.	651-3211
South Bend, Ind.	Memorial Hospital 604 North Main St.	234-9041
	St. Joseph Hospital 401 N. Notre Dame	234-2151
Streator, Ill.	St. Mary Hospital 615 Bloomington St.	672-2147
Tiffin, O.	Mercy Hospital West Market St.	447-3130
Toledo, O.	Flower Hospital 3350 Collingwood Ave.	244-3711
	St. Vincent Hospital 2213 Cherry St.	244-1971
Union City, Ind.	Union City Memorial Hospital No. Columbia St.	964-3161
Upper Sandusky, O.	Wyandotte Memorial Hospital N. Sandusky Ave.	294-1941
Valparaiso, Ind.	Porter Memorial Hospital La Porte Road	462-1121
Van Wert, O.	Van Wert County Hospital 1250 South Washington St.	232-8045
Warsaw, Ind.	Murphy Medical Center Buffalo and Winona Ave.	267-3121

OPERATING RULES

STANDARD TIME

1001-A1. EASTERN STANDARD TIME applies in this region except CENTRAL STANDARD TIME applies as follows:

Chicago Division
 Fort Wayne to Division Post Chicago Division
 Van to Division Post Chicago Division
 Effner Secondary Track
 G. R. & I. Branch
 Kankakee Branch
 K&S Secondary Track
 Churchill Secondary Track
 Depue Secondary Track
 Division Post, Fort Wayne Division to End of Block (Main Line Cincinnati to Kankakee)

TIMETABLES

1004-A. All First Class trains on pages 25 to 30 are passenger carrying trains unless otherwise indicated.

Letters and Characters

1004-B. The following letters and characters in schedules indicate:

- S**—Regular stop.
- F**—Stop on signal to receive or discharge passengers.
- C**—Regular stop to receive passengers.
- D**—Regular stop to discharge passengers.
- E**—Regular stop for express, mail or newspapers.
- M**—Regular stop daily except Saturday and Sunday.
- N**—Regular stop daily except Sunday.
- †**—May leave 5 minutes in advance of scheduled departing time.
- No baggage service.
- ◇**—Passenger train—No train baggageman.
- #**—Train may leave at schedule arriving time when station work is completed.
- R**—May leave in advance of schedule if traffic is received.

EMERGENCY SIGNALS AT INTERLOCKING AND OTHER DESIGNATED POINTS

1013-A1. Emergency Signals—Whistle or Horn, in service as follows:

CLEVELAND DIVISION

OD, QD, DB, OX and BE.

TOLEDO DIVISION

Swan Creek, Nasby, Alexis, SA, Stanley Hump Tower A, Walbridge and Olive.

CHICAGO DIVISION

Alton Jct., JD and HF.

ENGINE WHISTLE OR HORN SIGNALS

1014-A1. Except in emergency, enginemen are relieved from sounding engine whistle signal **Rule 14 (1)** for public crossings at the following locations:

CLEVELAND DIVISION

Between QD and CP 190,
DB and Clark,
DB and Harvard

1014-A2. (Cleveland Division). Between Walton and Ledge, enginemen are not permitted to sound engine whistle, except in emergency.

1014-A3. Except in emergency, within the State of Illinois, enginemen are relieved of sounding engine whistle signal **Rule 14 (1)** for public crossings that are protected by automatic crossing protection except on the Joliet Branch at Chicago Heights—East End Ave. and Halsted Street.

APPLICATION OF RULE 14(1), STATE OF INDIANA

1014-A4. In compliance with Indiana Senate Enrolled Act No. 221, effective August 1, 1972, amendment to Section 1, IC 1971, 8-6-4-1, **Rule 14(1)** of the Penn Central Rules For Conducting Transportation, CT-400, is in effect at all public crossings within the State of Indiana.

In the event the whistle and/or bell become inoperative, the locomotive must stop before each crossing and proceed only after manual protection is provided at the crossing by a member of the crew unless such manual protection is known to be provided.

TRAIN SIGNALS

1019-A1. Trains of foreign railroads may display train signals as required by the operating rules of their respective railroads when on this Region.

1019-A2. In the application of **Rule 19**, the use of reflectorized marker is prohibited as follows:

Cleveland Division

Main Line Buffalo to Chicago between BV and CP 113.

APPLICATION OF RULE 19, STATE OF NEW YORK

1019-A3. In accordance with New York State Law, and in the application of **Rule 19**, the following instructions are in effect on the Cleveland Division in the State of New York.

1. The last car of passenger, mail, work or wreck trains shall be equipped with electric markers of sufficient candle power to be visible for a distance of 3,000 feet under normal weather conditions. Battery powered, flashing-type or constant burning markers shall be deemed sufficient compliance with the foregoing requirement.
2. The use of reflectorized markers on cabooses is prohibited as follows: beyond 25 miles of yard limits in State of New York by day or night.

USE OF SIGNALS

Fusees and Torpedoes.

1035-A1. On account of fire hazard lighted fusees must not be displayed on open deck bridges or trestles unless necessary to prevent an accident.

1035-A2. Employes using lighted fusees to pass or communicate signals must use extreme caution when disposing of them. Lighted fusees are not to be thrown in the air, nor should they be carelessly thrown on the ground where fire or other damage could result. Fusees must be properly disposed of by the employe when they have served their purpose.

1035-B. Minimum number of fusees and torpedoes which must be carried as part of equipment in services indicated:

	Fusees	Torpedoes
Passenger Service	10	10
Freight Service	12	12
Engines	3	6
Engine Helper Service	6	6
Track Cars	4	8
Crossing Watchmen	3	0
Detector Cars and Burro cranes	6	12

NOTE. In event that the supply becomes depleted during a trip, proper advance information must be given in order that the supply may be replaced at convenient points.

SUPERIORITY OF TRAINS

TOLEDO DIVISION

1072-A1. On single track EASTWARD and NORTHWARD trains are superior by direction to trains of the same class in the opposite direction except as follows:

Between Hillsdale and Sturgis No. 693 is superior to No. 696.

Between Vulcan and Lenawee Jct. and between Adrian and Clayton Westward trains are superior to Eastward trains, except No. 636 is superior to No. 695.

Morenci Branch, Westward trains are superior to Eastward trains.

CHICAGO DIVISION

On single track EASTWARD AND SOUTHWARD trains are superior by direction to trains of the same class in opposite direction except as follows:

Kankakee Branch between South Bend and JK, Westward trains are superior to Eastward trains.

FORT WAYNE DIVISION

On single track EASTWARD and SOUTHWARD trains are superior by direction to trains of the same class in the opposite direction except as follows:

Kankakee Branch between JK and Kankakee, Westward trains are superior to Eastward trains.

1074-A1. EMPLOYEES' REGISTER (C.T. 876 R-3)

The Employees' Register, as referred to in **Rule 74**, has been revised to include the last Bulletin Order number in effect.

Signature, as required by **Rule 74**, will also be the signature for Bulletin Orders as required by **Rule 75(c)**.

Signature in the Bulletin Book for Bulletin Orders, discontinued.

GENERAL ORDERS—BULLETIN ORDERS**Bulletin Board — Employees Register — Train Register — Standard Clocks.**

1075-A1. Location of Bulletin Boards where applicable General Orders and Bulletin Orders are posted and General Orders are delivered. Location of Employee's Register, Train Registers and Standard Clocks of this region.

General Orders will be issued by authority and over the signature of the General Manager.

Bulletin Orders will be issued by authority and over the signature of the Division Superintendent.

General Notices will be issued by authority and over the signature of the Division Superintendent.

Bulletin Orders issued and in effect during the period of one calendar month will expire at 12.01 A.M. on the first day of each month, all of which must be removed from Bulletin Board.

Effective at 12.01 A.M. on the first day of each month, a new Bulletin Order will be issued repeating all Bulletin Order paragraphs continuing in effect.

NOTE—X indicates in service.

CLEVELAND DIVISION

Bulletin Board and Bulletin Book	Employees' Register	Train Register	Standard Clock	Location	Other Regions, Divisions, and Railroads	Note
X	X	.....	X	Dunkirk, N.Y.—Yard Office	.....	.....
X	X	.....	X	Erie— Passenger Station Crew Locker Room	Buffalo Div. P. & L. E.	.....
X	X	.....	.....	OD Yard Office	N. & W.	.....
X	X	.....	.....	Lake Yard Office	Valley Div.	.....
X	X	.....	.....	Painesville—Station	.....	.....
X	X	.....	X	Collinwood— Yard Office east end Westbound Yard Yard Office west end Eastbound Yard	Buffalo Div. Southern Reg. Toledo Div.	.....
X	X	.....	X	Crew Dispatcher's Office Penn Central Inn	Valley Div. Southern Reg. Toledo Div. Buffalo Div. N. & W., W. & L. E. District Central Reg. Akron-Chicago Div. C.&O./B.&O. N.&W. E-L	.....
X	X	.....	X	Engine Dispatcher's Office	Valley Div. Buffalo Div. Toledo Div. Southern Region N. & W., W. & L. E. District	.....
X	X	.....	.....	Yard Office west End of westbound Hump Yard Office East End of Eastbound Engine Terminal General Foreman's Office	.....	.....
X	X	.....	X	Yard Office Fisher Body Company East 55th St.—Yard Office	.....	.....

Bulletin Board and Bulletin Book	Employees' Register	Train Register	Standard Clock	Location	Other Regions, Divisions, and Railroads	Note
X			X	Cleveland Union Terminal—Train Dispatcher's Office	Buffalo Div. Toledo Div. Southern Reg. E-L	
X	X			West Park—Yard Office		
X	X		X	Rockport—Yard Office, east end	N. & W.-W. & L. E. District	
X	X		X	Yard Office, west end	Valley Division	
X	X			Yard Office Hummel Road	Southern Reg.	
X	X			General Motors Yard Office		
X	X		X	Chrysler—Yard Office		
X	X			Wheelock—Yard Master's Office Ford Yard	Central Reg.	
X	X			Rockside Road—New locker room		
X	X			Cleveland—Riverbed Yard Office		
X	X			Cleveland—West Breakwater Yard Master's Office		
X				Block Stations and Train Order Offices		
TOLEDO DIVISION						
X X X X	X X X X	X X	X X	Elyria—Yard Office } Diesel Foreman's Office } Fairlane—Yard Office Sandusky—Yard Office Fremont—Scale house	Cleveland Div.	
X X	X X		X X	Stanley Yard—Employee Register Room } K Yard Office }	Northern Reg. Central Region C.&O/B.&O. Ann Arbor Southern Reg. Toledo Term. N.&W.	
X	X		X	Gibsonburg Station		
X X X	X X X			Coleman—Trainmen's Building Woodville Freight Station Toledo—Train Dispatcher's Office		
	X X		X	Toledo Engine Dispatcher's Office Baggage Room	Cleveland Div. Chicago Div. C&O-B&O, Valley Div.	
X	X		X	Air Line Jct. Register Clerk's Office	Cleveland Div. Chicago Div.	
X X X X X X X	X X X X X X X	X X X X X	X X X X X	Wagon Works Jct.—Yard Office Waterloo—Agent's Office West Sturgis Adrian—Crew Room Hillsdale—Station vestibule Grosvenor—Phone Box Lenawee Jct.—Phone Booth Tecumseh—Box at W. Patterson St.	Detroit Div. Ft. Wayne Div.	
X				Block Stations and Train Order Offices		

CHICAGO DIVISION						
Bulletin Board and Bulletin Book	Employees' Register	Train Register	Standard Clock	Location	Other Regions, Divisions, and Railroads	Note
X	X	.....	X	Valparaiso—Station	C.U.S. Ft. Wayne Div.	.....
X	X	.....	.....	East Chicago—Freight Office	B. & O. CT	.....
X	X	.....	X	110th Street—Yard Office	.....	.....
X	X	.....	X	Colehour—Yard Office, West End	Belt R.R. B.&O. CT C. R. I. & P.	.....
X	X	.....	.....	American Maize Co.	.....	.....
X	X	.....	X	55th Street—Yard Office	Ft. Wayne Div. B.N.	.....
X	X	.....	X	Chicago—Foreman's Office, 16th Street Engine House	Northern Reg., C.U.S., PC- C. R. I. & P. joint instructions No. 1 Ft. Wayne Div. B.N.	.....
X	X	.....	X	Chicago—Coach Yard, Yard Master's Office	C.U.S., PC- C. R. I. & P. joint instructions No. 1 Ft. Wayne Div. B.N.	.....
X	X	.....	X	Chicago—C. U. S. Telegraph Office (GB)	Northern Reg., C. U. S. Ft. Wayne Div.	.....
X	.....	.....	X	Chicago—Train Dispatchers Office	.....	.....
X	X	.....	X	59th Street—Crew Dispatcher's Office	Southern Reg. I. H. B. R.R. C.U.S. B.N. Ft. Wayne Div.	.....
X	X	.....	X	59th Street—Enginehouse	I.H.B. R.R., B.N.	.....
X	X	.....	.....	Campbell Soup—Yard Office	.....	.....
X	X	.....	.....	Damen Avenue—Yard Office	C. U. S.	.....
X	X	.....	.....	16th Street—Yard Office	.....	.....
X	X	.....	X	Robert R. Young Yard Hump Yard Office	Southern Reg., Northern Reg., Toledo Div., Ft. Wayne Div. I. H. B. R.R. and PC- C. R. I. & P. joint instructions No. 1 B.N.	.....
X	X	.....	X	Engine House		.....
X	X	.....	X	Dormitory		.....
X	X	.....	.....	West End Yd. Off. Crew Room		.....
X	.....	.....	X	Olivers Yard—Crew Room	Ft. Wayne Div.	.....
X	.....	.....	X	LaPorte—Freight Office	.....	.....
X	X	.....	X	Burns Harbor—Yard Office	.....	.....
X	X	.....	X	Indiana Harbor—Yard Office	I.H.B. R.R.	.....
X	X	.....	.....	Park Manor	PC-C. R. I. & P. Joint Instructions No. 1	.....
X	.....	.....	.....	Block Stations and Train Order Offices	.....	.....

(Continued on next page)

FORT WAYNE DIVISION

Bulletin Board and Bulletin Book	Employees' Register	Train Register	Standard Clock	Location	Other Regions, Divisions, and Railroads	Note
X	X			Dunkirk, Ind.—Agent's Office		
X	X		X	Marion—Crew Room	Southern Reg., Toledo Div., Chicago Div.	
X	X		X	Goodman—Yard Office	Southern Reg.	
X	X		X	Logansport—Van, Trainmans Room	Southern Reg., C.U.S. Chgo. Div.	
X	X		X	Logansport—Crew Dispatcher's Office	Southern Reg. Chgo. Div.	
X	X		X	Logansport—Yard Office, Yard A	Southern Reg. Chgo. Div.	
X	X			Lima—Yard Office.....		
X	X			Decatur—Yard Office		
X	X		X	Fort Wayne—Eng. House	Central Reg., Northern Reg., Southern Reg. Chgo. Div. C.U.S. I. H. B. R.R. Toledo Div.	
X	X		X	Fort Wayne—Station	Central Reg., C.U.S. I. H. B. R.R. Chgo. Div.	
X			X	Fort Wayne—Train Dispatcher's Office	Southern Region Northern Reg.	
X	X		X	Fort Wayne—Yard Office—Piqua Road		
X	X		X	Columbia City—Freight House		
X	X		X	Kankakee—Register Room	Southern Reg. Chgo. Div.	
X	X	X		KX	Southern Reg.	
X	X		X	Yard Office Hobbie Ave.		
	X		X	Streator Jct.—Agent's Office		
X				Ladd		
X				Block Stations and Train Order Offices		

Standard Clocks

- 1075-A3.** Standard Clocks at Other Points:
 Train dispatcher's offices.
 Open block stations and train order offices.

1078-A1. TRAIN INSPECTION SIGNALS

Hot Box Detectors and Recorders which measure and record the heat of passing journal boxes are in service at various locations.

At all installations, arrangements must be made to stop trains as soon as possible when the hot box detector so indicates by the recorder.

Train or engine crews, upon contacting dispatcher or operator, will be advised as to which side of car and which journal has the defective condition.

If on observation no exception is taken to the reported defective car, crew members will be responsible for observing journal condition of the two cars ahead and two cars behind the reported car, opening journal box lids, if so equipped, for thorough observation.

1078-A2. TRAIN INSPECTION DETECTORS AND SIGNALS.

CLEVELAND DIVISION MAIN LINE BUFFALO TO CHICAGO

Type of Detector	Location at Mile Post	Direction of Operation	Track	Location of Train Inspection Signal
Hot Box and Dragging Equipment	15.7	Eastward and Westward	No. 1 and 2	
Hot Box and Dragging Equipment	33.0	Eastward and Westward	No. 1 and 2	
Hot Box and Dragging Equipment	49.1	Eastward and Westward	No. 1 and 2	
Hot Box	63.9	Eastward and Westward	No. 1 and 2	
Hot Box and Dragging Equipment	78.8	Eastward and Westward	No. 1 and 2	
Hot Box and Dragging Equipment	93.0	Eastward and Westward	No. 1 and 2	
Hot Box and Dragging Equipment	108.0	Eastward and Westward	No. 1 and 2	
Hot Box	120.4	Eastward and Westward	No. 1 and 2	
Hot Box	141.0	Eastward and Westward	No. 1 and 2	
Hot Box and Dragging Equipment	159.8	Eastward and Westward	No. 1 and 2	
Hot Box	177.9	Eastward and Westward	No. 2	

MAIN LINE ALLIANCE TO CLEVELAND

Dragging Equipment	102.9	Westward	No. 2	MP 105.1
Dragging Equipment	110.4	Westward	No. 2	MP 112.1
Dragging Equipment	114.0	Eastward	No. 1	MP 112.1

CLEVELAND SHORT LINE BRANCH

Height	QD	Westward	No. 3 and 4	MP 4.8
Height	17	Eastward	No. 3 and 4	MP 13.4

TOLEDO DIVISION
MAIN LINE BUFFALO TO CHICAGO

Type of Detector	Location at Mile Post	Direction of Operation	Track	Location of Train Inspection Signal
Hot Box and Dragging Equipment	213.2	Eastward and Westward	No. 1 and 2	MP 205.7 (E) MP 221.0 (W)
Hot Box	240.3	Eastward and Westward	No. 1 and 2	
Hot Box and Dragging Equipment	261.9	Eastward and Westward	No. 1 and 2	
Hot Box and Dragging Equipment	299.4	Eastward and Westward	No. 1 and 2	
Hot Box	319.0	Eastward and Westward	No. 1 and 2	MP 313.7 (E)
Hot Box	340.0	Eastward and Westward	No. 1 and 2	MP 335.9 (E) MP 346.7 (W)
Hot Box	358.7	Eastward and Westward	No. 1 and 2	
Hot Box and Dragging Equipment	382.7	Eastward and Westward	No. 1 and 2	MP 377.6 (E) MP 388.7 (W)
Hot Box and Dragging Equipment	403.3	Eastward and Westward	No. 1 and 2	

CHICAGO DIVISION
MAIN LINE BUFFALO TO CHICAGO

Hot Box and Dragging Equipment	426.6	Eastward and Westward	No. 1 and 2	
Hot Box and Dragging Equipment	441.9	Eastward and Westward	No. 1 and 2	MP 446.3 (W)
Hot Box and Dragging Equipment	453.2	Eastward and Westward	No. 1 and 2	MP 448.8 (E) MP 457.2 (W)
Hot Box and Dragging Equipment	477.6	Eastward and Westward	No. 1 and 2	MP 470.8 (E)

MAIN LINE PITTSBURGH TO CHICAGO

Dragging Equipment	429.3	Westward	No. 2	
Dragging Equipment	430.1	Eastward	No. 1	

FORT WAYNE DIVISION
MAIN LINE PITTSBURGH TO CHICAGO

Dragging Equipment	203.5	Eastward	No. 1	
Dragging Equipment	213.5	Westward	No. 2	
Dragging Equipment	223.5	Eastward	No. 1	
Hot Box	232.5	Eastward and Westward	No. 2	
Hot Box	240.7	Eastward and Westward	No. 1	
Dragging Equipment	242.8	Eastward	No. 1	
Dragging Equipment	256.1	Westward	No. 2	
Dragging Equipment	278.8	Eastward	No. 1	
Hot Box	278.8	Eastward and Westward	No. 1	
Dragging Equipment	283.8	Westward	No. 2	
Dragging Equipment	292.1	Eastward	No. 1	
Dragging Equipment	310.3	Westward	No. 2	

Type of Detector	Location at Mile Post	Direction of Operation	Track	Location of Train Inspection Signal
Dragging Equipment	325.0	Eastward	No. 1	
Hot Box	335.5	Eastward and Westward	No. 2	
Dragging Equipment	335.5	Westward	No. 2	MP 339.1
Hot Box	343.1	Eastward and Westward	No. 1	
Dragging Equipment	343.1	Eastward	No. 1	MP 339.3
Dragging Equipment	355.5	Westward	No. 2	
Dragging Equipment	363.6	Eastward	No. 1	
Hot Box	363.6	Eastward and Westward	No. 1	
Hot Box	379.6	Eastward and Westward	No. 2	
Dragging Equipment	379.7	Westward	No. 2	
Dragging Equipment	381.6	Westward	No. 2	MP 382.3
Dragging Equipment	390.1	Eastward	No. 1	
Hot Box	401.9	Eastward and Westward	No. 1	
Dragging Equipment	408.9	Westward	No. 2	
Hot Box	409.0	Eastward and Westward	No. 2	
Hot Box	418.6	Eastward and Westward	No. 1	
Dragging Equipment	418.6	Eastward	No. 1	

MAIN LINE COLUMBUS TO CHICAGO

Dragging Equipment	99.2	Westward	No. 2	
Dragging Equipment	108.1	Eastward	Single	
Dragging Equipment	112.1	Westward	Single	
Dragging Equipment	123.5	Eastward	Single	
Dragging Equipment	161.5	Eastward	No. 1	
Hot Box	167.9	Eastward and Westward	Single	
Dragging Equipment	167.9	Westward	Single	
Dragging Equipment	186.7	Eastward and Westward	Single	Home Signal Bunker Hill (E)
Dragging Equipment	L-5.9	Eastward	No. 1	
Dragging Equipment	T-4.1	Eastward	No. 1	
Dragging Equipment	233.7	Westward	No. 2	
Dragging Equipment	241.9	Eastward	No. 1	
Hot Box	241.9	Eastward and Westward	No. 1	
Dragging Equipment	242.5	Westward	No. 2	
Dragging Equipment	248.8	Westward	No. 2	Home Signal LaCrosse (W)
Dragging Equipment	257.2	Eastward	No. 1	
Dragging Equipment	278.3	Westward	No. 2	

1079-A. CLEARANCE AUTHORITY

Agents, Yardmasters, Car Inspectors and others responsible for the billing, carding, routing and handling of cars or other equipment to determine proper routing, must provide themselves with a copy of Penn Central General Notice No. 207-C—Clearance Authority for movement of all equipment and all lading on open top cars over the lines of Penn Central and PRSL in freight service.

MOVEMENT OF TRAINS

1083-A3. Trains must not leave the following stations without authority as specified:

CLEVELAND DIVISION

Station	Authority
Buffalo	Westward Freight trains must obtain permission from East End Dispatcher and will relate the number of the last Bulletin Order and General Order in effect.
Erie	Westward Freight trains must obtain permission from East and West End Dispatcher and Eastward Freight trains must obtain permission from East End Dispatcher and relate the number of the last Bulletin Order and General Order in effect.
Collinwood	Eastward Freight trains must obtain permission from West End Dispatcher and will relate the number of the last Bulletin Order and General Order in effect.

TOLEDO DIVISION

Toledo	Conductors reporting for duty at Toledo Station must, before departing, obtain permission from Operator in Train Dispatchers Office telephone 506.
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CHICAGO DIVISION

East Gary	Westward Joliet Branch trains or engines must obtain permission from operator at Willow Creek.
Joliet Yard	Eastward trains or engines must obtain permission from operator Willow Creek.
C.U.S.	Conductors must report to operator GB for instruction.

FORT WAYNE DIVISION

Station	Authority
PC Jct.	Eastward and westward trains must obtain permission from operator at Illinois River.
Seatonville	Eastward CMStP&P trains must obtain permission from operator at Illinois River.
Depue Jct.	Eastward trains must obtain permission from operator at Illinois River.
Illinois River	Westward trains operating between PC Jct. and Zearing will receive B.N. train orders at Illinois River.
Granville Jct.	Westward CMStP&P trains must obtain permission from operator at Illinois River.
Kankakee	Trains or engines must obtain permission from operator at Kankakee before moving from K&S Secondary Track to Kankakee Branch main track. Eastward trains, or engines, when ready to depart west yard, Kankakee, must obtain permission from operator at Kankakee.
KT	Passenger trains, when ready to depart KT, must obtain permission from operator at Kankakee.

1083d-A1. Trains will not leave the following stations without Clearance Form A:

TOLEDO DIVISION

Toledo C.U.T.....Westward—Vulcan-Old Road Branch
—trains and engines.

CHICAGO DIVISION

BC.....Applies only to eastward Southern
Region, Southwest Division trains

FORT WAYNE DIVISION

JK.....Westward trains.

Kankakee.....All trains.

Streator Jct.....All trains.

Illinois River.....All trains.

*Van.....Passenger and mail trains.

*Enginemen are relieved of reporting for Clearance Form A. Conductor will secure and personally deliver a copy of each train order or Clearance Form A to the engineman who will compare with the conductor by reading the train order or Clearance Form A aloud.

Movement of Trains by Timetable and Train Order only.

1091-A1. Movement of Trains on Main Tracks by Timetable and Train Order Only Where No Form of Block Signal System is in use.

Movement of passenger trains will be made under MBS Rules.

TOLEDO DIVISION

Track	Between	and	Note
Norwalk Branch	Elyria Jct.	Oberlin	1-2-3
	Oberlin	Clyde	2-3
	Clyde	Fremont	1-2-3
	Fremont	Genoa	2-3
	Genoa	Millbury Jct.	1-2-3
Vulcan-Old Road Branch	Vulcan	Adrian	2-3
	Adrian	Clayton	1-2-3
Hillsdale Branch	Hillsdale	Jonesville	1-2-3
	Jonesville	White Pigeon	2-3
	White Pigeon	White Pigeon Jct.	1-2-3

(Continued on next page)

Track	Between	And	Note
Morenci Branch	Grosvenor	Morenci Jct.	2-3
Waterloo Branch	Horton	Ft. Wayne Jct.	1-2-3
	Hillsdale	Pleasant Lake	1-2-3-6
Clinton Branch	Clinton	Tecumseh	1-2-3
	Tecumseh	Lenawee Jct.	2-3
Shipshewana Branch	Goshen	Shipshewana	1-2-3
Ida Branch	Deerfield	Ida	1-2-3
	Lenawee Jct.	Deerfield	2-3
Litchfield Branch	Jonesville	Litchfield	1-2-3

CHICAGO DIVISION

Joliet Branch	East Gary	Joliet Yard	2-3
Kankakee Branch	HF	JK	1-3-5

FORT WAYNE DIVISION

Fourth Street Branch	Junction	End of Track	1-3-5
Waterloo Branch	Waterloo	Auburn Jct.	1-3-5
Kankakee Branch	JK	PC Junction	3-4

NOTE 1. **Rule S-97** does not apply.

NOTE 2. Except where **Rule S-93** is in effect, extra trains must not occupy the Main Track unless authorized by Signal Indication or permission of Train Dispatcher or Operator. All movements must be reported clear.

NOTE 3. See Special Instruction **1093-A1**.

NOTE 4. Extra trains must not occupy the Main Track unless authorized by Signal Indication or permission of Train Dispatcher or Operator. All movements must be reported clear.

NOTE 5. Trains and engines must not occupy the Main Track unless authorized by signal indication or permission of Train Dispatcher or Operator. All movements must be reported clear.

NOTE 6. The following tracks will not be used without permission of the Superintendent: Between Angola and Pleasant Lake.

Yard Limits

1093-A1. Yard limits indicated by yard limit signs as follows:

TOLEDO DIVISION

Track	Between	And
Waterloo Branch	(Fort Wayne Jct.) 118 feet east of Mile Post 366 (Hillsdale Branch)	(Horton) 900 feet north of Mile Post 86
	(Hillsdale) 1416 feet west of Mile Post 362 (Hillsdale Branch)	(Pleasant Lake) 2366 feet south of Mile Post 36
Shipshewana Branch	(Goshen) 477 feet west of Mile Post 411	(Shipshewana) To end of Main Track
Litchfield Branch	(Jonesville) 1361 feet west of Mile Post 367 (Old Road Branch)	(Litchfield) To end of Main Track
Ida Branch	(Deerfield) 1720 feet east of Mile Post 7	(Ida) To end of Main Track
	(Lenawee Jct.) 1160 feet east of Old Road Mile Post 325	2498 feet west of Ida Branch Mile Post 1
Clinton Branch	(Lenawee Jct.) 1160 feet east of Old Road Mile Post 325	2286 feet south of Clinton Branch Mile Post 1
	(Tecumseh) 2481 feet north of Mile Post 7	2375 feet north of Mile Post 9
Eastern Branch	(Stanley) SA	2640 feet south of Mile Post 9 (Columbus Div.)
Western Branch	(Stanley) SA	4224 feet south of Mile Post 8
Vulcan-Old Road Branch	(Vulcan) T.T. Crossing	1529 feet west of Mile Post 301
	(Michigan Elevator) 577 feet east of Mile Post 307	987 feet east of Mile Post 311
	(Blissfield) 1584 feet west of Mile Post 317	1063 feet west of Mile Post 320
	(Lenawee Jct.) 1188 feet west of Mile Post 324	1549 feet east of Mile Post 326
	(Adrian) 167 feet east of Mile Post 328	429 feet east of Mile Post 334
(Continued on next page)		

Track	Between	And
Hillsdale Branch	(Jonesville) 1361 feet west of Mile Post 367	(Hillsdale) End of Main Track 3168 feet east of Mile Post 360
	(Quincy) 850 feet east of Mile Post 378	133 feet east of Mile Post 379
	(Coldwater) 75 feet east of Mile Post 383	265 feet west of Mile Post 386
	(Sturgis) 1560 feet east of Mile Post 408	1390 feet west of Mile Post 409
	(White Pigeon) 865 feet west of Mile Post 419	(White Pigeon Jct.) 1900 feet east of Mile Post 421
Norwalk Branch	(Elyria) 600 feet east of Mile Post 208	(Oberlin) 1034 feet west of Mile Post 217
	(Norwalk) 900 feet west of Mile Post 236	1900 feet west of Mile Post 239
	(Bellevue) 2175 feet east of Mile Post 249	2250 feet east of Mile Post 252
	(Clyde) 2600 feet east of Mile Post 257	1640 feet west of Mile Post 258
	(Fremont) 1930 feet west of Mile Post 265	400 feet east of Mile Post 268
	(Genoa) 171 feet west of Mile Post 281	(Millbury Jct.) 3650 feet west of Mile Post 287
Morenci Branch	(Morenci) Mile Post 18	End of Main Track 2966 feet west of Mile Post 18
CHICAGO DIVISION		
Joliet Branch	East Gary	1000 feet west of Mile Post 1.0
	(Hartsdale) 696 feet east of Mile Post 10	505 feet east of Mile Post 13
	(Chicago Heights) 1625 feet east of Mile Post 19	Mile Post 22
Kankakee Branch	HF	JK
(Continued on next page)		

FORT WAYNE DIVISION

Track	Between	And
Grand Rapids Branch	Mile Post 123	Mile Post 117
	Mile Post 98	Junction
Columbia City Secondary Track	Vandale	Mile Post 53
Decatur Yard Running Track	2800 feet west of Mile Post 69	4500 feet west of Mile Post 72
Fourth Street Branch	Junction	End of Track
Waterloo Branch	Auburn Jct.	4044 feet north of Mile Post 25
Culver Secondary Track	Van	11,488 feet west of Van
Effner Secondary Track	Mile Post 56	End of Block
Kankakee Branch	(South Bend) (Chicago Div.)	2179 feet east of Mile Post 4
	(Hamlet) Mile Post 26	Mile Post 29
	(North Judson) 23 feet east of Mile Post 42	2847 feet west of Mile Post 45
	(Schneider) 280 feet east of Mile Post 77	417 feet east of Mile Post 80
	(Kankakee) 2420 feet east of Mile Post 99	Mile Post 105
	(Reddick) Mile Post 120	Mile Post 121.2
	(Streator Jct.) 745 feet west of Mile Post 150	1177 feet east of Mile Post 156
	(Illinois River) 230 feet west of Mile Post 187	1400 feet east of Mile Post 189
Churchill Secondary Track	(Churchill) Mile Post 0.1	End of Secondary Track
Main Line Cincinnati to Kankakee	(Aroma Park) (Sou. Reg.) Mile Post 244.6	End of Block (Mile Post 249.1)

CHICAGO DIVISION

1093-B1. Rule D-93 in effect as follows:

Track	Between	And
Main Line Columbus to Chicago No. 1 and No. 2	Bernice	Beverly Jct.

Authority to Proceed as an Extra

1097-A1. In the application of **Rules S-97** and **D-97** when a train is to run as a Passenger Extra it will be notified by the operator.

NON-INTERLOCKED RAILROAD CROSSINGS AT GRADE

1098-A1. Movement of trains or engines on this region over non-interlocked railroad crossings at grade will be governed as follows.

CLEVELAND DIVISION

Location	Signals, etc., Governing Movements Over Crossings		Requirements	Note
	Type	Indication or Position		
Cleveland: West of Cuyahoga River Bridge B&O	Target	Vertical	Cross without stopping.	1-5 6-7
Cleveland: Lorain Street C.T.S. Crossing	None		Stop. Proceed on hand signal after switch indicator light indicates unlocked.	9

TOLEDO DIVISION

Elyria Jct.: B&O Wye	Stop Sign		Stop before crossing.	
Sandusky Pier: B&O	Target	Vertical	Proceed	1
Toledo: Manufacturers Industrial Track N&W	Stop Signs and Target	Horizontal	Stop before crossing.	1- 4-5
CS Jct.: N&W	Target	Horizontal	Proceed	1
Between K & Alexis C&O	Target- Gate	Horizontal	Proceed	2
Clyde Southern Region	Stop Signs and Target	Vertical	Proceed	1
Fremont N&W	Target	Vertical	Proceed	1
Adrian DT&I	Stop Sign		Stop before crossing.	
Vulcan: T.T.	Stop Sign		Stop before crossing.	
Bimo: DT&I	Stop Sign		Stop before crossing.	
Lenawee Jct.: Clinton and Ida Branches	Stop Sign		Stop before crossing.	
Tecumseh: PC Crossing	Stop Sign		Stop before crossing.	
Petersburg: DT&I Crossing	Dwarf	Red—Stop Green—Proceed	Stop be governed by in- structions posted in con- trol box.	

(Continued on next page)

CHICAGO DIVISION

Location	Signals, etc., Governing Movements Over Crossing		Requirements	Note
	Type	Indication or Position		
Brighton Park: ICG South Wye Track Crossing	Stop Sign and Semaphore	Horizontal or red light—Stop. Vertical or green light—Proceed.	Stop at Stop Sign. Proceed on signal aspect and hand signal from switchtender.	11
Brighton Park: ICG RR	Stop Sign and Semaphore	Horizontal or red light—Stop. Vertical or green light—Proceed.	Stop at Stop Sign. Proceed on signal aspect and hand signal from switchtender.	11
Chicago, 26th St. Ill. Northern	Stop Sign and Semaphore	Horizontal or red light—Stop. Vertical or green light—Proceed.	Stop at Stop Sign. Signal aspect governs after stopping.	
Chicago, 12th St.: B&OCT C&NW	Stop Sign		Stop. Proceed on hand signal, yellow flag or yellow light.	
Right of Way No. 1 Track to American Steel Foundry— I. H. B.	Stop Sign		Stop. It must be known that crossing is clear before proceeding.	
Right of Way No. 3. EJ&E—IHB Jct.	Stop Sign		Stop. It must be known that crossing is clear before proceeding.	
South Bend: Bendix Lead CSS&SB	Gate	Closed over CSS&SB	Stop. It must be known that crossing is clear before proceeding.	
South Bend: O'Brien Track CSS&SB	None		Stop. It must be known that crossing is clear before proceeding.	
South Bend: Northern Region Connection CSS&SB	None		Stop. It must be known that crossing is clear before proceeding.	

FORT WAYNE DIVISION

Denver: N&W RR	Target Stop Sign	Target Horizontal	Stop. Proceed indication — Target vertical, gate cleared. Indicated at night by red light.	
North Manchester: Michigan Branch Southern Region	Stop Sign Indicated at night by red light.	Stop	Stop. After ascertaining no Michigan Branch trains are approaching place target in horizontal position, place 10 minute fusees against Michigan Branch trains, wait 5 minutes and proceed providing crossing is clear. Return target to normal (vertical) after movement is clear.	
Fort Wayne: PC lead to Inter- national Harvester Company Warehouse and Ft. Wayne Union Belt Industrial Tracks (2)	None	None	Stop. It must be known that crossing is clear before proceeding.	

(Continued on next page)

Location	Signals, etc., Governing Movements Over Crossing		Requirements	Note
	Type	Indication or Position		
Fort Wayne: GR&I Branch Crossing with Fourth Street Branch	Gate and position light	More favorable than stop	Proceed not exceeding 10 miles per hour.	10
Becker: Crossing with C&O	Color Light Signals	Red—Stop Yellow— Proceed	Signal operated by ground lever	12
Streator Jct.: N&W., AT&SF Connection	Stop Sign	Stop	Stop. It must be known that crossing is clear before proceeding.	
Streator: ICG	Gates	Vertical	Proceed	
Streator: B.N.	Stop Sign	Stop	Stop. It must be known that crossing is clear before proceeding.	
Streator: N&W North Wye Track	Stop Sign	Stop	Stop. It must be known that crossing is clear before proceeding.	
Ladd: B.N.	Stop Sign	Stop	Stop. It must be known that crossing is clear before proceeding.	

NOTE 1. Trainmen will operate target.

NOTE 2. Trainmen will operate gate, normal position against PC.

NOTE 4. Normal position of target is for N&W. Crews of trains and engines must assure themselves that no N&W train or engine is approaching crossing before changing target, and after movement over crossing is completed, must restore target to vertical position.

NOTE 5. At night, the position of target is indicated by two red lights.

NOTE 6. Trains receiving proper proceed indication may proceed without stopping, at a speed not exceeding 15 miles per hour.

NOTE 7. If target should be found set for Foreign Railroad movement, PC trainmen will, after assuring themselves that crossing is clear of approaching Foreign Railroad trains, set the target for PC movement and if proper signal is received, will proceed.

NOTE 9.

1. Movement from No. 1 track to yard running track:

- (a) Occupy track to within 25 feet of electric locked switch.
- (b) Obtain permission from C.T.S. Dispatcher to use crossing.
- (c) After permission is received, remove padlocks from keepers. If no movement is closely approaching on C.T.S. Catenary should raise. When unlock indicator in switch locks lights, operate switch locks on both ends of crossover.
- (d) Movement over crossing may then be made with proper hand signal by member of crew.
(In event C.T.S. movement is closely approaching, catenary and electric locks will not operate until C.T.S. movement over crossing is completed.)

(Continued on next page)

2. Movement from yard running track to No. 1 track.
 - (a) Obtain permission from PC Train Dispatcher to use crossing and occupy No. 1 track.
 - (b) Be governed by Instructions 1(b), 1(c) and 1(d).
3. In event of both communication and electric lock failure.
 - (a) Operate emergency switch located on east side of C.T.S. instrument case, north of No. 1 track adjacent to yard running track switch.
 - (b) After one minute and 15 seconds time delay be governed by the appropriate Instructions 1(a), 1(c) and 1(d). Notify Train Dispatcher at first point of communication.
4. Restore crossover switches to normal, padlocks to keepers and lock after use.
5. Restore emergency switch to normal position, close and lock emergency box after use.

NOTE 10. If Stop Signal is displayed Conductor or Engineman must obtain permission from Operator at Junction to pass Stop Signal.

NOTE 11. In case of signal failure, trains and engines (after complying with Stop Sign) may proceed on hand signal or verbal permission from switchtender.

NOTE 12. In case of failure of the crossing apparatus, conductor or engineman must notify C. & O. Train Dispatcher by telephone and after obtaining his permission, may operate time release (Pushbutton), located in box adjacent to crossing, (locked with switch padlock), after which signal will display proceed indication.

Instructions for operation of time release posted in telephone box.

1098-A2. In the application of **Rule 98**—in the State of Ohio. At railroad crossings and junctions at grade, not interlocked, all trains must come to a full stop, unless otherwise provided, not nearer than two hundred (200) feet, nor farther than eight hundred (800) feet from the crossing, and will not proceed until the way is known to be clear.

Movable Bridge—Not Part of an Interlocking**1098-B1.****CLEVELAND DIVISION**

Location	Waterway	Signals	Note
Bridge No. 4 Lower Flats	Cuyahoga River	Bridge Indicators	
Bridge No. 6 Central Flats	Cuyahoga River	Semaphore	1

TOLEDO DIVISION

Location	Waterway	Signals	Note
Sandusky Pier	Bay Inlet	Semaphore	2
Bay Bridge	Sandusky Bay	Color Light	3

NOTE 1. Eastward movement made on Signal Indication at DK, westward movement made with semaphore signal controlled by bridge tender.

NOTE 2. Bridge operated electrically. Normal position open and unlocked, as indicated by red light on outside of control station box on either side of channel. To operate bridge, trainmen must first see that no boat is approaching, then open control box with switch key and be governed by instructions posted therein.

NOTE 3. Eastward movement will be governed by Home Signal at CP 248. Westward movement will be governed by signal located 900 feet west of Mile Post 247, controlled by Train Dispatcher.

PROTECTION OF TRAINS**APPLICATION OF RULE 99, STATE OF ILLINOIS**

1099-A1. In accordance with Illinois Commerce Commission revised General Order 196 of May 20, 1970, regarding flag protection, the following instructions are in effect within the State of Illinois:

When a train makes an unscheduled stop or an unusual slow-down, in automatic block signal or traffic control territory except within interlocking limits or yard limits, a crew member shall station himself at the rear of the stopped or slowing train, maintain a vigilant lookout and shall flag against any following trains entering or moving within the same block.

EMERGENCY APPLICATION OF AIR BRAKES

1102-A1. In event of emergency application of Air Brakes, (except as provided in the application of Instructions 13, 13-a and 16-a of the Brake and Train Air Signal Instructions (EC 99) whether train is standing or moving, train must not proceed until entire train has been inspected and known to be safe for movement.

1103-A1. Public Crossings at Grade.

Wherever crossing protection is operated manually, it must be restored to normal after movement is completed and control boxes must be locked.

Tubular Train—When tubular equipment is stopped on grade crossing protected by automatic apparatus, protection must be provided by crews against highway traffic.

Column Table For Public Crossings At Grade
X—Indicates Method of Operation

- COLUMN 1**—Trains or engines must stop before passing over highway crossing and a member of crew must protect the crossing in advance of each movement.
- COLUMN 2**—Automatic highway crossing protection provided on sidings, yard or other tracks, indicates the approach of a train.
- COLUMN 3**—Apparatus provided to interrupt operation of automatic highway crossing protection automatically.
- COLUMN 4**—Apparatus provided to interrupt operation of automatic highway crossing protection manually.
- COLUMN 5**—Trains or engines must stop within limit marked by yellow stripe on side of rail (approximately 70 feet each side of crossing) but clear of highway until crossing protection is operating and highway is clear. If automatic protection fails to function, member of crew must protect the crossing in advance of each movement.
- COLUMN 6**—Highway crossing protection must be operated manually to protect train movement.

CLEVELAND DIVISION

LOCATION	CROSSING	TRACK	See Column Table						Note
			1	2	3	4	5	6	
Main Line Buffalo to Chicago Hamburg on the Lake, N.Y.	Abbotts Crossing (Cloverbank Road)	Main 2 and 3			X				17
Lake View	Lake View Road	All							1
Irving, N.Y.	Allegheny Road	No. 1 and 2			X				18
Sheridan, New York	Harrington Rd.	North and South Sidings							12
Dunkirk, New York	Brooks Ave.	Ind. Lead Niagara Mohawk Co.	X						
	Lake Shore Dr.	Ind. Lead Niagara Mohawk Co.	X						
Erie	Downing Rd.	Old No. 3 East Yard Tracks 1, 2, 3, 4							3-15 3-15
	Cascade St.	Union Iron Works, Siding					X		4-15
	East 12th St.	Hammermill Lead	X						
	East 12th St.	Track leading to E.E.C. Ry.	X						10-15
	Ash Street	Wye	X						10-15
	Wallace Street	Haller Co. and Keystone Realty Co.	X						10-15
	West 12th St. and West 11th St.	Continental Rubber Co.	X						10-15
	Holland Street	All Tracks	X						10-15

(Continued on next page)

LOCATION	CROSSING	TRACK	See Column Table						Note	
			1	2	3	4	5	6		
Erie	Eleventh	Running Track 40				X			4-15	
	Tenth					X			4-15	
	Ninth					X			4-15	
	Eighth Street					X			4-15	
	Seventh Street					X			4-15	
	Cascade Street	Dock Junction Industrial		X			X			
	Raspberry Street			X			X			
	Street Crossing east of Water Works	All Tracks							7-15	
Dock Junction	Pittsburgh Ave.	Lake View Forge		X					5-15	
	Green Garden Road	City and Yard Storage		X			X		6-15 9-15	
Painesville	Headlands Road North and South Crossings	Morton Salt Co. Lead	X							
	Newell St.	All							2	
Wickliffe	Lloyd Road	South Siding							3	
Euclid	Babbitt Road	South Siding							3	
	East 260th St.	South Siding							3	
Cleveland	Coit Road Private Crossing	Lake Front Tracks Nos. 1, 2 and 45 Secondary Track		X			X		3	
	East 70th St.	Lake Front Tracks Nos. 1, 2, and 45 Secondary Track		X			X		3	
	Marquette St.	Lake Front Tracks Nos. 1, 2, and 45 Secondary Track		X			X		3	
	East 49th St.	Lake Front Tracks Nos. 1, 2, and 45 Secondary Track		X			X		3	
	East 40th St.	Lake Front Tracks Nos. 1, 2, and 45 Secondary Track		X			X		3	
	East 38th St.	Lake Front Tracks Nos. 1, 2, and 45 Secondary Track		X			X		3	
	Western Ave.	Industrial Lead	X							
	West 110th St.	Industrial Lead	X							
	Berea Road	Industrial Lead	X							
	Emery Ave.	Industrial Lead	X							
	Main Line Alliance to Cleveland Cleveland	Aetna St.	No. 1 and 2					X		
		Aetna St.	Secondary Tracks		X			X		
East 26th St.		No. 1 and 2					X		12	
		Yard Tracks		X			X			
Marquette Road		Yard		X			X			
Bessemer Ave.		No. 1 and 2			X				12	
		3 and 4 Yard		X					12	
McCracken	McCracken Road	Secondary Tracks No. 98 and 99					X		14	
		Sand Pit							13	
(Continued on next page)										

LOCATION	CROSSING	TRACK	See Column Table						Note
			1	2	3	4	5	6	
Maple Hts.	Rockside Road	Main 1 and 2			X				16
		No. 98		X		X			3-8-12
		No. 99		X		X			3-8-12
		Yard Lead		X			X		3
Bedford	Glendale Ave. Grace Street	No. 1 and 2			X	X			11-12
	Grace Street	Old Line							13
Twin	Highland Road	Main			X				12
Cleveland Short Line Parma	Brookpark Rd.	General Motors Lead							3

NOTE 1. Westward freight trains of more than 75 cars, using No. 3 track approaching Lake View Road, located 2176 feet west of Mile Post 14, must stop at automatic signal 123W if indication less favorable than Approach Limited (**Rule 281B**, Figure B-1) is displayed and must not proceed until authorized by Train Dispatcher.

NOTE 2. Painesville, Newell St.: Cars must not be left closer than 350 feet from line of street.

NOTE 3. Trains and engines must proceed past sign adjacent to track on each side of the crossing prepared to stop and must not cross the highway until the gates are in horizontal position and the crossing is cleared of vehicles between the short arm gates.

Between Coit Rd. and East 38th St. Note 3 applies to No. 45 Secondary Track only.

NOTE 4. Cut in push buttons located on highway crossing signal mast each side of crossing are provided for the operation of automatic highway crossing signals when movements are made over crossing on other than running tracks. Cut in push button must be pushed and held by a member of the crew until movement has cleared the crossing.

NOTE 5. When dwarf signal governing westward movement from No. 20 running track, located 20 feet west of Pittsburgh Avenue crossing displays a stop indication, train must stop east of CC Sign east of Pittsburgh Avenue.

NOTE 6. Westward movement approaching Green Garden Road on City track, must be prepared to stop before passing over crossing unless automatic protection is operating for at least 20 seconds.

NOTE 7. Street crossing east of water works, Erie, must be kept open at all times by trains stopped west of Sassafra St.

NOTE 8. To prevent unnecessary operation of Automatic highway crossing protection trains and engines stopping east or west of crossing on No. 99 track will manually control crossing signals from control box, equipped with RAISE and LOWER buttons, located adjacent to crossing in southeast quadrant. Trains and engines stopping east or west of crossing on No. 98 track will manually control crossing signals from control box, equipped with STOP and START buttons, located adjacent to crossing in northwest quadrant.

NOTE 9. Sign reading "trains stopping to do work must leave cars east of this sign" located 218 feet east of Green Garden Road, on City track (Dock Jct.).

Sign reading "trains stopping to do work must leave cars

(Continued on next page)

west of this sign" located 68 feet west of Green Garden Road, on City track (Dock Jct.).

The purpose of these signs are to prevent unnecessary operation of highway crossing gates and signals.

NOTE 10. Every movement of an engine, car or train across the highway at the crossing shall be stopped clear of the highway and shall not proceed thereover until a member of the train crew, equipped with a red flag during daylight hours and with a lighted red fusee and a lighted white lantern during the hours of darkness, has entered upon the highway and properly warned the traveling public of the approaching of said locomotive, car or train.

NOTE 11. To prevent unnecessary operation of highway crossing signals at Grace St. and Glendale Ave., westward trains on No. 2 track stopping east of Grace St. will manually control crossing signals from control box equipped with stop and start buttons, located adjacent to crossing and southwest of Grace Street.

Westward trains stopping at Maple must stop east of CC signs at this location and contact Operator at Harvard for instructions.

NOTE 12. Train and engine crews must familiarize themselves with the location of CC signs or end circuit signs, and rails marked with yellow stripe, which indicate the operating limits of automatic highway crossing signals.

To avoid unnecessary operation of automatic signals protecting highway grade crossing, trains and engines, in either direction, stopping to do work or for other reasons, must stop with train short of crossing circuit.

Switching movements, movements at slow speed or movements resumed after having been stopped, must approach highway crossing prepared to stop before passing over crossing, unless automatic protection is known to be in operation and area is clear.

If automatic highway crossing protection is not operating, protection must be provided as prescribed in **Rule 103**.

Cars must not be left standing on crossing circuit.

NOTE 13. When shifting movements are being made over the crossing and signals are not flashing, trainmen will start the signals flashing by pushing the proper button at the crossing.

Employees should observe the operation of automatic highway crossing signals and report promptly to the superintendent any failures to operate properly.

NOTE 14. Trains and engines on No. 99 Secondary Track must approach McCracken Road crossing located 320 feet east of Mile Post 113 not exceeding a speed of 5 miles per hour and when front portion of train is over crossing they may resume their authorized speed, account short limits of track circuits that operate flasher signals.

Tracks circuits signs CC located 250 feet east and west of McCracken Road crossing indicate the point beyond which engines and cars will operate automatic crossing protection on No. 99 and No. 98 Secondary Tracks. Engines or cars must not be left standing within these limits.

NOTE 15. Attention is called to the following extract from an order issued by the Pennsylvania Public Utility Commission, State of Pennsylvania.

"A light shall be displayed on the head end of drafts of railroad cars being pushed or dropped over a public highway crossing, at grade, during hours of darkness whether or not the tracks constitute a part of a railroad yard, except at times when such crossing is protected by gates, automatic highway crossing signals, watchmen or train-service employees."

NOTE 16. Eastward trains and engines on No. 1 track stopping in the vicinity of Rockside Road must stop with entire train west of CC sign to prevent unnecessary operation of highway crossing protection.

(Continued on next page)

NOTE 17. To avoid unnecessary operation of automatic signals protecting highway grade crossing, eastward trains and engines, stopping to do work or for other reasons must stop with train short of crossing circuit.

Switching movements, movements at slow speed or movements resumed after having been stopped, must approach highway crossing prepared to stop before passing over crossing, unless automatic protection is known to be in operation and area is clear.

If automatic highway protection is not operating, protection must be provided as prescribed in **Rule 103**.

When Automatic Signal 112E displays an Approach Indication FIG. B1, **Rule 285**, for eastward movement on No. 2 Track, trains will stop west of End of Circuit Sign for Abbots Crossing until assured of proceeding at CP 10.

Eastward movements on No. 3 Track will stop west of End of Circuit Signs for Abbots Crossing unless assured there is sufficient room east of the crossing for their train to clear both Abbots Crossing and Rogers Road.

NOTE 18. To avoid unnecessary operation of automatic signals protecting highway grade crossing, westward trains and engines, stopping to do work or for other reasons, must stop with train short of crossing circuit.

Switching movements, movements at slow speed or movements resumed after having been stopped, must approach highway crossing prepared to stop before passing over crossing, unless automatic protection is known to be in operation and area is clear.

If automatic highway crossing protection is not operating, protection must be provided as prescribed in **Rule 103**.

When Automatic Signals 281W and 282W display a Stop and Proceed Indication, FIG. B1, **Rule 291**, for westward movement on No. 1 and No. 2 Tracks, trains will stop east of End of Circuit Signs for Allegheny Road, and, if trains consists of 100 cars or more, will remain at that location until assured of proceeding at CP 31.

TOLEDO DIVISION

LOCATION	CROSSING	TRACK	See Column Table						Note
			1	2	3	4	5	6	
Main Line Buffalo to Chicago									
Olmsted Falls	Lewis Rd.	North Contr. Siding							11
Elyria	Olive St.	No. 1 and 2							11
Elyria Industrial	W. River St.	All	X						
Amherst	Milan Rd.	Quarry Lead	X						
Vermilion	Division St.	No. 1							11
Huron	Center St.	No. 1 and 2							5
Sandusky	Milan Rd.	Pier Br.					X		
Danbury	Township Rd. 136	All	X						
Toledo	Wales Rd.	No. 1 and 2 So. Contr. Siding							11-6
Archbold	Defiance St.	1, 2 Contr. Siding							11
Waterloo	Wayne St.	No. 1 and 2							10-11
Goshen	Ninth St.	No. 3 (Spur)							12
	Ninth Ave.	No. 1 and 2							14
	Lincoln	No. 3 (Spur)							12
	Lincoln Ave.	No. 1 and 2							14
	Cottage Ave.	No. 3 (Spur)							12
	Cottage Ave.	No. 1 and 2							13
	Cottage Ave.	No. 1 and 2							14
	Fifth St.	No. 1 and 2							13
	Main St.	No. 1 and 2							13
	Wilkinson St.	No. 1 and 2							13
	Chicago Ave.	Bag	X						
	Pike St.	Lateral	X						
Toledo	Sylvania Avenue	Yard Tk.					X		
		Old M.C. Tk.	X						
	Anthony Wayne Trail	CS Jct. Lead	X						
	Oakwood Avenue	No. 1							17
	Collinwood Avenue South Extension	All	X						
	Miami Street	Yard		X					8
	Phillips Avenue	Yard and Old M.C.					X		
	Nebraska Avenue	Yard and No. 1		X					7
Toledo Branch	Benore Road	No. 1							18
Norwalk	Milan Avenue	All	X						
	Prospect Street	All	X						
	Foster Avenue	All	X						
	Wooster Street	All	X						
	Whittlesey Avenue	All	X						
Monroeville, Ohio	W. Monroe Street Route 547	Main	X						
Bellevue	Monroe Street	All	X						
Clyde	Main St. Rte. 101	All	X						

(Continued on next page)

LOCATION	CROSSING	TRACK	See Column Table						Note
			1	2	3	4	5	6	
Fremont	Croghan Street	All	X						
	Napoleon Street	All	X						
	Garrison Street	All	X						
	Birchard Avenue	All	X						
	Hayes Avenue	All	X						
Hillsdale Branch M.P. 360.6 to Hillsdale	ALL AUTO- MATICALLY PROTECTED CROSSINGS	All							20
Hillsdale	Oak St.	Yard	X						21
Quincy	No. Main St.	Main							20
Coldwater	Rt. 638 Garfield Rd.	All	X						26
	Clay Street	All							4
	Jay Street	All							27
Batavia	Main St.	Main							20
Burr Oak	So. Halfway St.	Main							20
	Second Street	Main							20
Sturgis	Chicago St.	All	X						
	St. Joseph St.	All	X						
	West St.	All	X						
White Pigeon	Kalamazoo St.	All				X			
Waterloo Branch Jonesville	Rt. U.S. 12	Main	X						20
Hillsdale	Carleton Rd.	East Wye	X						1
		West Wye	X						1
Montgomery	Long Lake Rd.	Main							20
Angola	U.S. 27	Main	X						
	U.S. 20	Main	X						
Pleasant Lake	Highway 727	Main	X						
Litchfield Branch Litchfield	Highway M49	All	X						
Shipshewana Branch Goshen	East Lincoln Ave.	Shipshewana Br. Main	X						
Vulcan-Old Road Branch Adrian to Clayton	ALL AUTO- MATICALLY PROTECTED CROSSINGS	All							20
Ida Branch Ida	Main St.	Main							16
Petersburg	Expressway U.S. 23	Main							20
Morenci Branch Grosvonor	Rt. 223	Morenci Main				X			
Jasper	Main St. (M 52)	Main				X			20
Weston	Sand Creek Hwy.	Main and Siding	X						20
	Weston Rd.	Main							20
Clinton Branch Sutton	Sutton Rd.	Main							20
Tecumseh	Chicago St. (Rt. 12)	Main							2

(Continued on next page)

LOCATION	CROSSING	TRACK	See Column Table						Note
			1	2	3	4	5	6	
Carrothers Branch Toledo	Summit Street	No. 1 Industrial Track	X						20
	Cleveland Street	No. 1 Industrial Track	X						20
	Erie Street	No. 1 Industrial Track	X						20
	Chase Street	No. 1 Industrial Track	X						20
	Oakdale Street	Yard Track		X	X				
	Utah Street	Yard Track		X					
	Toledo	Oak Street		X					
Walbridge	Main Street	No. 1			X				25
Woodville	Lime Street (Mile Post 69)	Yard Tracks East of No. 1		X					
	U.S. Rte. 20	No. 1 and 2			X				
Gibsonburg	Main Street	Southward Siding	X						
	Kimmerling Street	Southward Siding	X						
	Yeastng Street	Elevator Track	X						
	Stone Street	House Track	X						
Tiffin	Wall Street	Running		X					
	Market Street	B&O Transfer							22 24
	Perry Street	B&O Transfer							22 24
	Market Street	Main							23
	Perry Street	Main							23
Carrothers	State Rte. 4	Southward Siding		X					

NOTE 1. Highway flashing light signals for Carleton Road on east leg of wye. Member of crew must insert switch key in the manual operated controller located just north of crossing on east side of tracks to activate the flashing light signals, then proceed over crossing, removing switch key when highway crossing is cleared.

NOTE 2. Trains and engines will cross street in accordance with indication of traffic lights.

NOTE 4. When shifting movements are made over South Clay Street grade crossing in the City of Coldwater, Michigan. during the hours of darkness or whenever visibility is otherwise diminished, trains and engines must stop before passing over the crossing and in addition to the automatic protection provided a member of the crew must protect the crossing in advance of each movement by the use of lighted fuses.

NOTE 5. Eastward trains and engines on tracks Nos. 1 and 2 and on controlled siding must stop west of end of circuit sign located 550 feet west of Center St. on south side of run-around track.

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NOTE 6. On M.L. Buffalo to Chicago, westward trains or engines stopping on No. 1 and No. 2 main tracks, or controlled siding, vicinity of Wales Road must stop with engine or head end of train east of end of circuit signs. End of circuit signs are located on north side of No. 1 track and on south side of controlled siding approximately 600 feet east of Wales Road and approximately 4,800 feet west of Mile Post 284. When proceeding westward trains and engines must not cross Wales Road until automatic flashing light signals are operating and gates are in horizontal position.

NOTE 7. At Nebraska Ave. northward trains or engines stopping between a point approximately 100 feet north of crossover between No. 2 main track and Campbell Street siding north of Detroit Yard and the end of circuit sign, approximately 800 feet south of Nebraska Avenue crossing, must proceed past the sign prepared to stop and not cross Nebraska Avenue crossing until flashing light signals are operating and gates are in horizontal position.

NOTE 8. Miami St. trains and engines must stop back of the end of circuit signs located on the east side of tracks approximately 160 feet south of Miami Street, and west of the tracks approximately 125 feet north of Miami Street and proceed prepared to stop and not cross Miami Street until flashing light signals are operating and gates are in horizontal position.

NOTE 10. Wayne Street, westward trains and engines, end of circuit sign is located approximately 3,000 feet and 500 feet east of Wayne Street.

NOTE 11. At locations indicated, time out sections are provided to prevent delay to highway traffic while trains are stopped in these sections, time out is located to the rear of the sign (**Rule 103e**). The restart section begins at the sign and extends to the crossing. Trains and engines must not cross the highway until Automatic Crossing Protection is operating and gates, if provided, are in horizontal position.

NOTE 12. End of circuit signs are located on north side of tracks approximately 50 feet east and west of Lincoln Avenue and Cottage Ave. crossing. Trains and engines on the siding north of and adjacent to No. 1 track, must stop back of signs at Lincoln Avenue and Ninth St., and proceed prepared to stop and not cross Lincoln Avenue and Ninth St. and Cottage Ave. crossing until flashing light signals are operating and gates are in horizontal position.

NOTE 13. Westward trains and engines stopping on No. 1 and No. 2 tracks or on the siding on south side and adjacent to No. 2 track, vicinity of Cottage Ave., must stop with engine or head end of train in the release track circuit where end of circuit signs are located 250 feet west of Cottage Ave., but not beyond end of circuit signs located 250 feet east of Fifth St., and must proceed westward prepared to stop and not cross highway until automatic flashing light signals are operating and gates are in horizontal position.

NOTE 14. Eastward trains and engines stopping on No. 1 and No. 2 tracks or on the siding on south side of and adjacent to main track No. 2 vicinity of Fifth St., must stop with engine or head end of train in the release track circuit where end of circuit signs are located 250 feet east of Fifth St., but not beyond end of circuit signs located 250 feet west of Cottage Ave., and must proceed eastward prepared to stop and not cross highway until automatic flashing light signals are operating and gates are in horizontal position. Westward freight trains stopping at Goshen will stop east of end of circuit signs for westward trains and engines on No. 1 and No. 2 track located approximately 180 feet east of East Monroe Street to avoid activating automatic flashing light signals and/or gates at Ninth Ave., Lincoln Ave., Cottage Ave., Fifth, Main and Wilkinson Streets.

(Continued on next page)

NOTE 16. Trains or engines using the main track at these locations must stop between the "End of Circuit" sign and the crossing and shall not proceed across the crossing until gates are in horizontal position. Flashing lights must be operating for at least twenty seconds. End of circuit signs are located adjacent to the crossing.

NOTE 17. When the approach Signal D-561 north of Detroit Yard displays indication as per **Rule 291**, southward freight trains on No. 1 track are to stop back of Oakwood Avenue crossing and crews are to report for further instructions.

NOTE 18. Highway flashing light signals and automatic gates for Benore Road, located approximately 3,000 feet north of Alexis. When southward trains on No. 1 track stop just north of Benore Road, in order to deactivate the flashing light signals and raise the automatic gates, a member of the crew will insert switch key in box mounted on pedestal between north and southbound main tracks south of Benore Road, turn one quarter turn to the right then turn back and remove key when gates raise. To lower gates and start the signals flashing, press button marked "lower."

NOTE 20. Trains and engines must stop before passing over these crossings and a member of the crew must protect the crossing in advance of each movement over the crossing, unless it is known that automatic highway crossing protection is functioning properly.

NOTE 21. When using other than main track at Oak Street, member of the crew must insert switch key in the manually operated controller located just east of crossing on the north side of tracks to activate the flashing light signals, then proceed over crossing, removing switch key when highway crossing is cleared.

NOTE 22. Movement must not be made over either crossing until it is known that the gates are lowered and the flashers are operating. In the event that the gates and flashers do not operate, a member of the train crew must operate the gates and flashers manually by opening a switch located in box painted aluminum, and locked with switch lock, on north end of relay case at Market Street, and on south end of relay case at Perry Street, and leave switch open until movement is completed, then close switch and lock box.

NOTE 23. Northward trains approaching home signal in stop position, that will block Perry or Market Streets, should bring train to a stop at a point 300 feet south of Perry Street, designated by a yellow stripe painted on the outside of each rail. Trains stopping at this point must not proceed over crossing unless gates and flashers are known to be operating, providing proper protection.

NOTE 24. Highway crossing protection must be operated manually to protect train movement.

NOTE 25. Walbridge—northward trains receiving stop signal on No. 1 track at Walbridge Interlocking will stop south of CC signal located 350 feet south of Main Street crossing.

NOTE 26. During hours of darkness or whenever visibility is otherwise diminished, a fusee shall be placed on the roadway shoulders of the northeast and southwest quadrants proximate to the crossing.

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NOTE 27. 1)—All railroad movements (through or switching variety) shall be stopped at a point at least seventy-five (75) feet from the nearest edge of Jay Street and a member of crew shall be present on each side of the track before the movement continues over the crossing, and flagmen shall remain on each side of the crossing while the movement over the crossing is being made and until the crossing is no longer occupied:

2)—All switching movements occurring within or temporarily occupying the space, or any portion thereof, extending from a point not less than seventy-five (75) feet west of the west pavement edge to and including a point not less than seventy-five (75) feet east of the east pavement edge, for Jay Street, shall be provided with a flagman at the subject crossing, and if such movements shall enter the area between the edges of the area between the edges of the street pavement, a flagman shall be provided for each side of the track at the crossing, and:

3)—Between the hours of sunset to sunrise, and at all other times when visibility is reduced or limited by inclement weather or for other causes, the flagmen shall be equipped with and use lighted, red-colored fuseses in addition to such other flagging equipment or other signaling devices as may be reasonably necessary, and during other hours such flagmen shall use a red-colored cloth flag of dimensions that are not less than twenty-four (24) inches square or the equivalent in red-colored, stiff, reflectorized material that is firmly fastened to a wooden or other handle device that is at least forty (40) inches long;

4)—Flags referred to in the above Order are available at the Agent's Office in Hillsdale, Michigan. Conductors and Engineers affected thereby must provide themselves with flags for necessary protection.

CHICAGO DIVISION									
LOCATION	CROSSING	TRACK	See Column Table						Note
			1	2	3	4	5	6	
Main Line Pittsburgh to Chicago Valparaiso	Greenwich St.	No. 1 and 2			X				17
	Axe Ave.	No. 1 and 2			X				
	Franklin St.	No. 1 and 2			X	X			
	Washington St.	No. 1 and 2			X	X			
	Lafayette St.	No. 1 and 2			X	X			
	Napoleon St.	No. 1 and 2			X	X			
Hobart	Linda St.	No. 1 and 2				X			1
	Illinois St.	No. 1 and 2				X			1
	Wisconsin	No. 1 and 2				X			
	Lake Park	No. 2			X				
Gary	Virginia St.	No. 1 and 2				X			2
	21st Ave.	No. 1 and 2				X			
	Broadway St.	No. 1 and 2				X			
	Washington St.	No. 2				X			
	Adams St.	No. 1 and 2				X			
	19th Ave.	No. 1 and 2				X			
	Madison Ave.	No. 1 and 2				X			
	Jackson St.	No. 1				X			
	17th Ave.	No. 1 and 2				X			
	Harrison St.	No. 1 and 2				X			
	15th Ave.	No. 1 and 2				X			
	13th Ave.	No. 1 and 2				X			
	5th Ave.	No. 1				X			
	5th Ave.	Budd Co.						X	
	Massachusetts St.	No. 1 and 2				X			
	Taft St.	No. 1 and 2				X			
Clarke	Clarke Rd.	No. 1 and 2				X			
	Clarke Rd.	Siding		X		X			
Indiana Harbor	Cline Ave.	No. 1			X	X			
	Cline Ave.	No. 2				X			
	McKinley St.	No. 1			X	X			
	McKinley St.	No. 2				X			
	Lincoln St.	No. 1			X	X			
	Washington St.	No. 1			X	X			
	Washington St.	No. 2				X			
	Michigan St.	No. 1 and No. 2			X				
	Watling St.	No. 1 and No. 2			X				
(Continued on next page)									

LOCATION	CROSSING	TRACK	See Column Table						Note
			1	2	3	4	5	6	
Mahoning	Riley Rd.	No. 1 and 2				X			
	Riley Rd.	Eastward Siding		X		X			7
	Riley Rd.	Right of Way No. 3 to Youngstown Plant 2	X						
	Riley Rd.	Right of Way No. 3 to Sinclair Yard	X						
	Riley Rd.	Right of Way No. 3	X					X	7
	Riley Rd.	Riley Yard Lead	X					X	7
	Indianapolis Blvd.	Right of Way No. 3	X					X	21
Whiting	Standard Ave.	No. 1 and 2				X			
		Eastward Siding		X		X			
	Front St.	No. 1 and 2				X			
		Eastward Siding		X		X			
	119th St.	No. 1 and 2							
		Eastward Siding		X		X			
Roby	117th St.	No. 1, 2, and 3				X			
	Calumet Ave.	Colehour Running Track and No. 4			X				
East Chicago	Indianapolis Blvd.	American Maize	X						
	Riley Rd and Dickey Rd. Intersection	Right of Way No. 3	X						
Wolf Lake	Columbus Dr.	Right of Way No. 1	X						
	Hammond Track Avenue "O"	Industrial					X		15
Cummings Track	100th St.	Industrial						X	14
Colehour Jct.	Indianapolis Blvd.	East Wye	X						
Calumet River Line	100th St.	Industrial						X	13
	106th St.	Secondary		X					22
	106th St.	No. 7		X					22
	106th St.	Industrial		X					22
Main Line Columbus to Chicago									
Beverly Jct.	87th St.	No. 1				X			
Washington Heights	Throop St.	No. 1			X				
	95th St.	No. 2			X	X			
	105th St.	No. 1 and 2			X				
	106th St.	No. 1 and 2			X				
	111th St.	No. 1 and 2				X			
West Pullman	120th St.	No. 1 and 2			X	X			
	Halsted St.	No. 1			X				
	119th St.	No. 1			X				
	115th St.	No. 1 and 2			X	X			
	122nd St.	No. 1 and 2				X			
	123rd St.	No. 1 and 2				X			
	120th St.	Switching	X						
	118th St.	No. 1 and 2				X			
(Continued on next page)									

LOCATION	CROSSING	TRACK	See Column Table						Note
			1	2	3	4	5	6	
Riverdale	127th St.	No. 1 and 2				X			
	Acme Steel	No. 1 and 2				X			
	Acme Steel	Acme Steel		X					
Dolton	Main St.	No. 2			X				
	154th St.	No. 1 and 2			X				
	159th St.	No. 1 and 2			X				
Calumet Park	147th St.	Main			X				
	Dolton Ave.	Main				X			
	Sibley Blvd.	Main				X			
Bernice	Torrence Ave.	Industrial							18
Lansing	Burnham Ave.	No. 1 and 2			X				
	Ridge Rd.	No. 1 and 2			X	X			11
	Wentworth	No. 1 and 2			X	X			
	Wentworth	Industrial							
Maynard	Calumet Ave. (State Rd. 141)	No. 1 and 2			X	X			16
	Calumet Ave.	Nat. Brick Co.		X					16
	Calumet Ave.	G.T.W. Intchg.		X					16
Schererville	Joliet	No. 1 and 2			X		X		
	Wihelm	No. 1 and 2			X		X		
	Austin	No. 1			X		X		
Main Line Buffalo to Chicago Osceola									
	Vistula St.	Lumber Co.	X						
	Apple St.	Lumber Co.	X						
	Chestnut St.	Lumber Co.	X						
Mishawaka	Beech Rd.	Team Track					X		
	Berger St.	Industrial	X						
	Byrkt Ave.	Industrial					X		
	So. Merrifield Ave.	Industrial					X		
	Laurel St.	Industrial					X		
	Union St.	Industrial					X		
	Main St.	Industrial and Yard					X		
	Spring St.	Industrial					X		
	Spring St.	Yard					X		
	West St.	Industrial					X		
	Wells St.	Industrial					X		
	Smith St.	Industrial					X		
South Bend	Olive St.	Industrial					X		
	Meade St.	Industrial					X		
LaPorte	Pulaski St.	No. 1			X				
	Pulaski St.	Ewd. and WW Sdg.					X		
	Pulaski St.	N & W Interchange					X		
	Park St.	No. 1 and No. 2			X				
	Park St.	Ewd. and WW Sdg.					X		
	Park St.	N & W Interchange					X		

(Continued on next page)

LOCATION	CROSSING	TRACK	See Column Table						Note
			1	2	3	4	5	6	
LaPorte	Detroit St.	Ewd. and WW Sdg.					X		
	Detroit St.	Frtn. House					X		
	Detroit St.	No. 1 and No. 2			X				
	Madison St.	No. 1			X				
	Madison St.	Ewd. and WW Sdg.					X		
	Perry St.	No. 1			X				
	Perry St.	Ewd. Sdg.		X					
	Perry St.	WW Sdg.					X		
	Tyler St.	C & O Conn.		X					
	Tyler St.	Ewd. and WW Sdg.		X					
	Weller Ave.	Controlled Sdg.		X	X				
	Orchard Ave.	Controlled Sdg.		X	X				
	Orchard Ave.	No. 2 Ewd.			X				
Chesterton	Fourth St.	Ewd. and WW Sdg.					X		
	Eighth St.	Yard					X		
	Eighth St.	Ewd. and WW Sdg.					X		
Porter	15th (Main) St.	South Yard					X		
	Enberg	Controlled Siding		X			X		
Dune Park	Wilson Rd.	Yard					X		
Burns Harbor	Midwest Steel Co.	No. 1 and No. 2			X				3-4
Pine	Clarke Rd.	Siding					X		
Whiting	Front St.	No. 19		X					
	Front St.	No. 1 and No. 2							12
E & W Secondary Track									
Elkhart	Division St.	Main	X						
	Jackson St.	Main	X						
	Beardsley St.	Main	X						
	Cassopolis St.	North Industrial					X		
	Prairie St.	Main	X						
	Edwardsburg Rd.	Main	X						
Mishawaka	Jefferson-Fir Rd.	Main	X						
	Mishawaka Ave.	Main	X						
	Cedar St.	Main	X						
	Main St.	Main	X						
South Bend	Lincolnway West	North Reg. Conn.	X						
Ivanhoe Branch									
Porter	Porter Rd.	Ewd and Wwd Sdg.		X					
Crisman	U.S. Rte. 20	Sand Spur	X						
Willow Creek	Main St.	Wwd Sdg.					X		
East Gary	Ripley St.	Industrial Trk.					X		
Gary	Virginia St.	North Industry					X		
	Massachusetts	Tribune	X						
	Massachusetts	South Industry					X		

(Continued on next page)

LOCATION	CROSSING	TRACK	See Column Table						Note
			1	2	3	4	5	6	
Gary	Broadway	South Industry					X		
	Washington	South Industry and Team					X		
	Adams	South Industry and Team					X		
	Madison	South Industry					X		
	Harrison	South Industry					X		
	Grant	South Industry					X		
		North Team					X		
	Roosevelt	South Industry					X		
	Taft St.	South Industry					X		
Joliet Branch									
South Gary	Delaware St.	Siding and Team					X		
Hartdale	Kennedy Ave.	Main	X						
Frankfort	White St.	North Siding					X		
Steele	County highway No. 52	Main	X						
Kankakee Branch									
South Bend	Arnold St.	Main			X				
	Eckman St.	Industrial				X			
	Ewing St.	Industrial	X						
	Calvert St.	Industrial	X						
	Indiana Ave.	Industrial						X	20
	Broadway	Industrial						X	20
	Stull St.	Industrial						X	20
	Ireland Rd.	Yard Tracks		X					

NOTE 1. Apparatus to interrupt the operation of automatic highway crossing signals for movements on Main Tracks over Illinois and Linda Streets, are in charge of Operator, Bart. When shifting movements are to be made to or from sidings, E. J. & E. Connections from No. 2 track, house track, or when a train is stopped on either main track and the crossing is clear and highway crossing signals are operating unnecessarily, trainman must call operator at Bart to interrupt the operation of highway crossing signals for the main track which is to be occupied.

When operator has been notified to interrupt the operation of automatic highway crossing signals no movement must be made over the highway crossings by their train until the automatic operation of the crossing signals has been restored or the movement is protected as provided by **Rule 103**.

NOTE 2. When switch west of Virginia Street leading from No. 1 track to Industrial Lumber and Supply Company's track is reversed, and no part of a train is on No. 1 track within 800 feet west of crossing, gates will raise automatically.

NOTE 3. To avoid blocking Midwest Steel Co. crossing, train or engine crews working at Burns Harbor must know the route is clear and properly lined before entering or leaving Burns Harbor.

NOTE 4. See Special Instruction **1103-A7**.

(Continued on next page)

NOTE 7. Highway crossing signals and gates operate automatically for movement with or against the current of traffic on main tracks, siding and for westward movement on Riley Yard Lead.

They must be operated manually by a member of the crew before eastward movement over crossing is made on Riley Yard Lead or Right of Way No. 3.

Apparatus to manually interrupt the operation of automatic highway crossing protection for movement on Main Tracks, siding and westward movement on Riley Yard Lead are located in boxes on posts east and west of highway, south of eastward siding.

NOTE 11. When switch leading to Lansing Lumber Co. Track is reversed, and no part of a westward train on No. 2 track is within 528 feet of the highway crossing, gates will raise automatically.

NOTE 12. To prevent unnecessary operation of highway crossing protection at Front Street, Whiting, westward trains receiving a Stop signal at MS Home Signal, must stop east of Front Street, Whiting.

NOTE 13. Highway signals and gates must be manually operated for all movements except westward movements on secondary track. Control switches to manually operate highway crossing signals and gates located north of tracks west of highway crossing and south of tracks east and west of highway crossing. Movements must not be made over highway crossing unless signals are in operation and gates in proper position, or the movement is protected in accordance with **Rule 103**.

NOTE 14. Highway crossing signals and gates are manually controlled. Control switch located on south side of highway crossing. All movements must stop and place signals and gates in operation before crossing highway. After gates are down and train movement has occupied the highway crossing, control switch must be restored to normal position. Highway crossing signals and gates will automatically restore to normal position after train has cleared the highway crossing.

NOTE 15. All movements must approach highway crossing prepared to stop, and no movement permitted to obstruct any portion of the highway until it is known highway crossing signals are operating, otherwise the movement must be protected in accordance with **Rule 103**.

NOTE 16. Westward trains on No. 2 track receiving a stop signal at Maynard Interlocking or having cars to set off or pick up at National Brick Co. or Grand Trunk Western Railroad Interchange must not leave engine or cars standing on No. 2 track west of CC sign, 637 feet east of Calumet Ave. Engine or cars must not be left standing on National Brick Co. track west of CC sign, 89 feet east of Calumet Ave.

NOTE 17. To prevent unnecessary operation of highway crossing protection at Greenwich Street, Valparaiso and equipped crossings west of Greenwich Street, westward trains or engines on No. 2 track must not leave cars standing west of CC sign located 300 feet east of Greenwich Street.

NOTE 18. To prevent unnecessary operation of highway crossing protection at Torrence Avenue, trains or engines moving west on No. 2 track to clear Bernice Interlocking must, when practicable, stop east of CC sign.

(Continued on next page)

NOTE 20. Apparatus to manually operate highway crossing signals at Indiana Ave., Broadway, and Stull St. simultaneously, is located in boxes at Indiana Ave. and Stull Street. Apparatus to manually operate highway crossing protection at Indiana Avenue only located in box on bottom of watch tower Indiana Avenue.

NOTE 21. Control box located at each signal and at 3 locations on industrial tracks west of Indianapolis Boulevard.

NOTE 22. Trains and engines must stop before passing over this crossing and a member of the crew must protect the crossing in advance of each movement over the crossing unless it is known that Automatic Highway Crossing Protection is operating properly. When Automatic Highway Crossing Protection is not operating, apparatus is provided to manually start Automatic Highway Crossing Protection located in control boxes on north side of tracks on both sides of 106th Street crossing.

FORT WAYNE DIVISION

LOCATION	CROSSING	TRACK	See Column Table						Note
			1	2	3	4	5	6	
Main Line Pittsburgh to Chicago Bucyrus	Spring St.	No. 1 and 2			X				
	Popular St.	No. 1 and 2			X				
	West Alley	No. 1 and 2			X				
	Sandusky Ave.	No. 1 and 2			X	X			
	East Alley	No. 1 and 2			X				
	Sears St.	No. 1 and 2			X				
	Lane St.	No. 1 and 2			X				
	Walnut St.	No. 1 and 2			X				
	West Mansfield St.	No. 1 and 2			X	X			
Nevada	County Rd. No. 1	No. 1 and 2				X			
Upper Sandusky	Fifth St.	No. 2			X				
	Sandusky Ave.	No. 1 and 2				X			
	Sandusky Ave.	No. 2			X				
	Seventh St.	No. 1			X				
	Eighth St.	No. 1			X				

LOCATION	CROSSING	TRACK	See Column Table					Note
			1	2	3	4	5	
Forest	Gormely St.	No. 1 and 2				X		
Dunkirk	Walnut St.	No. 1 and 2			X			
	Main St.	No. 1 and 2			X	X		
Ada	Johnson St.	No. 2			X			
	Johnson St.	No. 1 and 2				X		
	Main St.	No. 1 and 2				X		
	Main St. No. 2	No. 2			X			
	Gilbert St.	No. 2			X			
	Gilbert St.	No. 1 and 2				X		
	Gilbert St.	No. 1 and 2				X		
Lafayette	High St.	No. 1 and 2				X		
	Church St.	No. 1 and 2				X		
	Washington St.	No. 1 and 2				X		
Lima	Main St.	No. 1 and 2			X	X		10
	Main St.	Freight Hse.					X	
	Northwest St.	No. 2			X			10
	McDonald St.	No. 2			X			10
	Metcalf St.	No. 2			X			10
	Jackson St.	No. 1			X			10
	Pine St.	No. 1			X			10
	Cable Rd. 3 mi. west of Lima	No. 1 and 2			X	X		
	Cable Rd.	Eastward Siding		X		X		
Dugrun	East Town Rd. 2000 feet west of Dugrun	No. 1 and 2				X		
		No. 2			X			
Delphos	Pierce St.	No. 1 and 2				X		
	Franklin St.	No. 1 and 2				X		
	Main St.	No. 1 and 2				X		
	Canal St.	No. 1 and 2				X		
	Clay St.	No. 1 and 2				X		2
	Bredick St.	No. 1 and 2				X		2
	State St.	No. 1 and 2				X		2
Middlepoint	Adams St.	No. 1			X			
	Adams St.	No. 1 and 2				X		
	Mason St.	No. 1			X			
	Mason St.	No. 1 and 2				X		
Van Wert	Fisher Ave.	No. 1			X		X	
Convoy	U.S. 30 east of Convoy	No. 1 and 2				X		
	Main St.	No. 1 and 2				X		
	Tully St.	No. 1 and 2				X		
Monroeville, Indiana	Ohio St.	No. 1 and 2				X		
	Main St.	No. 1 and 2				X		
Fort Wayne	Linker	No. 1, 2 and 3				X		11
	Linker	No. 4					X	
	Meyer Rd.	Int. Harvester whse.	X					
Arcola	Hadley Rd. 3 mi. east of Arcola	No. 1			X			3
		No. 1 and 2				X		

LOCATION	CROSSING	TRACK	See Column Table						Note
			1	2	3	4	5	6	
Columbia City	Main St.	No. 1 and 2			X	X			
	Ohio St.	No. 2				X			9
	Ohio St.	No. 1 and 2			X				
	Line St.	No. 2			X				
	Chauncey St.	Industrial Lead	X						
Pierceton	First St.	No. 1 and 2				X			
Warsaw	Detroit St.	No. 1 and 2				X			
	High St.	No. 1 and 2				X			
	Indiana St.	No. 1 and 2				X			
	Buffalo St.	No. 1 and 2				X			
	Lake St.	No. 1 and 2				X			
	Union St.	No. 1 and 2				X			
Bourbon	Mill St.	No. 2				X			
	Main St.	No. 1 and 2				X			
	Burbon St.	No. 1 and 2				X			
	Center St.	No. 1 and 2				X			
	Union St.	No. 1 and 2				X			
Plymouth	Barriman St.	Eastward Siding	X		X				
	Barriman St.	Westward Siding	X		X				
	Fifth St.	Westward Siding	X						
Hamlet	Starke St.	No. 1 and 2				X			
	Starke St.	Westward Siding	X		X				
	Starke St.	Middle	X		X				
	Starke St.	Back	X		X				
	Starke St.	No. 1			X				
Hanna	Thompson St.	No. 1				X			
Wanatah	Industrial Park Rd. 6 mi. west of Wanatah	No. 1 and 2				X			
Main Line Columbus to Chicago									
Crown Point	Main St.	No. 1 and 2		X	X	X			
Leroy	Main St.	Leroy Spur		X					
Hebron	Washington St.	No. 1			X				
	Main St.	No. 1			X				
	Quincy St.	No. 1			X				
	State Rd. 8	No. 1			X				
	Sigler St.	No. 1 and 2				X			
LaCrosse	Washington St.	No. 1 and 2				X			
	Team			X					
	Mathieson			X					
North Judson	State Rt. 10	Eastward Siding		X					
	Main St.	Industrial and Sdg.						X	12
	Sycamore St.	Industrial and Sdg.						X	12
Winamac	Washington St.	No. 1 and 2			X	X			
	Main	No. 1 and 2			X				
	Adams	No. 1 and 2			X				
	Madison	No. 2			X				

LOCATION	CROSSING	TRACK	See Column Table						Note
			1	2	3	4	5	6	
Logansport	Third St.	No. 1 and 2				X			
	Third St.	No. 2			X				
	Wilkinson St.	No. 1 and 2			X				
	Cicott St.	No. 1			X				
	Wilkinson St.	Team						X	
Sweetser	Main St.	Main				X			
	Main St.	Industry						X	
Marion	Lincoln Blvd.	Westward Siding					X		
	Pearl St.	Siding and Yards					X		
Gas City	South "H" St.	Main			X				
	South "H" St.	Siding					X		
	Main St.	Main				X			
	"A" St.	North Storage						X	
	North "B" St.	Main			X				
	North "B" St.	Siding					X		
Hartford City	Washington St.	Main				X			
	Washington St.	Armstrong Cork Co.	X						
Dunkirk, Indiana	Main St.	Main and Siding			X	X			
	Meridian	Main and Siding			X				
	Walnut	Siding			X				
	Broadway St.	Main and Siding			X				
	Washington St.	Main and Siding			X				
Red Key	All St. Crossings	Main			X				
Union City	Walnut St.	No. 2				X			
	Division St.	No. 2			X				
Woodington	Highway 49	No. 1 and 2				X			
Meeker (0.5 miles E.)	Highway 118	No. 1 and 2				X			
Pikeville (1.7 miles E.)	Highway 121	No. 1 and 2				X			
G. R. & I. Branch Kendallville	S. Main St.	Main				X			
	Rush St.	Main				X			
	Williams St.	Main				X			
	W. Mitchell	Main				X			
	U.S. Highway 6	Main			X				
Avilla	Albion St.	Main				X			
Vandale Secondary Track									
Auburn	State Rd. 427	Secondary						X	
Effner Secondary Track									
Kentland	State Rt. 41	Main			X				
Remington	Main St.	All					X		
I & F Branch Clymers	State Rt. 25	Main				X			
		Siding	X		X				

LOCATION	CROSSING	TRACK	See Column Table						Note
			1	2	3	4	5	6	
Waterloo Branch									
Waterloo	West Lincoln St.	Siding	X						
Auburn	Seventh St.	Siding					X		
	Seventh St. (State Rd. 27)	Main				X			
	Eleventh St.	All	X						
Fourth Street Branch									
Fort Wayne	Fourth St.	All	X						
	Harrison St.	All					X		
	Cass St.	All	X						
	Wells St.	All	X						
	St. Mary's Ave.	All	X						
	Jacobs Ave.	Siding	X						
	Clinton St. (State Rd. 27)	Yard					X		
Kankakee Branch									
North Liberty	Center St.	South Team	X						
Walkerton	U.S. Rte. 6	B & O Wye	X						
Hamlet	Old U.S. Rte 30	PC Wye	X						
Knox	North Clark St.	Team	X						
North Judson	Sheridan Ave.	Sdg. North Side					X		
	Sheridan Ave.	Yd. Trks South Side					X		
	Sheridan Ave.	Main			X				
	State Rte. 10	Siding		X					
Wheatfield	Main St.	Siding	X						
DeMotte	State Rd. 53	Team					X		
Momence	Range St.	Siding	X						
Kankakee	Hobbie Ave.	Main			X				
	Hobbie Ave.	Siding					X		
	Greenwood Ave.	Siding	X						
	Harrison Ave.	Siding	X						
	Entrance Ave.	Siding					X		
	Fifth Ave.	Freight House					X		
Greenwich	County Rd. 6	Elevator Track					X		
Goodrich	County Rd. 15	Elevator Track					X		
Union Hill	County Rd. 11	Elevator Track					X		
Blair	County Rd.	Siding					X		
		Main			X				
Dwight	State Rd. 47	ICG Wye					X		
Streator	County Line	Siding		X	X				21
		Main			X				21
	Broadway	Main	X						20
	Charles St.	Siding					X		
	Lundy St.	Siding					X		

LOCATION	CROSSING	TRACK	See Column Table						Note
			1	2	3	4	5	6	
McNabb	Main St.	Siding	X						
Granville	State Rd. 89	Siding	X						
	McCoy St.	Siding	X						
Main Line Cincinnati to Kankakee									
Kankakee	Hobbie Ave.	Siding Coal						X X	

NOTE 2. Highway crossing protection for eastward movements on No. 1 track at State, Broderick and Clay Sts. will be interrupted automatically when movement is stopped west of "CC" sign 600 feet west of State St.

NOTE 3. Highway crossing protection for eastward movement on No. 1 main track will be interrupted automatically when movement is stopped west of Bass Road, located 200 feet west of Mile Post 325. Switching movements, and movements resumed after having been stopped must approach Hadley Road Crossing prepared to stop and must not proceed over crossing until it is known the automatic protection is functioning properly, or the movement is protected in accordance with the provisions of **Rule 103**.

NOTE 9. Vandale—Westward trains receiving stop signal on No. 2 track at Vandale will stop east of CC sign, located 1764 feet west of Mile Post 338.

NOTE 10. Lima—To prevent unnecessary operation of highway crossing protection at Main St., Lima, eastward trains or engines on No. 1 track must not leave cars standing east of CC sign located 450 feet west of Main St.

To prevent unnecessary operation of highway crossing protection at North West, McDonald and Metcalf Streets, Lima, westward trains or engines on No. 2 track must not leave cars standing west of CC sign located 270 feet west of Main St.

To prevent unnecessary operation of highway crossing protection at Jackson and Pine Streets, Lima, eastward trains or engines on No. 1 track must not leave cars standing east of CC sign located 175 feet west of Jackson St.

When a westward movement occupies No. 2 track east of CC sign, located 50 feet east of Main Street, for a period longer than one (1) minute fifteen (15) seconds, the crossing gates at Main St. will raise automatically and before the movement may again proceed westward on No. 2 track gates at Main St. must be lowered by operating one of the control devices located in box on post north side of No. 2 track, 333 feet east of interchange track, in box on post, north side No. 2 track, 124 feet east of interchange track, or in box on instrument case north side of No. 2 track, east side of Main Street.

NOTE 11. Linker—To prevent unnecessary operation of highway crossing protection at Linker's Road, cars must not be left standing on No. 1 Main Track within 1500 feet west of the crossing.

NOTE 12. Apparatus to manually operate the highway crossing signals for movements on industrial tracks are located in boxes at Sycamore Street. Operator in interlocking station will control highway crossing signals for through or switching movements on eastward siding.

NOTE 20. Broadway St. between 12.01 P.M. and 1.01 P.M., 4.01 P.M. and 7.01 A.M. Daily except Saturday, Sunday and Holidays.

NOTE 21. For westward movement.

1103-A2. (Cleveland Division) Two continually lighted white highway clearance-indicator lights, for eastward movement on No. 2 and No. 4 tracks, affixed approximately 20 feet high on pole, located in apex of wye adjacent to and south of West Park Secondary track at CP 190, in service.

Eastward trains on No. 2 track will be governed by highway-clearance indicator light to the left or north side of pole. When light is flashing, indicating train is fouling Five Point Highway crossing, movement will continue east until steady burning light appears, this will indicate train is clear of Five Point Highway crossing.

Eastward trains on No. 4 track will be governed by highway clearance-indicator light to the right or south side of pole. When light is flashing, indicating train is fouling Five Point Highway crossing, movement will continue east until steady burning light appears, this will indicate train is clear of Five Point Highway crossing.

1103-A3. (Cleveland Division) Trains and engines using the Cadillac Industrial Track at Brookpark, Ohio must approach State Rd. 237 highway crossing which is protected by automatic highway protection prepared to stop, and no movement made to obstruct any portion of the highway until it is known the automatic protection is functioning properly, otherwise the movement must be protected by a member of the crew.

1103-A4. (Cleveland Division) Westward trains and engines must not increase speed approaching Five Points Road, from a point 1,000 feet west of Mile Post 191 on No. 1 and No. 2 tracks and from a point 3,600 feet west of Mile Post 191 on No. 4 track, until engine reaches crossing.

Eastward trains and engines must not increase speed approaching Five Points Road from a point 550 feet east of Mile Post 193 on No. 1 and No. 2 tracks and from a point 3,400 feet east of Mile Post 193 on No. 4 track until engine reaches crossing.

When trains and engines approaching Five Points Road stop and then proceed on No. 1, No. 2 and No. 4 tracks within the limits designated above, they must approach crossing prepared to stop and stop unless it is known gates are in horizontal position.

1103-A5. (Cleveland Division) Westward trains and engines approaching Rockside Road on No. 1 and No. 2 tracks must not increase speed from a point 2,000 feet west of Mile Post 110 until engine reaches crossing.

Eastward trains and engines approaching Rockside Road on No. 1 and No. 2 tracks must not increase speed from a point 3,700 feet east of Mile Post 112 until engine reaches crossing.

When trains and engines approaching Rockside Road stop and then proceed on No. 1 and No. 2 tracks within the limits designated above, they must approach crossing prepared to stop and stop unless it is known gates are in horizontal position.

1103-A6. (Toledo Division) Southward freight trains on No. 1 and No. 2 tracks when delayed at Alexis Block Station will be governed by the following instructions:

1. Trains not exceeding 100 cars:
Stop clear of Benore Road.
(This will clear Lotus Drive)
2. Trains not exceeding 145 cars:
Stop to clear home signal Alexis and cut Benore Road promptly.
3. Trains exceeding 145 cars:
Stop to clear Benore Road and cut Lotus Drive promptly.

1103-A7. (Chicago Division) Westward trains and engines approaching Midwest Steel Co. crossing at Burns Harbor on No. 1 and No. 2 tracks must not increase speed from a point 1,266 feet west of Mile Post 486 until engine reaches crossing.

Eastward trains and engines approaching Midwest Steel Co. crossing at Burns Harbor on No. 1 and No. 2 tracks must not increase speed from a point 4,630 feet east of Mile Post 489 until engine reaches crossing.

When trains and engines approaching Midwest Steel Co. crossing stop and then proceed on No. 1 and No. 2 tracks within the limits designated above, they must approach crossing prepared to stop and stop unless it is known gates are in horizontal position.

1103-A8. (Chicago Division) Between Mile Post 22, Euclid Avenue, Chicago Heights, and Mile Post 44.4, Joliet yard, trains and engines must approach highway crossings which are protected by automatic highway protection prepared to stop, and no movement made to obstruct any portion of the highway until it is known the automatic protection is functioning properly, otherwise the movement must be protected by a member of the crew.

1103-A9. (Chicago Division) Westward freight trains receiving indication, as per **Rule 285**, at signal 4791 W or westward trains with cars to set out at Porter with instruction to hold main track, will stop trains east of "END OF CIRCUIT" sign, located 900 feet east of Calumet Road, and contact operator at PO.

1103-A10. (Fort Wayne Division) On the Culver, Columbia City Secondary Tracks, Plymouth Industrial Track and Waterloo Branch and Fourth Street Branch, trains and engines must approach crossings which are protected by automatic highway protection prepared to stop, and no movement made to obstruct any portion of the highway until it is known the automatic protection is functioning properly, otherwise the movement must be protected by a member of the crew.

1103-A11. (Fort Wayne Division) At Dayton Street, Decatur, Indiana a member of crew must protect the crossing in advance of each movement during daylight hours.

1103-A12. (Fort Wayne Division) To avoid blocking crossings in the city of Kendallville, southward trains receiving a signal indication less favorable than clear, **Rule 281**, at Signal No. 1215, and northward trains receiving a signal indication less favorable than approach, **Rule 285**, at Signal No. 1192, must stop at these signals and contact Operator at Wolcottville.

1104-A1. Normal Position of Switches and Crossovers at Specified Locations.

CLEVELAND DIVISION

Switch Located At	Connecting	With	Normal Position is For Movements
CP 89	No. 20 Running Track and Yard Track	Main Line Connection	No. 20 Running Track
Erie, East of Mile Post 2	Yard and No. 40 Running Track	No. 60 Running Track	No. 40 Running Track
Cleveland: West Park Secondary Track derails 800 feet East of West 117th St. 900 feet East of Detroit Ave.			Must be left in derail position
Bessemer Avenue	Kingsbury Industrial	No. 4 Yard Track	To No. 4 Yard Track
WS	West Park Secondary Track	WS Wye Track	West Park Secondary Track
West Third Street (265 feet West of)	No. 44 Secondary Track	Mail Hall Lead	No. 44 Secondary Track

TOLEDO DIVISION

Stanley Yard New Way Switch	Eastern Branch	New Way Track	To Yard S
SO Switch	Eastern Branch	S&O Lead	To Yard S&O
Lenawee Jct.	Clinton Branch	Ida Branch	Clinton Branch
Waterloo	East Wye	Waterloo Branch	East Wye

CHICAGO DIVISION

East End of Yard Lead, Riley Road	Yard Lead	Right of Way No. 3	To Yard Lead
Wye Track, Riley Road Yard	Wye Track	Right of Way No. 3	To Right of Way No. 3
Connection to Yard Tracks, 53rd Street Beverly Jct.—Western Ave.—Secondary Track	No. 1 Track	Yard Track	To Yard Track
Hegewisch	Wye Track	Calumet River Line	To Calumet River Line
Calumet Western Jct.	Calumet Western	Calumet River Line	To Calumet River Line
East Switch, East Wye, 59th Street (E. C. L.)	East Wye	Track leading to Englewood Connecting Line	To West Wye
West Switch, East Wye, 59th Street (E. C. L.)	East Wye	Yard Track	To Yard Track
West Switch, West Wye, 59th Street (E. C. L.)	West Wye	Yard Track	To Yard Track
East Switch, East Wye EC	East Wye	No. 33 Yard Track	To East Wye
East Switch, West Wye, EC	West Wye	No. 33 Yard Track	To No. 33 Yard Track
West Switch, West Wye, EC	West Wye	Englewood Connecting Line	To East Wye

Hand-Operated Switches Equipped With Electric Locks

1104-D1. The following switches are equipped with electric lock; permission to unlock must be obtained from operator before switch padlock is removed from keeper.

TOLEDO DIVISION

Location	Switch	Controlled by
Gibsonburg	South End Southward Siding	Gibsonburg
Coleman	South End Storage Track	Tiffin
Tiffin	All main track switches between storage track and National Machine Switch inclusive	Tiffin
Bloomville	North End Northward Siding	Tiffin
Swan Creek	Industrial track	Swan Creek
Swan Creek	Art Iron	Swan Creek

CHICAGO DIVISION

Hobart	House Track	Bart
Clarke	East and west switches from siding to Clarke Yard	Clarke Jct.
Alton Junction, east of interlocking	Trailing switch in No. 2 track leading to Vierling Steel Co. track	South Branch Bridge

FORT WAYNE DIVISION		
Location	Switch	Controlled by
Lima	Trailing switch No. 2 to B. & O. wye	Lima
Delphos	Trailing crossover between No. 1 and No. 12 track Facing switch leading from No. 1 to No. 12 track	Delphos
Piqua Road	Facing crossover between No. 2 and No. 3 track Trailing crossover between No. 2 and No. 3 track Trailing crossover between No. 2 and No. 1 track Facing crossover between No. 1 and No. 4 track Trailing crossover between No. 1 and No. 4 track Facing crossover between No. 1 and No. 2 track	Mike
Winter St.	Facing crossover between No. 1 and No. 2 track Trailing crossover between No. 1 and No. 2 track Trailing crossover between No. 2 and No. 3 track	
Fort Wayne, East of station	Trailing crossover between No. 2 and No. 3 track Facing crossover between No. 2 and No. 1 track	
Fort Wayne G. R. & I. Branch N. & W. Crossing	Facing switch for southward trains leading to Main St. team track	Runion Ave. N. & W.
Plymouth	Trailing switch in No. 1 track 1842 feet east of Mile Post 384	Plymouth
Union City	West end of siding	Train Dispatcher's Office
Union City	East end of siding	Train Dispatcher's Office
Kenneth	Facing crossover between No. 1 and No. 2 tracks Trailing crossover between No. 1 and No. 2 tracks	Van
La Crosse	C. & O. connection	La Crosse
<p>NOTE. When these switches are to be used following procedure must be observed:</p> <ol style="list-style-type: none"> Portion of train must occupy main track or siding within one hundred feet immediately ahead of switch points. Contact operator for permission to use switch, then remove switch lock. Report back to operator after switch lock is removed. Operator will then release the electric lock. Restore switch and switch lock to normal position after used and report same to operator. 		

1104-D2. The following switches are equipped with electric lock, not controlled by operator.

CHICAGO DIVISION

Location	Switch
Bernice	Facing switch for westward movement from single track to Vulcan Iron & Mold Co. track Facing switch for eastward movement from single track to west Wye track
Burnham	Facing switch for eastward movement from single track to Hegewisch Lumber Company
Wolf Lake Jct.	Facing switch for eastward movement from single track to Hyman-Michaels Company
Hegewisch	Facing switch for eastward movement from single track to west leg of Hegewisch Wye
Mile Post 2 (SC&S Branch)	Facing switch for eastward movement from main track to Georgia Pacific Co. track.
Colehour Jct.	Facing switch for westward movement from single track to east leg of Colehour Jct. Wye Hand-operated derail in east leg of Colehour Jct. Wye

FORT WAYNE DIVISION

Dugrun	Trailing crossover between Nos. 1 and 2 tracks east of signal 2634 Facing switch No. 1 track to west end eastward siding Lima
Plymouth	Trailing hand-operated switch in No. 2 track located 1040 feet west of Mile Post 383
Redkey	Trailing switch for eastbound movement in main track located 428 feet east of Redkey leading to N & W Railroad interchange track
Hartford City	Facing hand-operated switch for eastward movement on single track, located 2322 feet west of Mile Post 139 connecting single track with north industrial track with pipe-connected derail.
	Facing hand-operated switch for westward movement on single track, located 2650 feet west of Mile Post 138 connecting single track with North Industrial track with pipe-connected derail.
	Facing hand-operated crossover for eastward movement on single track, located 3040 feet east of Mile Post 138 connecting single track with 3M Corporation track.

(Continued on next page)

Location	Switch
Gas City	Facing hand-operated switch for westward movement on single track 1000 feet west of Mile Post 151 leading to Gas City Industrial Track.
	Facing hand-operated switch for eastward movement on single track, 1713 feet west of Mile Post 152, leading to Gas City Industrial track.
Converse	Facing hand-operated switch for eastward movement on single track located 1012 feet east of Mile Post 169 connecting single track with Industrial Track, with pipe-connected derail.
Logansport	Trailing switch for westward movements on No. 2 track, east of Elm, leading to Wabash Interchange track
	Trailing switch for westward movements on No. 2 track, 14th Street, leading to out-bound engine track Facing crossover for westward movements on No. 2 track 14th St., connecting No. 2 track with first track north of No. 2 track
	Facing crossover for westward movements on No. 2 track 14th St., connecting No. 2 track with No. 1 track
Van	Trailing switch in No. 2 track, located 6300 feet west of Van, leading from Yard C
Van-Clymers	Facing switch for southward movements from main track to southward siding, 2610 feet south of Mile Post 112 Facing switch for northward movements from main track to Louisville Cement Co., 1753 feet north of Mile Post 111
<p>NOTE. The switch lock on these switches must not be removed from keeper until after permission has been obtained from operator. Instructions for operation of switches are posted in telephone box or at other convenient location adjacent to switch.</p>	

1105-A1. Spring Switches Located.**CLEVELAND DIVISION**

Location	Normal Position	Route for Which Sprung	Note
Willoughby East and west Wye Jet.	For southward movement to west leg of Wye	For northward movement from east leg of Wye to CEI track	
Collinwood, Diesel Terminal-Junction of eastbound departure track to engine house lead	Engine house lead	Eastbound departure track	1
Kinsman CSL No. 3 track at Mile Post 6.2	For Main Track	Eastward from Kinsman Connection Track to No. 3	

NOTE 1. Engines using the eastbound departure track will not foul engine house lead without permission from operator at QD.

TOLEDO DIVISION

Location	Normal Position	Route for Which Sprung	Note
Elyria	Junction Yard	Norwalk Branch	
Toledo Fassett	No. 1 Main	N & W Connection	3
Toledo Psgr. Sta. East End	No. 2 Yard Track	No. 3 Yard Track	1*
West End	No. 1 Yard Track	No. 2 Yard Track	2*
Spring	Olive Secondary	Northward movements from Yard track to Olive Secondary	

NOTE 1. No. 2 lead Junction Nos. 2 and 3 tracks.

NOTE 2. No. 3 lead Junction Nos. 1 and 2 tracks.

NOTE 3. Trains or engines entering No. 1 track from N & W connection will be governed by signal indication.

*Trains or engines entering Toledo passenger station will be governed by the indication on the electric lighted switch targets at the spring switches.

On all other movements at the east or west end of the passenger station the spring switches must be hand operated and restored to normal position when movement is completed.

When ready to depart, trains or engines must receive permission from train dispatcher before fouling spring switches at east and west end of passenger station.

(Continued on next page)

CHICAGO DIVISION

Location	Normal Position	Route for Which Sprung	Note
Green Street	No. 2 Secondary Track	Eastward movements from No. 1 Secondary track to Secondary track of no assigned direction	
Winchester Avenue	No. 1 Secondary Track	Westward movements from No. 2 Secondary track to yard track	

FORT WAYNE DIVISION

Depue Jct.	Main Track	For Depue Secondary track	
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Semi-Automatic Switches

1105a-A1. In the application of **Rule 105a**, all semi-automatic switches must be properly lined by hand before use in either direction except as follows:

1. In engine house territory.
2. Pull out ends of classification yard, Robert R. Young yard, Elkhart.
3. Pull out ends of classification yard (Yard K) Stanley Yard, Toledo.

1132-A1. Engine Safety Control Feature

Should the engine Safety Control Feature, commonly known as the "deadman pedal," be cut out for any reason or become inoperative after dispatchment, the engineman must at the first opportunity that will not result in delay to his train, so advise the Superintendent through the operator, train dispatcher and/or yardmaster and also complete prescribed Form EL 106A as required by **Rule 132**. These instructions also include engines working in yard service.

Track Assignments**1151-A1. Single Track**

CLEVELAND DIVISION

Track	Between	And
Clark Branch	DB	Clark
CUT Branch	CT	QD
Cleveland Short Line Branch	CP Tunnel	CP Bradley
Harvard Connection	White	CP Mill

TOLEDO DIVISION		
Track	Between	And
Norwalk Branch	Elyria Jct.	Millbury Jct.
Carrothers Branch	Gibsonburg	Maple Grove
	Coleman	Bloomville
Miami Cut Branch	CP Maumee	SA
Eastern Branch	SA	Division Post (Columbus Div. So. Reg.)
Western Branch	SA	CP 8
Vulcan-Old Road Branch	Vulcan	Clayton
Hillsdale Branch	Hillsdale	White Pigeon Jct.
Morenci Branch	Grosvenor	Morenci
Waterloo Branch	Horton	Fort Wayne Jct.
	Hillsdale	Pleasant Lake
Litchfield Branch	Jonesville	Litchfield
Clinton Branch	Clinton	Lenawee Jct.
Shipshewana Branch	Goshen	Shipshewana
Ida Branch	Lenawee Jct.	Ida
Michigan Branch	CP 412	Yost (Div. Post Southwest Div. S. Reg.)
CHICAGO DIVISION		
S. C. & S. Branch	Bernice	Colehour Jct.
Joliet Branch	East Gary	Joliet Yard
Elkhart Branch	CP B	Division Post (Northern Region)
Kankakee Branch	HF	JK
FORT WAYNE DIVISION		
G. R. & I. Branch	Mile Post 123.0	Junction
Fourth Street Branch	Junction	End of Track
Waterloo Branch	Waterloo	Auburn Jct.
Main Line Columbus to Chicago	Union City	Beth
	West Good	Anoka
I. & F. Branch	Clymers	Van
Kankakee Branch	JK	PC Jct.
Main Line Cincinnati to Kankakee	Aroma Park	End of Block

1151-B1. Two or More Tracks

Current of Traffic or TCS as follows:

CLEVELAND DIVISION

Main Line Buffalo to Chicago Between:	No. 4 Track	No. 3 Track	No. 2 Track	No. 1 Track	Tracks Numbered From
Bay View BV and CP 15		TCS	TCS	TCS	South 2-1-3
CP 15 and CP 124			TCS	TCS	South 2-1
CP 124 and CP 130	TCS	TCS	TCS	TCS	South 4-2-1-3
CP 130 and CP 190			TCS	TCS	South 2-1
CP 190 and BE	TCS		TCS	TCS	South 4-2-1
Main Line— Alliance to Cleveland Between: Division Post (Central Region) and DB			Westward	Eastward	South 1-2
C.U.T. Branch Between: BE and CT			Eastward	Westward	South 2-1
Cleveland Short Line Branch Between: QD and CP Tunnel	Eastward	Westward			South 4-3
CP Bradley and Short	Eastward	Westward			South 4-3

TOLEDO DIVISION

Main Line— Buffalo to Chicago Between: BE and CP B			TCS	TCS	South 2-1
Carrothers Branch Between: Galena and Olive			Southward	Northward	East 1-2
Walbridge and Gibsonburg			Southward	Northward	East 1-2
Maple Grove and Coleman			Southward	Northward	East 1-2
Bloomville and Carrothers			Southward	Northward	East 1-2
Stanley Branch Between: CP 286 and Rockwell Jct.			Eastward	Westward	South 2-1
Toledo Branch Between: Swan Creek and Division Post (Northern Region)			Northward	Southward	West 1-2

CHICAGO DIVISION					
Main Line— Pittsburgh to Chicago Between:	No. 4 Track	No. 3 Track	No. 2 Track	No. 1 Track	Tracks Numbered From
Division Post (Fort Wayne Division) and Whiting			Westward	Eastward	South 1-2
Whiting and Lake Jct.		Eastward		TCS	South 3-1
Lake Jct. and Colehour Jct.	Westward		Westward	Eastward	South 4-1-2
Colehour Jct. and Englewood	Westward	Eastward	Westward	Eastward	South 3-4-1-2
Englewood and South Branch Bridge			Westward	Eastward	South 1-2
Main Line— Columbus to Chicago Between:					
Division Post (Fort Wayne Division) and Beverly Jct.			Westward	Eastward	South 1-2
Main Line— Buffalo to Chicago Between:					
CP B and HF			TCS	TCS	South 2-1
HF and JD			Eastward	Westward	South 2-1
JD and NE			TCS	TCS	South 2-1
NE and HC			Eastward	Westward	South 2-1
HC and MS			TCS	TCS	South 1-2
MS and Lake Jct.			Westward	TCS	South 1-2
Ivanhoe Branch Between:					
PO and Ivanhoe			Eastward	Westward	South 2-1
FORT WAYNE DIVISION					
Main Line— Pittsburgh to Chicago Between: Colsan and Division Post (Chicago Division)			Westward	Eastward	South 1-2
Main Line— Columbus to Chicago Between: Bradford and Union City			Westward	Eastward	South 1-2
Beth and West Good			Westward	Eastward	South 1-2
Anoka and Division Post (Chicago Division)			Westward	Eastward	South 1-2

MOVEMENTS AGAINST THE CURRENT OF TRAFFIC WITHOUT TRAIN ORDERS

1151-B2. At the following locations the third paragraph of **Rule D-151** will not apply and movements may be made as indicated below at Reduced Speed. Trains or engines may operate against the current of traffic without train orders, under manual block signal system rules, in the following territories when authorized by the Train Dispatcher. The conductor or engineman must obtain permission to use the track only from the employe in charge of track as designated below.

CLEVELAND DIVISION

Track	From	To	When Authorized by Train Dispatcher On Verbal Permission From	Note
No. 3	CP Tunnel	QD	Operator QD	1
No. 2	DB	Alabama	Operator Erie Crossing	1
No. 1	Mile Post 21.5	Short	Train Dispatcher	3
No. 4	Parma	Short	Train Dispatcher	3
No. 2	Knob	Linndale	Train Dispatcher	3

TOLEDO DIVISION

No. 2	Vienna Jct.	Alexis	Operator Alexis	1
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CHICAGO DIVISION

No. 2	American Home Food Products' Switch	JD	Operator JD	1
No. 1	Bendix Switch South Bend	HF	Operator HF	1

Where Block Operator Controls the Track.

NOTE 1. The Train Dispatcher must determine that the block is clear of all opposing movements. Form J Train Order must be issued to the operator in charge of track. The operator must apply blocking devices, with signal in Stop position, at station where opposing movements must be held. Notation confirming this procedure must be made on the Train Dispatcher's train sheet and the operator's Record of Train Movement sheet before permission is granted.

Where Train Dispatcher Controls the Track.

NOTE 3. The Train Dispatcher must determine that the block is clear of all opposing movements and blocking devices applied to the Dispatcher's control machine with signals in Stop position at the point where the opposing movement must be held and notation confirming this procedure must be made on the Train Dispatcher's train sheet before permission is granted.

1151-C1. Secondary Tracks of Assigned Direction.**CLEVELAND DIVISION**

Track	From	To	Assigned Direction	Controlled by	Note
No. 99	White	Maple	Eastward	Harvard	1-5
No. 98	Maple	McCracken	Westward	Harvard	1-6
No. 99	Erie Crossing	Harvard	Eastward	Erie Crossing	1-7
No. 98	Harvard	Erie Crossing	Westward	Erie Crossing	1
No. 44	DB	West End E. 26th St. Yard	Eastward	DB	1-2-4
No. 45	QD	West End E. 26th St. Yard	Westward	QD	1-3-4
West Park	CP 190	Mile Post 183.4	Eastward	Dispatcher	1-8

CHICAGO DIVISION

No. 2	Beverly Jct.	Belt Crossing	Westward	Beverly Jct.	1-9- 12-14
No. 1	Belt Crossing	Beverly Jct.	Eastward	Beverly Jct.	1-9- 11-14
No. 2	49th Street	Western Avenue	Westward	Switchtender Brighton Park	1-9-10
No. 1	Western Avenue	49th Street	Eastward	Switchtender Brighton Park	1-9-10
No. 2	Green Street	Winchester Avenue	Westward	Englewood	1-9-13
No. 1	Winchester Avenue	Green Street	Eastward	Englewood	1-9-13

NOTE 1. Rule 110 applies.

NOTE 2. Eastward movement made on signal indication at DB. Permission must be obtained from DB to use this track at any point between West End E. 26th St. Yard and DB.

NOTE 3. Westward movement made on signal indication at QD. Permission must be obtained from QD to use this track at any point between West End E. 26th St. Yard and QD.

NOTE 4. When movement has been completed, it must be reported clear unless switch involved is controlled by operator.

NOTE 5. Eastward movement made on signal indication at White, westward movement made on signal indication at Maple. Permission must be obtained to use this track at any point between White and Maple.

NOTE 6. Westward movements made on signal indication at Maple. Permission must be obtained to enter and use this track at any point between Maple and McCracken.

NOTE 7. Eastward movements made on signal indication at Erie Crossing. Westward movements made on signal indication at Harvard.

NOTE 8. Eastward movement made on signal indication at CP 190. Permission must be obtained from Train Dispatcher to use this track at any point between CP 190 and Mile Post 183.4.

(Continued on next page)

NOTE 9. Employee controlling these tracks must keep record of all movements showing engine number, direction, place and time track is occupied and cleared.

NOTE 10. Eastward movements on No. 1 and No. 2 tracks made on signal indication at Western Avenue.

NOTE 11. Westward movements on No. 1 and No. 2 secondary tracks made on signal indication at Beverly Jct. Permission must be obtained from operator at Beverly Jct. to use these tracks at any point between Beverly Jct. and Belt Crossing.

NOTE 12. Eastward movements on No. 1 and No. 2 secondary tracks made on signal indication at Belt Crossing. Permission must be obtained from operator at Beverly Jct. to use these tracks at any point between Belt Crossing and Beverly Jct.

NOTE 13. Eastward trains must stop clear of spring switch at Green Street and obtain permission to proceed from operator Englewood. Westward trains must stop clear of spring switch at Winchester Ave. and obtain permission from the Yardmaster at 59th Street to proceed.

NOTE 14. Trains or engines when clear of No. 1 or No. 2 track at Belt Crossing must promptly report clear by radio or first available means of communication to Operator at Beverly Jct.

1151-D1. Secondary Tracks of No Assigned Direction CLEVELAND DIVISION

Track	Between	And	Controlled by	Note
Crown (N)	Twin	Crown	Hudson	1-2

TOLEDO DIVISION

Olive (S)	Olive	CP Maumee	Olive	1-2-3
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CHICAGO DIVISION

Calumet River Line (W)	Hegewisch	River Branch Jct.	Yardmaster 110th Street (when closed Yardmaster at Colehour)	1-2-5
Englewood Connecting Line (W)	EC	Green Street	Englewood	1-2
No. 4 (W)	47th St.	Alton Jct.	South Branch Bridge	1-2-6
No. 3 (W)	47th St.	40th St.	Yardmaster 55th St.	1-2
E&W (W)	CP B	Mishawaka	BC	1-2-8-9

FORT WAYNE DIVISION

Track	Between	And	Controlled by	Note
Vandale (E)	LaOtto	Auburn	Junction	1-2
No. 3 Track (W)	Adams	Piqua	Adams	1-2-11
No. 3 Track (W)	Winter St.	Junction	Mike	1-2-11
Fort Wayne (E)	Adams	End of Block (Mile Post 72.8)	Adams	2-16-17
No. 4 Track (E)	Junction	Mike	Junction	1-2-10
Columbia City (W)	Vandale	End of Track	Junction	2-17
K&S (W)	End of Block	West K&S Switch	Kankakee	1-13
Depue (W)	Depue Jct.	Depue	Illinois River	1-2
Churchill (W)	LX	Churchill	Illinois River	1-13
Effner (W)	Van	Effner	Van	2-14-17
Culver (W)	Van	End of Block	Van	2-15-17

(E) (W) (N) (S) Indicates timetable direction, from point first named.

NOTE 1. **Rule 110** applies.

NOTE 2. Employee controlling these tracks must keep record of all movements showing engine number, direction, place and time track occupied and cleared.

NOTE 3. Permission from Operator Olive must be obtained by Train Dispatcher before permitting northward movement on Olive Secondary track. Signal indication at CP Maumee will be authority for northward trains and engines to use Olive Secondary track. Permission must be obtained from Operator Olive to enter and use this track at any other point between CP Maumee and Olive.

Operator Olive must not permit any opposing movements of trains and engines between CP Maumee and Olive.

NOTE 5. Signal indication at Hegewisch or River Branch Jct. is authority to enter Calumet River Line. Operators must obtain permission from Yard Master in control before admitting train to Calumet River Line.

NOTE 6. Signal indication at Alton Junction will be authority to use No. 4 secondary track to 47th St.

NOTE 8. Crews will call operator at **BC** before departing Mishawaka.

NOTE 9. Crews operating out of Twin Branch and Mishawaka when they have heavy tonnage train will arrange to stop just west of by-pass U.S. 112 and obtain permission by telephone from **BC** before proceeding into Elkhart.

NOTE 10. At Junction the authority to use No. 4 track will be given by signal indication. At other points permission must be obtained from Operator in control of track.

NOTE 11. At Adams, Mike and Junction the authority to use No. 3 Track will be given by signal indication. At other points permission must be obtained from Operator in control of track.

NOTE 13. Trains or engines will not be required to report clear of Secondary Track.

NOTE 14. Signal indication at Kenneth for westward movement or permission of the operator at Van at other points, will be authority to enter Effner Secondary Track.

NOTE 15. Signal indication at Bend will be authority to enter Culver Secondary Track.

NOTE 16. Signal indication at Adams will be authority to enter Fort Wayne Secondary Track.

NOTE 17. See Special Instruction **1250-A1**.

1151-E1. Employees in Charge of Sidings of Assigned Direction

CHICAGO DIVISION

Siding	Employee in Charge	Note
East Bart—Westward	Operator Bart	1
Bart—Eastward		1
Whiting—Eastward	Operator Whiting	1
Schererville—Westward	Operator Hartsdale	1
Chesterton—Eastward	Operator PO	
Chesterton—Westward	Operator PO	1
PO—Eastward	Operator PO	1
Pine—Westward	Operator NE	1
PO—Westward (Ivanhoe Br.)	Operator PO	
PO—Eastward (Ivanhoe Br.)	Operator PO	1
Willow Creek—Westward	Operator Willow Creek	1

FORT WAYNE DIVISION

Upper Sandusky—Westward	Operator Upper Sandusky	1
West Upper Sandusky—Eastward		1
Dunkirk—Westward	Operator Dunkirk	1
Dola—Eastward		1
Dugrun—Eastward	Operator Delphos	
East Delphos—Westward		1
Delphos—Eastward		1
West Monroeville—Eastward	Operator Estry	1
Vandale—Westward	Operator Junction	
West Vandale—Eastward	Operator Warsaw	
West Warsaw—Westward	Operator Warsaw	
Plymouth—Westward	Operator Plymouth	1
West Plymouth—Eastward		1
Hamlet—Westward (Main Line)	Operator Hamlet	
Wanatah—Eastward	Operator Wanatah	1
Wanatah—Westward		1
Bethevan—Westward	Operator Kent	
Clymers—Southward	Operator Van	
Star City—Westward	Operator Van	

All movements on these tracks must be authorized by Train Dispatcher.

NOTE 1. Signal indication governing movement to siding will be authority to use siding in reverse direction.

1151-F1. Employees in Charge of Sidings of No Assigned Direction.**TOLEDO DIVISION**

Siding	Employee in Charge	Note
CP 203 to CP 207 Between End Automatic Block Signs	Train Dispatcher	1
CP 240 to CP 242 Between End Automatic Block Signs	Train Dispatcher	1

CHICAGO DIVISION

Millers	Operator PO	1
Clarke	Operator Clarke Jct.	1

FORT WAYNE DIVISION

Ridgeville	Operator-Train Dispatcher Office	1
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NOTE 1. All movements on this track must be authorized by Train Dispatcher.

1151-H1. Running Tracks of No Assigned Direction.**CLEVELAND DIVISION**

Track	Between	And	Controlled by	Note
39 (W)	CP 39	CP 42	Dispatcher	1
42 (E)	CP 89	CP 85	Dispatcher	1
20 (W)	Erie Water Works	Switch 54 feet east of CP 89	Yardmaster OD Yard (Erie)	2-6-7
40 (W)	Switch 792 feet east of Mile Post 2	Switch at Ash Street (Soldiers and Sailors Bridge)	Yardmaster OD Yard (Erie)	2-7
60 (E)	Switch 792 feet east of Mile Post 2	Crossover to Elm Running Track west of Elm Street	Yardmaster OD Yard (Erie)	2-7
Elm (W)	Elm	Erie	Yardmaster OD Yard (Erie)	2-7

CHICAGO DIVISION

19 (W)	HC	MS	Operator HC	1-2-3
Colehour (W)	Lake Jct.	Colehour Jct.	Yardmaster Colehour	1-2-5

FORT WAYNE DIVISION

Decatur (W)	End of Block (Mile Post 69.5)	End of Block (Mile Post 72.8)	Operator Adams	1-2-4
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(Continued on next page)

(E) (W) indicates timetable direction, from point first named.

NOTE 1. **Rule 112** applies.

NOTE 2. Employee in charge must keep a record of running tracks under their jurisdiction and record thereon all movements, showing engine number, direction, place, and time track is occupied or cleared.

NOTE 3. All movements on this track must be authorized by Train Dispatcher.

NOTE 4. Through movements, unless otherwise instructed, will not report clear of Decatur Yard Running Track.

NOTE 5. Signal indication at Lake Jct. and Colehour Jct. will be authority to enter Colehour Running Track. Operators or Train Dispatcher must obtain permission from Yardmaster, Colehour Yard Office, before admitting trains or engines to Colehour Running Track.

NOTE 6. Westward trains enroute to Main Line must stop clear of crossover leading to Main Line connection at CP 89, unless home signal governing westward movement to Main Line displays an indication more favorable than Stop.

NOTE 7. All movements on this track must be authorized by the Yardmaster, OD Yard, Erie, Pa.

PASSENGER TRAIN OPERATION

1154-A1. Heating, Lighting and Ventilation of Cars

Trainmen must, when outside temperature is less than twenty (20) degrees above zero, regularly at fifteen (15) minute intervals, open rear steam heat valve wide and fully blow line free of condensate.

In event train steam line becomes waterlogged or does not clear of condensation, rear trainmen must notify conductor who will signal engineman **Rule 16 (j)** for additional steam heat and must arrange to have all train steam pipe end valves examined to definitely determine they are wide open, also all steam admission valves closed, and if this does not result in steam reaching rear end of train within reasonable time, conductor must treat situation same as other irregularities, and if necessary, stop train at convenient point to locate and correct trouble before steam heat system freezes or causes discomfort to passengers.

1154-A2. HOT JOURNALS-ROLLER BEARINGS

Passenger trainmen must obtain from Crew Dispatcher and carry with them while on duty a 200 DEGREE Tempilstik during the months of April through October, inclusive, and 175 DEGREE Tempilstik during the months of November through March, inclusive.

To determine when the roller bearing journal box is overheated to the extent that it must not be continued in service, proper Tempilstik must be used by stroking the outside surface of the top of the journal box. If a liquid smear results temperature is in excess of allowable limit and report must be made to Superintendent for instructions.

1154-A3. Form MP-217-A card, will be used on Penn Central trains, Amtrak Form 1000 will be used on Amtrak trains, for reporting Passenger Car defects is located in a receptacle on the inside of electric lockers on all cars.

Conductor must enter on MP-217-A or Amtrak Form 1000, description of all defects found, together with other information called for under the heading "Train Crew Entry."

When defects occur enroute, which must be given attention before train reaches final destination, Superintendent must be notified of repairs required, by message or otherwise, at

first opportunity. M. of E. Department representative must also be notified promptly upon arrival of train at point where defect is to be given attention.

Make-up of Passenger and Mail Trains

1154-A4. Passenger equipment must be of steel construction with the exception that baggage cars of steel underframe construction may be hauled, also such steel underframe passenger cars as are used under special arrangement.

Cars equipped with steam train line must have steam connectors securely connected to adjacent cars or secured by use of wire to assure proper clearance above rail except steam connector on rear of rear car may be secured by use of chain support without use of wire.

Passenger equipped Flexi-Vans which are used as the rear car on passenger or mail trains are to be limited to completely loaded Vans only.

The following list of passenger equipped cars with freight type trucks and either internal or external type snubbing, are subject to restrictions as indicated below:

EL 100 to 199 incl.
 EL 2111 to 2121 incl.
 EL 10000 to 10089 incl.
 CBQ 8600, 8700, 8800 series
 Milw. 1600 series
 B&O 1850 to 1887 incl.
 B&O 468230
 GN 2500 series
 REX 3401 to 3423 incl.
 PC or NYC 9200 to 9499 incl.
 PC 5800 to 5974 incl.
 PC 6000 to 6200 incl.
 PC 5000 to 5182 incl.
 PC 6211 to 6233 incl.
 PC 5540 to 5571 incl.
 PC 5572 to 5751 incl.
 PC or PRR 5400-5539 incl.
 PC 31234 to 31238 incl.
 PC 31295 and 31296
 PC 33440 to 33508 incl.
 PC 37700 to 37729 incl.
 PC 40007 to 40010 incl.
 PC 491403 and 491404

- (a) Cannot be handled as the rear car on any passenger train whether loaded or empty.
- (b) When handled in body of train, train is restricted to 60 MPH whether loaded or empty.
- (c) Passenger trains handling empty cars equipped with ride control or other types of freight trucks must not exceed 60 MPH.
- (d) All ATSF passenger headend equipment including baggage cars, except 366 thru 370 incl. and 1980 thru 1999 incl., are prohibited from further use on Passenger and Mail Trains.

REX or CRDX cars in the following series are prohibited from operation on Passenger and Mail Trains:

1000 to 1025 incl.
 6600 to 6899 incl.
 8200 to 8300 incl.

All former PRR passenger equipped X-29 box express cars in the following series are prohibited from operation on Passenger and Mail Trains

1800 to 2499 incl.
 4800 to 4999 incl.
 5200 to 5539 incl.
 6800 to 6999 incl.
 9400 to 9999 incl.

1154-A5. Mail Trains must not exceed 55 cars. Not more than 40 NYC series 7200 to 9099, to be in total count of 55 cars.

FREIGHT TRAIN OPERATION

Instructions For Preparation and Handling of Freight Trains on Grades, etc.

1155-A1. The following instructions, supplementary to the Brake and Train Air Signal Instructions EC-99, in the handling of freight trains, will apply:

Trains having 25% or more of the cars in the train loaded with mineral freight or grain will be considered mineral freight trains.

When in the judgment of the enginemen the additional use of retaining valves is required, or their use is desired on grades other than specified, he will instruct the conductor.

At locations where the use of retaining valves is necessary train must be stopped before they are turned up or down.

When dynamic brake is in use, it will be operated to limit of its capacity before being supplemented with application of automatic brake.

Empty Trains—40 per cent or less loaded cars.

Loaded Trains—more than 40 per cent loaded cars.

Mineral Trains—25 per cent or more cars loaded with mineral or grain.

Loaded and mineral trains will carry 95 lbs. brake pipe pressure on grades listed below, and when descending these grades and the brake pipe pressure falls to 70 lbs. or less, the train will be stopped and secured with hand brakes until brake pipe pressure has been restored.

Retaining valves will be used in descending the following grades as specified.

Crown Secondary Track, Crown to Twin

Engines Equipped with Operative Pressure Maintaining Feature:

Retaining valves will not be used on trains with equipped engines. If the pressure maintaining feature fails, instructions governing trains with engines not equipped will apply.

Southward trains must not exceed 15 miles per hour from Crown to Twin.

Engines Not Equipped with Operative Pressure Maintaining Feature:

Between Crown and Twin on trains of 5 cars or more, retaining valves must be set on 50 per cent of the cars in the train beginning at the head end, in slow direct exhaust position.

Dock Jct. to State Street, Erie.

Retaining valves will not be used except on all loaded freight trains hauled by engines not equipped with pressure maintaining brake valve or pressure maintaining feature of brake valve inoperative, then retaining valves must be set up in slow direct exhaust position on 50 per cent of the cars in the train.

Air Pressure Setting

1155-A2. Engines in road service must have brake pipe pressure adjusted to 90 pounds when handling TrailVan trains and trains symbolized TV and SF.

TrailVan trains received from other regions that carry a higher brake pipe pressure will carry that pressure to final destination.

Air Brake

1155-A3. When operating TrailVan trains at speeds in excess of 59 miles per hour and it is necessary to reduce speed in compliance with approach signal indication **Rule 285**, an initial brake pipe reduction of not less than 26 pounds must be made, and throttle must be gradually reduced to idle within 25 seconds. For this type operation, the locomotive brake may be permitted to apply limiting locomotive brake cylinder pressure as necessary to prevent wheel sliding.

Dynamic Brakes

1155-A4. There are two types of dynamic brakes. The conventional type increases its retarding force as speed is reduced to 25 miles per hour, and then fades as speed is further

reduced, reaching zero as train stops. Extended range dynamic brake on all units numbered 6000-6539 (except 6300-6309) also increases as speed is reduced to 25 miles per hour, but maintains maximum braking effort down to 10 miles per hour, below which it also fades out, reaching zero as the train stops.

1155-A5. When pushing freight trains enginemen of all pusher engines will ease off throttle passing over crossovers or turnouts when making diverging movements, exercising care to avoid slack action. If an emergency application occurs, engineman should gradually ease throttle to idle position while maintaining constant amperage until the train stops.

1155-A6. On all grades when necessary to set off a shop car with air brakes, hand brakes, or both inoperative, car involved must be accompanied by at least one car attached on descending portion of grade, with hand brakes in operative condition.

1155-A7. Cars equipped with steam connectors must not be moved in freight trains unless the steam connectors are removed.

Operation Of Pusher Engines In State of Ohio

1155-B1. The operation of pusher engines behind occupied cabooses of assembled freight trains in the State of Ohio is prohibited.

In the State of Ohio, employees and others are prohibited from riding on a caboose when a pusher engine is operated behind a caboose of an assembled freight train; they may ride on the pusher engine. The train shall be stopped to cut off the pusher engine.

Operation Of Pusher Engines In State of Pennsylvania

1155-B2. On March 28, 1966, the Pennsylvania Public Utility Commission adopted in their Railroad Regulations **Rule 18** requiring:

"When the horsepower to be used by pusher engine or engines behind a caboose exceeds 3,500 horsepower, the train crew shall, before such a move is made, vacate the caboose and occupy the pusher engine or a caboose behind the pusher engine. The train shall be brought to a stop before the pusher engine or engines are detached.

The practice of 'cutting off on the fly' pusher engines behind occupied cabooses shall be limited to those instances in which the horsepower used by the pusher engine does not exceed 3,500 horsepower."

1155-B3. Freight Train Conductors when making detour movements via foreign Railroads or onto other Divisions of the Penn Central will notify the train dispatcher of any cars including high cube box or shipments higher than 15 feet 6 inches or wider than 10 feet 6 inches in his train prior to the point detour is to start.

1155-B4. Employees assigned to diesel units on freight trains must be in the leading or controlling unit of their assignment while passing through tunnels.

1155-B5. Crews placing cars on tracks protected by bumper block will leave a space between car and bumper in order to avoid damage to equipment.

1155-B6. In all cases of freight cars becoming defective, and repairs cannot be made by trainmen, cars involved should be set out of train at nearest available point and Train Dispatcher given billing information.

1155-B7. When Welded Rail Train is being handled on grades it must not be separated from engine unless accompanied by a sufficient number of cars with operative hand brakes and train secured.

When placed in yards, sidings or similar tracks, wheels of welded rail train must be blocked or otherwise secured in addition to hand brakes, so as to prevent movement when engine is detached.

1155-B8. (Cleveland Division). Westward freight trains on No. 2 track with work at Summit Crushed Stone Company or Twin Storage Track, must stop with entire train east of CC sign located 3037 feet west of Mile Post 102 to prevent unnecessary operation of highway crossing protection at Highland Road.

When work is completed entire train must be east of CC sign before westward movement is made. Engines or cars will not be left standing in this track between CC sign and Highland Road crossing.

1155-B9. (Cleveland Division—Erie Yard Branch). When eastward freight trains that are to be yarded in Erie Yard are stopped at eastward home signal, CP 89, a trainman must proceed ahead and line switches for yard track to prevent stopping train within interlocking limits.

1155-B10. (Cleveland Division). Permission to occupy No. 4 Belt Lead between Hummel Road and Brookpark Road will be governed by signal indication at Belt Junction. Eastward trains or engines must not use or occupy No. 4 Belt Lead without permission of the Yardmaster at the East End of Rockport Yard.

1155-B11. (Cleveland Division). Trains and engines must not occupy east wye track between WS and Rockport without permission from Train Dispatcher.

1155-B12. (Cleveland Division). Trains and engines using Kinsman connection track and/or No. 1 and No. 4 Hill Tracks between Cleveland Short Line Branch and Main Line Alliance to Cleveland must obtain permission from Train Dispatcher (Phone 6311).

1155-B13. (Cleveland Division). Eastward trains required to pick up Wheel Reports, Friden Cards and/or waybills at Motor Yard must reduce the speed of their train sufficiently to enable pick-up to be made.

1155-B14. (Cleveland and Toledo Divisions). A Detroit Edison Unit train consisting of mineral freight cars in DEEX series (commencing with 2001) is to remain coupled throughout the dumping operation. It is imperative that the cars be lined up in exactly the proper manner or major damage and/or delay will result.

All of the cars with even numbers have non-rotating couplers in both ends.

All of the the cars with odd numbers have rotating couplers in both ends.

The odd numbered cars are further identified by having the last side panel at each corner of the car painted blue.

The two types of cars must be alternated in the train.

The following will govern:

1. There must be a car with rotating couplers at both ends of any continuous block of cars.
2. A rotating coupler must be coupled to a locomotive unit and the caboose.
3. Two non-rotating couplers must not be coupled together. Two rotating couplers must not be coupled together.
4. When the train is assembled all uncoupling levers for rotating couplers must be disconnected and placed in the stowed position.
5. If a bad order is set out, one adjacent car must also be set out, unless the bad order car can be immediately replaced with a car of the same type.
6. If cars are added to, or subtracted from the train, they must always be changed in pairs.

1155-B15. (Toledo Division). Sandusky: N&W trains will use Southern Region main track between a point 400 feet north of CP 242 and Decatur Street on Pier Branch.

1155-B16. (Toledo Division). Sandusky PC pier track in Water Street, between Franklin and Hancock Streets, will be used jointly by PC and C&O/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 if way is known to be clear.

1155-B17. (Toledo Division). Yard Running Tracks 501, 503, 502, 504 and Yard Track from Andrus Road to Spring must not be used without obtaining permission from the Operator at Walbridge.

1155-B18. (Toledo Division). Conductors on trains destined to Fort Wayne via G.R.&I. Branch must ride the head end of their train departing Elkhart.

Upon arrival at CP 379 prompt communication must be made with the Fort Wayne Train Dispatcher for proper authorization to operate on the G.R.&I. Branch.

FREIGHT AND PASSENGER TRAIN OPERATION

1156-A1. When operating engine at speeds exceeding 25 MPH, reduce the throttle to run 4 position before passing over railroad crossing at grade. If operating in run 4 or lower, or speed is less than 25 MPH, place throttle in next lower position. Throttle must not be advanced until all units have passed over crossing.

1156-A2. Conductors of all trains and enginemen of light engines must inquire for instructions from Train Dispatcher or Operator before starting from initial point.

1156-A3. When a train is found to have a defective car which might in any way endanger movement, and it is necessary to move defective car to a point where set off is to be made, a member of the crew must place himself in a position on the train where close surveillance can be maintained until such time as car with defect is safely set into clear. If the condition of the car becomes such that further movement is found to be unsafe, action must be taken to stop the train and Train Dispatcher notified as to disposition.

1156-A4. Engine and Train Crews will report by Radio or first available means of communication to the Train Dispatcher or Operator as soon as defects occur to engines or caboose which will require attention at next maintaining terminal.

1156-A5. DIESEL EQUIPMENT

A. Movement of Diesel Units.

1. Road Freight and Road Switch Type Units.

When hauling train, a maximum of twelve (12) Road Freight and Road Switch type units may be coupled together in multiple, including units dead or idling. The number of traction motors operating is not to exceed twenty-four (24).

When running light or with caboose only, the total number of units may not exceed fifteen (15).

2. Yard Switch Type Units.

Only one Yard Switch type unit, dead or idling, may be handled next to locomotive consist on head end of train. Additional switch type units must be placed in train in accordance with **Rule 4161-A.**

3. Backing Trains With Road Switch and/or Yard Switch Type Units Hauling or In Tow.

To minimize the possibility of jack-knifing units when necessary to back or push a train consisting of more than fifty (50) cars, and there are any Road Switch units in the locomotive consist, the engineman will be governed by the following maximum amperage ratings, unless all units are equipped with alignment control couplers or coupler stops:

3 Units working.....	800 Amps.
4 Units working.....	600 Amps.
5 Units working.....	500 Amps.
6 Units working.....	400 Amps.

1156-A6. When an engine is left standing and unattended, brakes must be applied as follows:

1. A full service brake pipe reduction must be made, with the independent brake in release or running position noting that brake cylinder pressure applies.
2. Position handles of brake valves, brake valve cut-out cocks, and other air brake devices on single unit engine, or lead unit of multiple unit engine consist as prescribed under "Unit Hauled Dead", Instruction No. 20 of EC-99 Brake and Train Air Signal Instructions (Notes 8 and 12 not applicable). Brake cylinder air pressure must remain applied.
3. All hand brakes must be applied on a multiple unit engine consist.

1156-A7. Diesel units, including dead diesel unit handled in a train, which are not equipped with coupler stops or alignment control feature must not be operated when coupled to each other except:

When they are the first two units on the front of a train.
 When they are the last two units on the rear of a train.
 When they are in passenger service.
 When they are moving light.

The following units have alignment control couplers:

AF-20	GF-25a	
AF-24	GF-28	
AF-24a	GF-28a	
AF-25	GF-30	
AF-27	GF-30a	
AF-30	GF-33	
AF-30a	GF-33a	
AF-36	ARS-18	(Units 7617-7674 only) NOTE 1
EF-17	ARS-20	
EF-20	ARS-18a	
EF-22	ARS-24	
EF-25	ARS-24s	
EF-25a	ERS-17	(Units 7050-7299 only) NOTE 2
EF-30	ERS-17s	(Units 7530-7559 only) NOTE 2
EF-30a	ERS-20	
EF-36	ERS-20a	
GF-22	GRS-22	
GF-25		

NOTES:

1. Units 7660-7674, couplers have tightlock feature in addition to alignment control.
2. Units 7530-7559 (being renumbered 7270-7299) couplers have tightlock feature in addition to alignment control.

The following units may have removable neoprene coupler stops but must be considered not equipped unless stops are observed to be in place.

ERS-15s	Units 5903-5923
ERS-15	Units 5600-5827
ERS-17s	Units 7500-7517
ERS-17	Units 7300-7475
ERS-17	Units 7000-7049

Certain units in Classes ARS-10, ARS-16, EF-15a and ERS-17a may also have coupler stop arrangements of various designs.

When assigned to service where stops are required, units using coupler stops must be inspected to determine that stops are in place.

When diesel units, except when received as a single consist from enginehouse territory, are coupled in any position on a train so that 3 or more units are coupled together, it shall be the engineman's responsibility to know, before proceeding, that the units in his charge are equipped with coupler stops, so as to comply with the above instructions.

1156-A8. Switches leading into all shop tracks will be locked with a special lock, and the keys will be in charge of the foreman of car repairs.

1156-A9. (Chicago Division). Eastward trains and engines operating to No. 19 running track at **MS** must report promptly to Operator at **HC** when clear of interlocking at **MS**, unless otherwise instructed.

1156-A10. (Chicago Division). Westward trains or engines entering No. 22 Yard Track at Hall must promptly report when clear of Interlocking by radio or first available means of communication to Operator at River Branch Jet. or Englewood.

1157-A. Speed Table

Seconds per Mile	Miles per Hour	Seconds per Mile	Miles per Hour
46	79	80	45
48	75	90	40
52	70	103	35
55	65	120	30
60	60	144	25
65	55	180	20
72	50	240	15
		360	10

SPEEDOMETERS-CHECKING

1157-A1. White marker post installed along sides of track at the following locations are for the purpose of checking speedometers.

Engineman on each trip shall check the speed indicated on speedometer against lapse of time while equipment is being operated at constant speed, and report inaccuracies on proper form.

CLEVELAND DIVISION

Between	Location
Main Line—Buffalo to Chicago Mile Post 16 and Mile Post 17 Mile Post 160 and Mile Post 161	East of CP 21 East of CP 162

TOLEDO DIVISION

Main Line—Buffalo to Chicago Mile Post 198 and Mile Post 199 Mile Post 278 and Mile Post 279 Mile Post 296 and Mile Post 297 Mile Post 414 and Mile Post 415	East of Shawville East of CP 281 East of Holland East of CP 415
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CHICAGO DIVISION

Main Line—Pittsburgh to Chicago Mile Post 456 and Mile Post 458 Main Line—Buffalo to Chicago Mile Post 430 and Mile Post 432 Mile Post 478 and Mile Post 480 Mile Post 497 and Mile Post 499	East of Englewood East of Mishawaka East of Chesterton East of Pine
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FORT WAYNE DIVISION

Main Line—Pittsburgh to Chicago Mile Post 203 and Mile Post 204 Mile Post 307 and Mile Post 308 Mile Post 330 and Mile Post 331 Mile Post 418 and Mile Post 419 Main Line—Columbus to Chicago Mile Post 189 and Mile Post 190 Mile Post 211 and Mile Post 212 Mile Post 276 and Mile Post 277	West of Bucyrus East of Fort Wayne West of Arcola West of Wanatah East of Anoka West of Royal Center East of Schererville
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SPEEDS
PASSENGER TRAINS AND FREIGHT TRAINS
1157-C1. Maximum speeds, unless otherwise specified
CLEVELAND DIVISION

	Single Track		No. 4 Track		No. 3 Track		No. 2 Track		No. 1 Track	
	Pgr.	Frt.	Pgr.	Frt.	Pgr.	Frt.	Pgr.	Frt.	Pgr.	Frt.
	Miles per Hour									
Main Line-Buffalo to Chicago Between:										
BV and CP 15					30	30	70	50	70	50
CP 15 and CP 124							70	50	70	50
CP 124 and CP 130			30	30	30	30	70	50	70	50
CP 130 and CP 190							70	50	70	50
CP 190 and BE			30	30			70	50	70	50
Main Line-Alliance to Cleveland Division Post, Central Region and Maple							50	50	50	50
Maple and Harvard							40	40	40	40
Harvard and DB							30	30	30	30
Cleveland Short Line Branch QD and CP Tunnel			30	30	30	30				
CP Tunnel and CP Bradley	30	30								
CP Bradley and Short			30	30	30	30				
C.U.T. Branch QD and CT CT and Short Short and BE	30	30					30 60	30 40	30 60	30 40
Erie Lackawanna Connection West End (E-L RR) and Broadway	15	15								
Clark Branch DB and Clark	30	30								
Harvard Connection White and CP Mill	20	20								

TOLEDO DIVISION

Main Line-Buffalo to Chicago Between:										
BE and CP 285							70	50	70	50
CP 285 and CP 286							60	45	60	45
CP 286 and Swan Creek							30	30	30	30
Swan Creek and Nasby							60	50	60	50
Nasby and CP B							70	50	70	50

Miami Cut Branch Between:	Single Track		No. 4 Track		No. 3 Track		No. 2 Track		No. 1 Track	
	Pagr.	Frt.	Pagr.	Frt.	Pagr.	Frt.	Pagr.	Frt.	Pagr.	Frt.
	Miles per Hour									
CP Maumee and SA	20	20								
Stanley Branch CP 286 and Rockwell Jct.							20	20	20	20
Norwalk Branch Elyria Jct. and Millbury Jct.	20	20								
Vulcan-Old Road Branch Vulcan and Clayton	30	30								
Hillsdale Branch Hillsdale and White Pigeon Jct.	30	30								
Clinton Branch Lenawee Jct. and Clinton	30	30								
Ida Branch Lenawee Jct. and Ida	20	20								
Morenci Branch Grosvenor and Morenci	20	20								
Litchfield Branch Jonesville and Litchfield	15	15								
Waterloo Branch Pleasant Lake and Hillsdale	20	20								
Fort Wayne Jct. and Horton	20	20								
Shipshewana Branch Goshen and Shipshewana	15	15								
Michigan Branch CP 412 and Mile Post 56 Mile Post 56 and Yost	20 30	20 30								
Toledo Branch Swan Creek and Vienna Jct.							30	30	30	30
Carrothers Branch Galena and Olive							30	30	30	30
Walbridge and Gibsonburg							30	30	30	30
Gibsonburg and Maple Grove	30	30								
Maple Grove and Coleman							30	30	30	30
Coleman and Bloomville	30	30								
Bloomville and North Carrothers							30	30	30	30
Eastern Branch SA and Stony Ridge	30	30								
Western Branch SA and Division Post, Southern Region	30	30								

CHICAGO DIVISION										
Main Line-Pittsburgh to Chicago Between :	Single Track		No. 4 Track		No. 3 Track		No. 2 Track		No. 1 Track	
	Pagr.	Frt.	Pagr.	Frt.	Pagr.	Frt.	Pagr.	Frt.	Pagr.	Frt.
	Miles per Hour									
Division Post (Ft. Wayne Div.) and Virginia St.							70	50	70	50
Virginia Street and Gary							45	45	45	45
Gary and Cline Avenue							70	50	70	50
Cline Avenue and Mahoning							45	45	45	45
Mahoning and Whiting							60	50	60	50
Whiting and Lake Jct.					20	20			60	50
Lake Jct. and Roby			20	20			60	50	60	50
Roby and Colehour Jct.			20	20			55	50	55	50
Colehour Jct. and Englewood			40	40	30	30	70	50	70	50
Englewood and 58th Street							70	50	70	50
58th Street and 47th Street							40	40	40	40
47th Street and South Branch Bridge							70	50	70	50
Main Line-Columbus to Chicago Division Post (Fort Wayne Div.) and Bernice							60	40	60	40
Bernice and Beverly Jct.							30	30	30	30
S. C. & S. Branch Bernice and Calumet Park	60	40								
Calumet Park and Burnham	30	30								
Burnham and Hegewisch	60	35								
Hegewisch and Colehour Jct.	30	30								
Main Line-Buffalo to Chicago CP B and MS MS and Lake Jct.							70 30	50 30	70 30	50 30
Ivanhoe Branch PO and Ivanhoe							50	40	50	40
Joliet Branch East Gary and Joliet	30	30								
Kankakee Branch HF and JK	20	20								
Elkhart Branch CP B and Mile Post 95.5	30	30								

FORT WAYNE DIVISION

	Single Track		No. 4 Track		No. 3 Track		No. 2 Track		No. 1 Track	
	Pgr.	Ft.	Pgr.	Ft.	Pgr.	Ft.	Pgr.	Ft.	Pgr.	Ft.
	Miles per Hour									
Main Line-Pittsburgh to Chicago Between:										
Colsan and Winter St.							70	50	70	50
Winter St. and Broadway							30	30	30	30
Broadway and Junction							40	40	60	40
Junction and Division Post (Chgo Div.)							70	50	70	50
Main Line-Columbus to Chicago										
Bradford and Union City							45	40	50	40
Union City and Beth	50	40								
Beth and West Good							50	40	50	40
West Good and Anoka	50	40								
Anoka and Race							50	40	50	40
Race and Van							30	30	30	30
Van and Division Post (Chicago Div.)							50	40	50	40
Main Line-Cincinnati to Kankakee										
Aroma Park and End Block	40	30								
G. R. & I. Branch Between:										
Junction and Mile Post 123.0	30	30								
Fourth Street Branch Between:										
Junction and End of Track	10	10								
Waterloo Branch Between:										
Auburn Jct. and Mile Post 25.6	10	10								
I. & F. Branch Between:										
Clymers and Van	30	30								
Kankakee Branch										
JK and Mile Post 17	49	49								
Mile Post 17 and Mile Post 99	40	40								
Mile Post 99 and Mile Post 104	15	15								
Mile Post 104 and Streator Jct.	40	40								
Streator Jct. and Mile Post 154.4	25	25								
Mile Post 154.4 and Mile Post 178	40	40								
Mile Post 178 and Seatonville	30	30								
Seatonville and LX	10	10								
LX and Pc Jct.	10	10								

SPECIAL MAXIMUM SPEEDS

1157-C1a. Maximum Speeds, unless otherwise restricted

Trains with cars not equipped for passenger service must not exceed maximum speed for freight trains, except as provided below or unless otherwise instructed.

On tracks where maximum speed is 60 miles per hour or more, passenger trains which include box and refrigerator type freight cars not equipped for passenger service, may be operated at a maximum speed of 60 miles per hour, unless otherwise restricted.

Trains consisting exclusively of passenger Flexivan cars, (PC, NYC and MFVX with 4 digit numbers), passenger, mail, or express cars, are authorized to operate at passenger train speed, unless otherwise restricted.

Freight Flexi-Van cars (PC and NYC) may be operated at speeds not to exceed 70 miles per hour, unless otherwise restricted.

Mail trains with all passenger equipped cars may operate at speeds posted for passenger trains, unless otherwise restricted.

Mail trains with all passenger equipped cars with freight caboose, unless otherwise restricted, 70 miles per hour, but not exceeding maximum speed for passenger trains.

Mail trains with passenger equipped cars and freight Flexivan car or cars, with freight or passenger caboose, unless otherwise restricted, will operate at speeds authorized for TrailVan trains.

NOTE—When handling such trains, conductors must know that enginemen have been so advised. Conductors of passenger and mail/express trains, must inform Train Dispatcher prior to departure from terminal, of any speed restrictions applying to their train; if because of freight equipment, state car and car number.

MAIN LINE BUFFALO TO CHICAGO

Freight trains consisting exclusively of freight Flexivan, passenger, mail, express, multilevel automobile carrying cars, or TOFC cars will be designated as TrailVan trains.

Where maximum speed for passenger trains is 60 miles per hour or more, TrailVan trains, unless otherwise restricted, are authorized to operate at special speeds as follows:

	60 cars or less	61 cars or more
	miles per hour†	miles per hour†
*Main Line—Buffalo to Chicago	70	60

†TrailVan trains must not exceed authorized maximum speed for passenger trains.

*See Special Instructions 1157-F1a.

NOTE—PC34,000, Class G43B Gondola is especially equipped for company material service and may be operated at Special Maximum Speeds for TrailVan trains.

MAIN LINE PITTSBURGH TO CHICAGO

Where maximum authorized speed for passenger trains is 60 miles per hour or more, trains symbolized TV, consisting of 60 cars or less, unless otherwise restricted, are authorized to operate at maximum speed of 60 miles per hour between the following locations:

Colsan and Gary—No. 1 and No. 2 tracks

1157-C2. Operating against current of traffic except where Rule 261 is in effect, unless otherwise specified.

CLEVELAND DIVISION

	Miles per Hour	
	Pagr.	Fr.
Main Line-Alliance to Cleveland		
Division Post, Central Region and Maple	50	50
Maple and Harvard	40	40
Harvard and DB	30	30
Branches:		
C.U.T.		
CT and Short	30	30
Short and BE	50	30
C.S.L.	30	30

TOLEDO DIVISION

Branches:		
Stanley CP 286 and Rockwell Jct.	15	15
Toledo Swan Creek and Division Post (Detroit Div.-Northern Region)	20	15
Carrothers	30	30

CHICAGO DIVISION

Entire Division	50	50
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FORT WAYNE DIVISION

Entire Division	50	50
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**MAIN LINE* OTHER TRAINS AND EQUIPMENT
MAXIMUM SPEED UNLESS OTHERWISE SPECIFIED**

1157-C3. Wreck Trains and Work Trains

CLEVELAND AND TOLEDO DIVISIONS

Main Line-Buffalo to Chicago Between :	Boom Trailing		Boom Forward		On Curves	
	Miles per Hour					
	Wreck	Work	Wreck	Work	Wreck	Work
BV and BR No. 1 and No. 2 Tracks.	45(a) 35(b)	45(a) 30(b)	35(a) 25(b)	35(a) 20(b)	20	20
No. 3 and No. 4 Tracks.	30	30	20	20	20	20
BR and BE No. 1 and No. 2 Tracks.	40(a) 35(b)	40(a) 30(b)	30(a) 25(b)	30(a) 20(b)	20	20
No. 4 Track.....	25	25	15	15	15	15
BE and CP B No. 1 and No. 2 Tracks.....	45(a) 35(b)	45(a) 30(b)	35(a) 25(b)	35(a) 20(b)	20	20
Main Line-Alliance to Cleveland Division Post, (Central Region) and Harvard.....	35	35(a) 30(b)	25(a) 30(b)	25(a) 20(b)	20	20
Harvard and DB.....	30	30	25	20	20	20
CUT Branch.....	40(a) 35(b)	30(a) 30(b)	30(a) 25(b)	30(a) 20(b)	20	15
Cleveland Short Line Branch....	30	30	20	20	20	15
Clark Branch.....	20	20	20	20	20	15
Norwalk Branch.....	20	20	20	20	20	20
Hillsdale and Vulcan-Old Road Branch..... (See Notes 1, 2, 3, 4).....	30(a) 25(b)	30	20(a) 15(b)	20	15	20
Clinton Branch..... (See Notes 5, 6)	20(b)	20(b)	10(b)	20(b)	15(b)	20(b)
Ida Branch.....	20(b)	20(b)	10(b)	20(b)	15(b)	20(b)
Morenci Branch and Waterloo Branch.....	15(b)	15(b)	10(b)	15(b)	10(b)	10(b)
Litchfield Branch and Shipshewana Branch.....	15(b)	15(b)	10(b)	15(b)	10(b)	10(b)
Toledo Branch.....	30	30	20	20	20	20
Carrothers Branch Galena and Olive.....	30	30	30	20	20	20
Walbridge and North Carrothers..	30	30	30	20	20	20
Erie Yard Branch.....	15	15	15	15	10	10

CHICAGO AND FORT WAYNE DIVISIONS

	Boom Trailing		Boom Forward		On Curves	
	Miles per Hour					
	Wreck	Work	Wreck	Work	Wreck	Work
Main Line-Buffalo to Chicago Between:						
Division Post (Toledo Div.) and MS.....	45 ^(a) 35 ^(b)	30	35 ^(a) 25 ^(b)	25	20	20
MS and Lake Jct.....	25 ^(a)		25 ^(a)			
Main Line-Pittsburgh to Chicago						
Colsan and South Branch Bridge, No. 1 and No. 2 tracks.....	50	30	40	20	20	20
Whiting and Lake Jct., and Cole- hour Jct. and Englewood, No. 3 track.....	25	30	25	20	20	20
Lake Jct. and Englewood, No. 4 track.....	25	30	25	20	20	20
Main Line-Columbus to Chicago						
Bradford and Bernice.....	30	30	30	20	20	20
Bernice and Beverly Jct.....	30	30	25	20	20	20
S. C. & S. Branch						
Bernice and Colehour Jct..... (See Note 7)	30	30	25	20	20	20
Columbia City Secondary Track						
Mexico and Vandale.....	25	25	20	20	20	20
G. R. & I. Branch						
Mile Post 123.0 and Junction.....	30	30	25	20	20	20
I. & F. Branch						
Clymers and Van.....	30	30	25	20	20	20
Effner Secondary Track						
Kenneth and Effner.....	25	25	20	20	20	20
Joliet Branch						
East Gary and Joliet.....	30	30	20	20	20	20
Kankakee Branch						
HF and PC Jct.....	30 ^(a) 35 ^(b)	30	20 ^(a) 25 ^(b)	20	20	20
Ivanhoe Branch						
PO and Ivanhoe.....	40 ^(a) 35 ^(b)	30	35 ^(a) 25 ^(b)	25	20	20

(a) With wreck derricks of 250 ton capacity and over.

(b) With wreck derricks under 250 ton capacity.

NOTE 1. Bridge No. 39, east of Bronson, Michigan:
 Wreck derrick under 250 ton
 capacity..... 15 miles per hour
 Wreck derrick of 250 ton
 capacity..... 5 miles per hour

(Continued on next page)

- NOTE 2. Bridge No. 53, Coldwater,
Michigan.....15 miles per hour
- NOTE 3. Bridge No. 158, Cadmus,
Michigan.....15 miles per hour
- NOTE 4. Bridge No. 175, Lenawee Jct.,
Michigan.....15 miles per hour
- NOTE 5. Bridge No. 15, Sutton Road,
Michigan.....15 miles per hour
- NOTE 6. Bridge No. 21, Tecumseh,
Michigan.....15 miles per hour
- NOTE 7. Bridge No. 4.76, Burnham.....10 miles per hour

*Work trains without crane may operate at speed authorized
for freight trains, unless otherwise instructed.

Main Line* ALL DIVISIONS	Miles per Hour
1157-C4. Circus Trains (Speeds greater than 30 M.P.H. may be authorized by the General Manager and as determined by the Bureau of Exceptional Shipments)	30
1157-C5. Revenue trains handling machinery of rotary or swinging type, such as cranes, derricks, steam shovels, etc., moving on own wheels: —on straight track..... —on curves.....	30 20
1157-C6. #Freight trains, except BP 1, with 30 or more cars of mineral freight..... Solid Grain Trains..... BP1 when handling ore..... Trains handling Aluminum ore..... JENNIE Type Cars. #In mineral trains when loaded..... In other than mineral trains when loaded..... In any train when empty..... Trains with scale test cars or Jordan Spreader..... Trains with loaded ore cars less than 25 feet in length.. #Coal, Ore (except aluminum ore), Stone or Sand. NOTE—When handling such trains conductors must know that enginemen have been so advised.	30 40 40 40 40 50 50 25 30
1157-C7. Snow Plows in service..... Snow Flangers in service..... Passing station platforms, trains on adjacent tracks and over all grade crossings..... Trains handling Snow Plows and Flangers not in service..... Trains handling Snow Plows backward.....	20 20 5 30 5
1157-C8. Passenger train assisted by an engine on rear and air brake controlled by leading engine.....	30
1157-C9. Pushing Cars—Passenger trains..... —Freight trains.....	30 20
1157-C11. Trains handling Slab Steel or Ingot Molds.. Trains handling over 10 cars of Coil Steel destined Burns Harbor, Portage and/or Hennepin.....	40 40
1157-C12. Trains handling pulpwood logs in Bulk- head flats in multiple track territory are restricted as follows: On straight track..... On curves.....	 25 15
1157-C13. Trains handling welded rail cars..... Trains handling Speno Ballast Cleaning or Sweeper equipment.....	40 30
1157-C14. TrailVan trains when handling cars (ex- cept Cabooses) equipped with friction bearings.....	60
*When operating over territory other than Main Line, conform to maximum speeds for freight trains in such territory, but not exceeding the speed indicated above.	

TURNOUTS	
1157-D1. Maximum Speed	
TOLEDO DIVISION	
Vulcan-Old Road Branch Lenawee Jct. East siding switch, when diverging.....	10
CHICAGO DIVISION	
Alton Jct.—Interlocked turnouts to I.C.G. R.R., diverging movements.....	10
South Gary, turn-out to Glenn Park side track, when diverging.....	10
1157-E1. Maximum Speed approaching a Movable Bridge on a track not protected by both a Home Signal and an Approach Signal.	
CHICAGO DIVISION	
Location	Miles per Hour
Main Line Pittsburgh to Chicago River Branch Jct. Movements against current of traffic, on Tracks No. 1, No. 2 and No. 4.....	20
HC Main Line Buffalo to Chicago Movements against the current of traffic on No. 2 track.....	20

CURVES, BRIDGES, ETC.**1157-F1. Maximum Speed.****CLEVELAND DIVISION**

Main Line Buffalo to Chicago	Miles per Hour
*Between Mile Post 39.4 and Mile Post 39.5, Middle Road, Dunkirk, N. Y.....	40
CP 85:	
Passenger and TrailVan trains.....	60
Freight Trains.....	40
CP 103, No. 2 track.....	30
Between Mile Post 126 and Mile Post 127.5	
No. 3 Track.....	10
OD:	
Passenger and TrailVan Trains.....	50
Freight Trains.....	40
Between OD and Mile Post 130	
No. 3 Track.....	15
Between Mile Post 126 and Mile Post 130	
No. 4 Track.....	10
CP 154:	
Passenger and TrailVan Trains.....	60
Freight Trains.....	40
*Between Mile Post 168.2 and Mile Post 167.5, Lloyd and Worden Road, Wickliffe, Ohio.....	35
CP BR.....	30
QD.....	30
CP 190, No. 2 Track.....	40
Between Mile Post 191.9 and Mile Post 193.4—Sheldon Road, Five Points Road and Eastland Road, Brookpark, Ohio.....	35
BE:	
No. 1 and No. 2 Track.....	50
Main Line Alliance to Cleveland	
Curve east of Harvard.....	30
Between Mile Post 120.8 and DB	
No. 2 Track.....	10
Curve west of Mile Post 121.....	20
East 26th Street, east of Alabama.....	20
Erie Yard Branch	
Over all Highway Crossings.....	6
CUT Branch	
Between Mile Post 19.3 and Mile Post 20.3—Holland Road and Engle Road, Brookpark, Ohio.....	35
BE.....	30

Cleveland Short Line Branch	Miles per Hour
Between Mile Post 3 and Mile Post 6 No. 3 Track.....	10
Between Mile Post 3 and Mile Post 6.3 No. 4 Track.....	10
Clark Branch	
Between DB and OX.....	10
Between Mile Post 12 and Clark.....	10
Clark.....	10
*Applies to head end of train.	
TOLEDO DIVISION	
Main Line Buffalo to Chicago	
Berea, curve between Mile Post 194.3 and Mile Post 194.8.....	50
Elyria, curve between Mile Post 206.4 and Mile Post 207.3.....	65
Toledo Passenger station, all tracks.....	10
Kendallville, Wye Track to G.R.&I. Branch.....	10
Norwalk Branch	
Mile Post 212 to Mile Post 220.....	15
Norwalk, All Grade Crossings.....	10
Monroeville, Monroe St. West of station.....	10
Bellevue, East Yard Limit Sign.....	15
Mile Post 250 to Mile Post 259.....	15
Clyde, Main St. Route 101.....	10
Fremont, Groghan and Garrison Streets and Birchard Ave.....	10
Stanley Branch	
SA.....	15
Miami Cut Branch	
Toledo, Between Fassett Street and CP Maumee Trains handling loaded Dow Chemical aluminum hoppers marked DOWX 84000 series.....	15
CP Maumee.....	10
SA.....	15
Eastern Branch	
SA.....	15
Between SA and Crandall Road.....	10
Toledo Branch	
Alexis, Ann Arbor connection.....	10
Bridge No. 10, Southeast of Royster Guano Plant.....	5

Vulcan-Old Road Branch	Miles per Hour
Between Vulcan and Mile Post 310.....	15
East Riga, Within interlocking limits DT&I Auto- matic interlocking.....	20
Through Adrian city limits.....	15
Between Adrian and Mile Post 331.....	10
Hillsdale Branch	
Hillsdale, All grade crossings.....	15
Coldwater, All grade crossings.....	10
Bronson, Cars with gross weight between 220,000 and 263,000 lbs. over bridge 39 east of Bronson.....	20
Sturgis.....	20
Magnolia Street.....	10
White Pigeon Jct., trains entering or leaving Northern Region main track.....	15
Waterloo Branch	
Reading, Maple Street.....	5
Elm Street.....	10
Angola, U.S. Route 20.....	5
U.S. Route 27.....	10
Clinton Branch	
Clinton.....	15
Tecumseh.....	5
Raisin Center.....	20
Ida Branch	
Petersburg.....	5
Ida, highway, east of station.....	10
Morenci Branch	
Morenci.....	6
Between Mile Post 10.6 and Mile Post 11.6.....	5
Between Mile Post 15.4 and Mile Post 17.4.....	5
Between Weston and Morenci.....	15
Grosvenor, Bridge No. 60, Mile Post 1.7.....	5
Carrothers Branch	
Curve at north end of Maumee River movable bridge..	10
Michigan Branch	
Goshen, curve between Mile Post 55.4 and Mile Post 55.5.....	10
CHICAGO DIVISION	
Main Line—Buffalo to Chicago	
Between Mile Post 421 and Mile Post 421.6.....	20
Between Mile Post 422.3 and Mile Post 422.7.....	50
Between Mile Post 434.6 and Mile Post 438.....	35
PO Wye Track, southeast quadrant.....	20
Between Mile Post 503 and Mile Post 505.7.....	55
Main Line—Pittsburgh to Chicago	
Between Mile Post 453 and State Line No. 4 track....	10
Curve west of Mile Post 460.....	55
Englewood, over C.R.I.&P. Crossing.....	30
Curve west of Mile Post 461 (60th St.).....	25
Alton Jct., over C&WI-Santa Fe Crossing.....	15

Main Line—Columbus to Chicago		Miles per Hour
West Pullman.....		20
Beverly Jct.....		20
S. C. & S. Branch		
Curve, Bernice and Mile Post 9.....		30
Curve west of Bridge 4.76, Burnham.....		25
Curve at 103rd Street, east of Colehour Jct.....		20
Ivanhoe Branch		
PO Wye Track Southeast quadrant.....		20
Gary, over street and road crossings between Mile Post 253 and Ivanhoe.....		40
East Gary, over street and road crossings between Mile Post 249 and Mile Post 250.....		35
Joliet Branch		
Liverpool.....		20
Griffith, over street and road crossings.....		15
Hartsdale.....		20
Dyer.....		20
Chicago Heights, within yard limits.....		20
Joliet EJ&E crossing.....		20
Joliet Jct.....		10
E&W Secondary Track		
Elkhart, Over Edwardsburg Ave.....		5
Mishawaka, Twin Branch tracks.....		5
Elkhart Branch		
CP B.....		20
FORT WAYNE DIVISION		
Main Line—Pittsburgh to Chicago		
Curve, Mile Post 200.8.....		55
Upper Sandusky C. & O. R. R. crossing.....		40
Sugar Street and Mile Post 262 over grade crossings...		35
Between Mile Post 274 and Mile Post 275.....		40
Curve, Mile Post 287.9.....		40
Main Line—Columbus to Chicago		
Union City, Between PC Crossing and Mile Post 104.1.....		40
Ridgeville, Southwest wye.....		15
Gas City, Main Street Crossing, Mile Post 152.1.....		40
Marion, Street crossings between Mile Post 154.5 and Mile Post 160.1.....		25
Elm, over N. & W. crossing.....		15
Culver Secondary Track		
Logansport, Over North Third Street, Mile Post 115.5.....		10
Logansport, Over North Sixth Street, Mile Post 116.6.....		10

Effner Secondary Track	Miles per Hour
*L&N Crossing.....	20
*Reynolds.....	20
*Kentland.....	20
G. R. & I. Branch	
*N. & W. Crossing.....	20
Kendallville, Wye Track to M.L. Buffalo to Chicago..	10
Waterloo Branch	
Auburn, Over street grade crossings.....	5
Columbia City Secondary Track	
*Newton.....	20
*South Whitley.....	20
Kankakee Branch	
*Walkerton Interlocking, eastward at approach signal.	30
Knox, Heaton to Bender St. crossings, inclusive.....	25
*North Judson Interlocking, At approach signals.....	30
*San Pierre, Eastward at approach signal.....	35
Delmar.....	25
*MJ.....	20
*KX.....	20
*Dwight.....	35
*I.C.G. Crossing.....	20
*Streater AT&SF crossing.....	20
Curve Mile Post 154.2.....	10
Lostant.....	25
*Signal K180.1.....	25
Illinois River.....	15
Between Depue Jct. and Howe.....	15
Between Mile Post 188.5 and Mile Post 189.5.....	10
*Applies to head end of train.	

1157-F1a. Maximum speed, unless otherwise restricted, for trains as follows:

- A—TrailVan with 60 cars or less.
- B—TrailVan with 61 cars or more.
- C—Other freight trains.

CLEVELAND DIVISION
Main Line—Buffalo to Chicago

Train: EASTWARD	A	B	C	A	B	C
	No. 1 Track			No. 2 Track		
	Miles per Hour					
Between:						
Mile Post 156 and Mile Post 148		55			55	
Mile Post 148 and Mile Post 147	55	50		55	50	
Mile Post 140 and Mile Post 137	55	50		55	50	
OD and Mile Post 126	65	55		65	55	
Mile Post 115 and Mile Post 112		55			55	
Mile Post 112 and Mile Post 111	65	55		65	55	
Mile Post 111 and Mile Post 93		55			55	
Mile Post 93 and Mile Post 91	55	50		55	50	
Mile Post 71 and Mile Post 64	65	55		65	55	
Mile Post 64 and Mile Post 63	55	50		55	50	
Mile Post 50 and Mile Post 49		50			50	
Mile Post 33 and Mile Post 32		55			55	
Mile Post 18 and BV		55			55	

WESTWARD

Between:						
Mile Post 17 and Mile Post 18		55			55	
Mile Post 23 and Mile Post 24		55			55	
Mile Post 37 and Mile Post 38	65	50		65	50	
Mile Post 47 and CP-49	55	50		55	50	
Mile Post 62 and Mile Post 63	60	50		60	50	
Mile Post 75 and Mile Post 76		55			55	
Mile Post 97 and Mile Post 100		55			55	
Mile Post 109 and Mile Post 112	65	50		65	50	
Mile Post 121 and Mile Post 122	65	55		65	55	
Mile Post 134 and Mile Post 136		50			50	
Mile Post 136 and Mile Post 137	60	50		60	50	
Mile Post 137 and Mile Post 141		55			55	
Mile Post 145 and Mile Post 151		50			50	

TOLEDO DIVISION						
Main Line—Buffalo to Chicago						
Train: EASTWARD	A	B	C	A	B	C
	No. 1 Track			No. 2 Track		
	Miles per Hour					
Between: Division Post (Chicago Div.) and Mile Post 419	20	20	20	20	20	20
Mile Post 419 and Mile Post 414		55			55	
Mile Post 297 and Mile Post 296		50			50	
Mile Post 296 and Mile Post 291	65	50		65	50	
Mile Post 291 and Swan Creek	45	45	45	45	45	45
Swan Creek and Mile Post 286	30	30	30	30	30	30
Mile Post 286 and Mile Post 285	45	45	45	45	45	45
Mile Post 253 and Mile Post 252	65			65		
Mile Post 252 and Mile Post 251		50			50	
Mile Post 213 and Mile Post 206		55			55	
Mile Post 206 and Mile Post 205	55	55		55	55	
Mile Post 205 and Mile Post 199		55			55	
Mile Post 196 and Division Post (Cleveland Div.)	60	50		60	50	
WESTWARD						
Mile Post 199 and Mile Post 205	55	50		55	50	
Mile Post 205 and Mile Post 210		50			50	
Mile Post 219 and Mile Post 220		55			55	
Mile Post 285 and Mile Post 286	40	25	25	40	25	25
Mile Post 286 and Swan Creek . . .	30	25	25	30	25	25
Swan Creek and Mile Post 291 . . .	40	25	25	40	25	25
Mile Post 416 and Mile Post 418		50			50	
Mile Post 418 and Mile Post 419	55	50		55	50	
Mile Post 419 and Division Post (Chicago Div.)	20	20	20	20	20	20
CHICAGO DIVISION						
Main Line—Buffalo to Chicago						
Train: EASTWARD	A	B	C	A	B	C
	No. 1 Track			No. 2 Track		
	Miles per Hour					
Between: Mile Post 461 and Mile Post 450				59	50	
Mile Post 450 and Mile Post 449					50	
Mile Post 439 and Mile Post 438				35	35	35
Mile Post 423 and Division Post (Toledo Div.)	20	20	20	20	20	20
WESTWARD						
Division Post (Toledo Div.) and Mile Post 423	20	20	20	20	20	20
Mile Post 438 and Mile Post 439	35	35	35			
Mile Post 443 and Mile Post 445		55				
JD and Mile Post 465				59	50	
Mile Post 465 and Mile Post 483					50	
Mile Post 483 and Mile Post 485		55			50	
Mile Post 505 and Mile Post 505.7	55	40	40			

ENGINES

1157-G1. Maximum Speeds, unless otherwise restricted.

Engine No.	Class	H.P.	Fuel Cap'y Gal.	Miles per Hour	
				Multiple Light	With Train
1482-1879	EF-15	1500	1200	60	65
2010-2014	ERS-20	2000	1800/2600	60	70
2021-2044	AF-20	2000	1800/2600	60	70
2050-2059	AF-30	3000	2600	60	70
2100-2112	EF-20	2000	2350	60	65
2188-2249	EF-22	2250	3600	60	70
2250-2399	EF-25	2500	2500	60	70
2400-2414	AF-24	2400	2400	60	70
2415	AF-24a	2400	2400	60	70
2416-2459	AF-25	2500	2000/2900	60	70
2500-2685	GF-25	2500	2650/2900	60	70
2700-2749	GF-22	2250	3250	60	70
2822-2823	GF-28	2800	2900	60	70
2830-2889	GF-30	3000	3250	60	70
2890-2970	GF-33	3300	3250	60	70
3000-3274	EF-30	3000	3600	60	70
3437-3547(C)	EF-15	1500	1200	60	65
3800-3839(C)	EF-17	1750	1700	60	65
4003	EP-22	2250	1200	60	80
4006-4019	EP-20	2000	1200	60	80
4020	EP-22	2250	1200	60	80
4021-4035	EP-20	2000	1200	60	80
4036-4095	EP-22	2250	1200	60	80
4104-4111(C)	EP-20	2000	1200	60	80
4153 & 4156(C)	EFP-15	1500	1200	60	75
4201-4244	EP-20	2000	1200	60	80
4246-4319	EP-22	2250	1200	60	80
4332-4370	EFP-15	1500	1200	60	75
5223-5596	ARS-16; s	1600	800/1600	60	65
5600-5959	ERS-15; s	1500	800/1800	60	65
6000-6039	EF-25a	2500	3000	60	70
6040-6104	EF-30a	3000	4000	60	70
6105-6239	EF-36	3600	4000	60	70
6240-6284	EF-30a	3000	4000	60	70
6300-6314	AF-27	2750	4000	60	70
6315-6329	AF-30a	3000	4000	60	70
6330-6344	AF-36	3600	5000	60	70
6500-6519	GF-25a	2500	3500	60	70
6520-6534	GF-28a	2800	4000	60	70
6535-6539	GF-30a	3000	4000	60	70
6540-6563	GF-33a	3300	4000	60	70
6700-6718	GRS-22	2250	4000	60	70
6800-6805	ARS-16a	1600	1300	60	65
6809	ARS-24s	2400	1350	60	75
6811-6816	ARS-24	2400	2000	60	65
6855-6879	ARS-18a	1800	2000	60	65
6900-6924	ERS-17a	1750	2400	60	65
6925-6959	ERS-20a	2000	4000	60	65
6998 & 6999	ERS-15ax	1500	2400	30	55
7000-7559	ERS-17; s	1750	800/1700	60	65
7600-7639	ARS-18	1800	1800	60	65
7640-7644	ARS-20	2000	1800	60	65
7645-7647	ARS-18	1800	1800	60	65
7648	ARS-20	2000	1800	60	65
7649-7674	ARS-18; s	1800	1200/1800	60	65
7675-8153	ERS-20	2000	2600	60	65
8263-8297	BS-10; m	1000	650	45	60
8300-8303	BRS-10sx	1000	900	45	60

(Continued on next page)

Engine No.	Class	H.P.	Fuel Cap'y Gal.	Miles per Hour	
				Multiple Light	With Train
8304-8307	BRS-12sx	1200	900/1900	45	60
8308-8344	BS-12; m	1200	1200	45	60
8350-8380	BS-6	600	650	30	45
8381-8386	BS-7	700	650	30	45
8398-8399	LRS-12as	1200	800	45	60
8400-8599	ES-6; m	600	600/900	45	45
8600-8627	ES-8	800	600	30	45
8628-8646	ES-9	900	900	30	45
8648-8834	ES-10; m	1000	1000	45	60
8835-9199	ES-12; m	1200	600/930	45	60
9200-9227	ES-15; m	1500	1500	45	60
9310-9491	AS-6; m	600	650	45	60
9500-9559	ES-15; m	1500	1100	45	45
9600-9842	AS-10; m	1000	635	45	60
9844-9849	AS-10a	1000	635	30	60
9850-9859	AS-10	1000	635	30	60
9901-9946	ARS-10; s; sx	1000	800/1600	60	60
(C)—B Units					
Single Units—Light:					
All classes except EP-20, EP-22.....				30	
EP-20, EP-22.....				50	
NOTE—Diesel unit type designations:					
First letter designates builder:					
A—Alco Products, Inc. (American Locomotive Company)					
B—Baldwin-Lima-Hamilton Corporation (Baldwin Locomotive Works)					
E—Electro-Motive Division of General Motors Corporation					
F—Fairbanks, Morse and Company					
G—General Electric Company					
Lima—Lima-Hamilton Corporation					
Second letter (and third where used) in type designation indicates service as follows:					
“P”—Passenger.					
“F”—Freight.					
“FP”—Freight-Passenger.					
“RS”—Road-Switcher.					
“S”—Yard-Switcher.					
Numerals indicate engine horsepower in nearest hundreds.					
Small letters indicate:					
a—Changed in original design					
m—Multiple unit equipped					
s—Steam generator equipped					
x—Not equipped with multiple unit control (Road Switcher)					
				Miles per Hour	
Diesel engines when operated from rear unit or other than leading end for direction of movement.....				30	

SECONDARY TRACKS, RUNNING TRACKS
AND SIDINGS

1157-H1. Maximum Speeds, unless otherwise specified.
CLEVELAND DIVISION

Track	Between	And	Miles per Hour
No. 44.....	DB.....	West End, East 26th St.....	10
No. 45.....	QD.....	West End, East 26th St.....	10
West Park.....	CP 190.....	Mile Post 183.4...	10
99.....	White.....	Maple.....	15
98.....	Maple.....	McCracken.....	20
Crown.....	Twin.....	Crown.....	15
42.....	CP 89.....	CP 85.....	10
All other Sec- ondary Tracks.	.....	.....	15
All Sidings and Running Tracks (except controlled sidings).....	.....	.....	15
Controlled Siding.....	CP Mill.....	CP Canal.....	15
Controlled Siding (adjacent to No. 2 track)...	CP 79.....	CP 85.....	10
All other Controlled Sidings.....	.....	.....	30
On Nos. 20 and 40 Running Tracks—Erie Yard over Highway Crossings.....			10
Trains and engines operating on Morton Salt Co. lead over Williams Street crossing (Painesville).....			10

TOLEDO DIVISION			
Track	Between	And	Miles per Hour
Olive Secondary.....	Olive.....	CP Maumee.....	10
All Sidings and Running Tracks (except controlled Sidings).....			15
Controlled Sidings.....			30
CHICAGO DIVISION			
Beverly Jct. Secondary Tracks No. 1 and No. 2.....	Beverly Jct.....	Belt Crossing....	20
Western Ave. Secondary Tracks No. 1 and No. 2.....	49th Street.....	Western Ave.....	20
No. 3 and No. 4. No. 4.....	47th Street..... 40th Street.....	40th Street..... Alton Jct.....	20 20
Calumet River Line.....	Hegewisch.....	River Br. Jct....	20
Englewood Connecting Line On Wye Tracks. On Secondary Tracks..... On Wye Tracks.	EC.....	Ford Street.....	10
	Ford Street.....	Winchester Ave..	15
	Hoyne Ave.....	59th St.....	10
Colehour Running Track....	Lake Jct.....	Colehour Jct.....	15
E&W Secondary Track.....	CP B.....	Mishawaka.....	10
Controlled sidings.....			30

FORT WAYNE DIVISION

Track	Between	And	Miles per Hour
No. 3.....	Adams.....	Linker.....	30
No. 3.....	Linker.....	Piqua.....	15
No. 3.....	Winter St.....	Junction.....	10
No. 4.....	Junction.....	Mike.....	10
Vandale Sec- ondary Track..	LaOtto.....	Auburn.....	5
Decatur Run- ning Track....	Mile Post 69.5	Mile Post 72.8	15
Fort Wayne Secondary Track.....	End of Block....	Adams.....	30
Columbia City Secondary Track.....	Vandale.....	Mexico.....	30
K&S Secondary Track.....	End of Block....	West K&S switch.....	15
Depue Sec- ondary Track..	Depue Jct.....	Depue.....	10
Culver Sec- ondary Track..	End of Block....	Van.....	15
Effner Sec- ondary Track..	Kenneth.....	End of Block.... (Effner)	30
Churchill Sec- ondary Track..	Ladd.....	Churchill....	15
Controlled sidings.....			30

1157-K. When a speed restriction is put in effect at a controlled point (CP) or Interlocking, the restriction applies between the extreme outer home signals.

ENGINE AND SPECIAL LOAD RESTRICTIONS

1160-A1. Engines and special loads are restricted at locations shown:

NOTE—Letters and figures indicate:

- X—Prohibited.
- A—Backward movement prohibited.
- B—Backward movement restricted to speed indicated.
- D—Operation of engines coupled prohibited.
- E—Restricted account of light rail.

Full Face Type—Indicates that the same class of engine is shown in more than one column. The most restrictive indication shown at a location will apply.

Figures 5, 10, 15, etc., indicate maximum speed at which engines specified may be operated.

The small letter in parenthesis shown in location column indicates reference NOTE shown at end of table.

Engines of classes other than those listed shall not be run over any portion of the region unless authorized by Superintendent.

Diesel engines having units coupled will be governed by the most restricted unit so coupled.

Class of engines and special loads listed under each numbered and lettered column of this page will apply to corresponding columns of all succeeding pages of this Instruction.

	CLASS OF ENGINES					SPECIAL LOADS			
	1	2	3	4	5	L	M	I	J
COLUMN									
LOCATION	AS6m, BS6, BS7, ES6m								
	AF24, AF24a, ARS10, ARS10s, ARS10ax, ARS18, ARS20, AS10, AS10m, BRS10sx, BRS12sx, BS10, BS10m, BS12m, EF20, EF25, ES8, ES9, ES10m, ES12, ES12m, ES15m, LRS12as								
	AF20, AF25, ARS16a, ARS16s, ARS18s, EF15, EF17, EF22, EF30, EFP15, ERS15ax, ERS15s, ERS17a, ERS17s, ERS20, GF25, GF28, GF30								
	ARS18a, ARS24, EP20, EP22								
	AF27, AF30, AF30a, AF36, ARS16a, ARS24s, EF25a, EF30a, EF36, ERS15ax, ERS17a, GF35a, GF28a, GF30a, GF33, GF33a, ERS20a, GRS22								
	AF36, GF33								

CLEVELAND DIVISION

	CLASS OF ENGINES					SPECIAL LOADS			
COLUMN	1	2	3	4	5	L	M	I	J
MAIN LINE BUFFALO TO CHICAGO									
DUNKIRK, N.Y.: All Yard Tracks except No. 1 track in new yard.....				X	X				
Mohawk Power Co. Lead.....				X	X				
PAINESVILLE: Morton Salt Co. on scale, middle and south tracks.....	X	X	X	X	X				
WILLOUGHBY: The Browning Co., inside Bldg.....	X	X	X	X	X				
MAIN LINE ALLIANCE TO CLEVELAND									
BEDFORD: Ferro Chemical Co.....				X	X	X	X	X	X
McMyler Interstate tracks.....					X	X	X	X	X
Old line—east of Grace St.....				X	X	X	X	X	X
Old line—east of Powers Rd.....				X	X	X	X	X	X
Trestle, Marble Chair Co.....	X	X	X	X	X	X	X	X	X
Franklin Oil and Gas.....				X	X	X	X	X	X
N&W Transfer.....				X	X	X	X	X	X
MAPLE HEIGHTS SPUR: Main spur.....				X	X	X	X	X	X
Aluminum Smelting and Refining Co.....		X	X	X	X	X	X	X	X
Other Industrial tracks.....			X	X	X	X	X	X	X
BEDFORD YARD: WEST YARD: Nos. 9 to 25 inclusive.....				5	X	X	X	5	X
MAPLE TO HARVARD: All Industrial tracks.....					X		X	X	X
HARVARD: N&SS connection.....					X				
N&W transfer.....			X	X	X				
HARVARD AVENUE TO EAST 22nd STREET All Industrial tracks.....			X	X	X	X	X	X	X
AETNA YARD: Lead to Kilroy Steel.....				X	X		X	X	X
KINGSBURY SPUR: Between Bessemer Ave. and end of spur.....			X	X	X	X	X	X	X
KINSMAN ROAD: No. 3 yard running track between Kinsman Ave. and Holton Ave.....									X
No. 4 yard running track on second curve west of Bessemer Ave.....									X
Receiving turnout leading to No. 4.....				5	5	5	5	5	5
HOLTON AVENUE: Eastward yard, west end of tracks 7, 8, 9 and 10.....				X	X	X	X	X	X
EAST 55th STREET City Products Coal Yard Trestles.....	X	X	X	X	X				
ST. CLAIR STREET TO 33rd STREET: Track No. 4.....					X		X	X	X
MS YARD: Eastward yard.....					X		X	X	X
Westward yard.....					X		X		X

	CLASS OF ENGINES					SPECIAL LOADS			
COLUMN	1	2	3	4	5	L	M	I	J
ERIE—OD YARD:									
Creek Tracks No. 1.....				X	X		E	E	E
Erie Grocery Corporation.....				X	X	X	E	E	E
Car Shop Yard.....				X	X		E	E	E
Cabin Tracks.....				X	X		E	E	E
Old Outbound Tracks Nos. 1 to 4 inclusive.....				X	X		E	E	E
Wye Track.....				X	X		E	E	E
Liberty Iron and Metal Co.....				X	X		E	E	E
N&W Interchange.....				X	X		E	E	E
Interchange Track.....				X	X		E	E	E
MW Track.....				X	X		E	E	E
Pocahontas Track.....				X	X		E	E	E
Tracks between "OD" Ladder and No. 6									
Running Track.....				X	X			E	E
Yard tracks 1, 2, 3, 7, 8 and 9.....				X	X			E	E
ERIE—WARFEL YARD:									
Gravel Pit and Industrial Tracks.....				X	X			E	E

TOLEDO DIVISION

MAIN LINE BUFFALO TO CHICAGO									
OLMSTED FALLS:									
Greenhouse track and United Farmers Exchange track over unloading pits.....	X	X	X	X	X				
ELYRIA:									
Murbock Coal & Supply Co. over trestle.....	X	X	X	X	X				
AMHERST:									
Quarry track beyond sign 15,000 feet south of Milan Rd.....	X	X	X	X	X				
SWANTON:									
A. D. Baker Co. beyond sign 800 feet from main track switch.....	X	X	X	X	X				
Home Builders Supply track 100 feet west of Main St.....	X	X	X	X	X				
DELTA:									
Studer Chemical Co. beyond east end of Bridge.....	X	X	X	X	X				
EDGERTON:									
Coal trestle serving Myers Elevator & Coal Co., east of Route 6.....	X	X	X	X	X				
VULCAN-OLD ROAD BRANCH									
BLISSFIELD:									
Blissfield Canning Co. beyond sign 1,800 feet from Main track switch.....	X	X	X	X	X				
WATERLOO BRANCH									
Main tracks.....						X			
MORENCI BRANCH									
Main tracks.....						X			
MORENCI:									
Parker Rust Proof Co. east track beyond north end of dock approximately 300 feet from Main St.....	X	X	X	X	X	X			
LITCHFIELD BRANCH									
Main tracks.....						X			
IDA BRANCH									
Main tracks.....						X			
SHIPSHEWANA BRANCH									
Main tracks.....						X			
MICHIGAN BRANCH									
Main tracks.....						X			
TOLEDO BRANCH									
Bridge No. 10 leading to Royster Guano Plant.....			X	X	X				

	CLASS OF ENGINES					SPECIAL LOADS			
COLUMN	1	2	3	4	5	L	M	I	J
CARROTHERS BRANCH									
TOLEDO:									
Maumee River Br. 85.47 to Galena Note (1)									
Continental Coffee Co. track							X	X	X
City Fuel Co. track					X		X	X	X
Toledo Steel Products track					X		X	X	X
Switching track on Water St. as far south as Adams St.				X	X	X	X	X	X
Same track south of Adams St.				X	X	X	X	X	X
Toledo Edison tracks as follows:									
Water St. Station empty track				X	X	X	X	X	X
Acme Station—Gantry track	X	X	X	X	X	X	X	X	X
Acme Station—Dry Pocket track	X	X	X	X	X	X	X	X	X
Acme Station—Down Hill track	X	X	X	X	X	X	X	X	X
Acme Station—Turbin Room track	X	X	X	X	X	X	X	X	X
Acme Station—Empty track beyond limit sign	X	X	X	X	X	X	X	X	X
Lakes Warehouse—Great Lakes Corp. No. 1 Dock	X	X		X	X	X	X	X	X
Lakes Warehouse—Great Lakes Corp. tracks					X		X	X	X
WALBRIDGE:									
Toledo Terminal Connection					X				
WOODVILLE:									
Ohio Lime tracks					X		X	X	X
Elevator track					X		X	X	X
Woodville Lime Products tracks					X		X	X	X
Standard Lime & Stone Co. tracks					X		X	X	X
GIBSONBURG:									
Gibsonburg Elevator track					X		X	X	X
Station track					X		X	X	X
Nat'l Gypsum tracks					X		X	X	X
Gibsonburg Lime Products tracks					X		X	X	X
Tiger tracks				X	X	X	X	X	X
Gibsonburg Canning Co. track					X		X	X	X
BETTSTVILLE:									
Basic Dolomite tracks					X		X	X	X
Elevator track					X		X	X	X
MAPLE GROVE:									
N&W Connection					X				
TIFFIN:									
Freight House tracks							X	X	X
Machinery Loading track					X		X	X	X
Loudenslager track					X		X	X	X
Ohio Power Co. track				X		X	X	X	X
Team track					X		X	X	X
Smith Coal & Ice track					X		X	X	X
Webster Mfg. tracks					X		X	X	X
Industrial Lead					X		X	X	X
South lead to coaling track					X		X	X	X
Tiffin Metal track					X		X	X	X
Sterling Grinding Wheel tracks					X		X	X	X
U. S. Glass tracks					X		X	X	X
Standard Sanitary Mfg. tracks					X		X	X	X
Nat'l Machinery, westerly track					X		X	X	X
Groman Bro. track					X		X	X	X
Station track					X		X	X	X
Floom Fleck Co. track					X		X	X	X
Graveldinger track					X		X	X	X
General Electric track					X		X	X	X
BLOOMVILLE:									
France Quarry track					X		X	X	X
Station track							X		X
Elevator track							X		X
Siding (Note 2)									
CARROTHERS:									
Northwest wye									
Note 1. Class EF-36 are prohibited on curve at Mile Post 85.8 No. 1 track.									
Note 2. All class of engines are prohibited to operate on Bloomville Siding except the following:									
ES6	ES12	ERS15	ERS17S						
ES10	ES12M	ERS15S							
ES10M	ES15M	ERS17							

CHICAGO DIVISION

	CLASS OF ENGINES					SPECIAL LOADS			
COLUMN	1	2	3	4	5	L	M	I	J
MAIN LINE PITTSBURGH TO CHICAGO									
ROBY:									
Lever Bros. tracks.....				X	X	X	X	X	X
BRIDGE 460.57:									
3010 feet west of Mile Post 460:									
Tracks No. 1 and 2.....	30	30	60	60	60	30	20	10	10
Tracks No. 3 and 4.....	30	30	40	40	40	30	10	10	10
ENGLEWOOD:									
Termice and Team tracks.....				X	X				
BRIDGE 460.76									
BRIDGE 460.88									
BRIDGE 460.98									
Englewood									
Tracks No. 1 and 2.....			70	70	70	30	20	10	10
Tracks No. 33 and 34.....								10	10
BRIDGE 461.04									
211 feet west of Mile Post 461 to									
BRIDGE 461.31									
1637 feet west of Mile Post 461, incl.:									
Tracks No. 1 and 2.....			25	25	25	30	20	10	10
Tracks No. 33 and 34.....								10	10
BRIDGE 461.44									
2323 feet west of Mile Post 461, to									
BRIDGE 461.93									
4910 feet west of Mile Post 461, incl.:									
Tracks No. 1 and 2.....			70	70	70	30	20	10	10
Tracks No. 33 and 34.....								10	10
58th STREET:									
Lenz Coal Co. track.....						X	X	X	X
23rd STREET:									
Vierling Steel Works.....						X	X	X	X
CHICAGO (C. U. S. Joint Tracks):									
All industrial tracks between Lumber St.									
and Western Ave.....			X	X	X	X	X	X	X
North Joint Tracks Mile Post 313.9.....					X	X			
Tracks 17, 25 and 28.....					X				
MAIN LINE COLUMBUS-CHICAGO									
MAYNARD:									
Entering building on National Brick Co.									
track.....	X	X	X	X	X				
LANSING:									
Lansing Lbr. & Supply Co. track.....				X	X	X	X	X	X
Team tracks.....				X	X		X	X	X
BERNICE:									
Illinois Brick Yard.....				X	X	X	X	X	X
BRIDGE 294.89:									
4700 feet west of Mile Post 294.....							30	30	20
WEST PULLMAN:									
Conn. to C. W. P. & S. R. R.....			X	X	X				
BEVERLY JCT. AND WESTERN AVE. SECONDARY TRACKS									
All industrial tracks.....			X	X	X				
BRIDGE 307.25:									
36th St.....						20	20	15	10
BRIDGE 307.37:									
35th St.....						20	20	15	10

	CLASS OF ENGINES					SPECIAL LOADS			
COLUMN	1	2	3	4	5	L	M	I	J
ASH STREET: Conn. to I. C. G.....			X	X	X				
ALL BRIDGES Between BRIDGE 310.09 over Taylor Street..... and BRIDGE 311.28 over Fulton Street, incl.....			20	20	20	20	10	10	X
S C & S BRANCH Between Bernice and Colehour Jct.....							X	X	X
BRIDGE 8:15: 792 feet east of Mile Post 8.....			40	40	40	40	X	X	X
BURNHAM: Conn. to B. & O. C. T. R. R..... Conn. to C. & C. R. R..... Hegewisch Lbr. Co. track.....				X	X				
				X	X		X	X	X
ENGLEWOOD CONNECTING LINE 59th Street, West Wye..... Between 58th Street and 59th Street, All Industry Tracks.....			X	X	X				
			X	X	X	X	X	X	X
CALUMET WESTERN LINE BRIDGE 1.08: Over Calumet River..... South Chicago—Calumet Western Jct. via Calumet Western Line..... Indiana Harbor—Jct. B. & O. C. T. R. R., East Chicago via R. of W. No. 1..... Mahoning—Jct. B. & O. C. T. R. R., East Chicago, via R. of W. No. 3..... Hammond Jct.—Hegewisch.....				X	X	X	X	X	X
				X	X	E	X	X	X
				X	X	X	X	X	X
				X	X	X	X	X	X
				X	X	X	X	X	X
SOUTH BEND: Studebaker Connection east of Broadway..... Eckler Mfg. Co. track..... W. C. Miller track..... No. 1 House track, Tutt St..... No. 2 House track, Tutt St.....							X	X	X
							X	X	X
MAIN LINE BUFFALO TO CHICAGO ELKHART: Patrick Plywood..... Lap Switch—Base of hump in Robert R. Young Yard.....			X	X	X				
			X	X	X				
MISHAWAKA: Steel Fabricating Division, Midland Corp.....			X	X	X				
LA PORTE: Storage Track south of Allis-Chalmers Co..... South Wilson Track..... Seaway Container and American Rubber Co..... American Home Foods.....			X	X	X				
			X	X	X				
			X	X	X				
E & W SECONDARY TRACK ELKHART: Garden City Tablet Co.....			X	X	X				
MISHAWAKA: U. S. Rubber Co.....			X	X	X				
KANKAKEE BRANCH SOUTH BEND: O'Brien Varnish Co..... Malleable Steel Range Co.—MC Connection..... Eckler Coal Co.—JK to Vandalia Jct..... Gentner Meat Co. track.....			X	X	X				
			X	X	X				
			X	X	X	X	X	X	X

[illegible]

COLUMN	CLASS OF ENGINES					SPECIAL LOADS			
	1	2	3	4	5	L	M	I	J
THORNHOPE: Elevator track.....				X	X	X	X	X	X
STAR CITY: Team track..... Stock track.....				X X	X X		X	X	X
WINAMAC: Elevator track..... Pickel track.....				X X	X X		X X	X X	X X
DENHAM: Team track.....				X	X	X	X	X	X
LA CROSSE: C. & O. R. R. tracks west of old elevator..... North Elevator track, east of Coal Bins.....	X	X	X	X X	X X	X	X	X	X
GRASSMERE: Elevator track.....				X	X	X	X	X	X
AYLESWORTH: Elevator and Team track.....				X	X		X	X	X
HEBRON: Tail track.....				X	X		X	X	X
CROWN POINT: Letz Mfg. Co. all tracks..... Burton coal track..... Tuttle coal track..... Team track, No. side..... NIPSCO Track.....				X X X X X	X X X X X	X	X X X X	X X X X	X X X X
EFFNER SECONDARY TRACK All tracks, bridges, etc.....						20			
WOLCOTT: So. Elevator track..... Dye Lumber track.....				X X	X X		X X	X X	X X
REMINGTON: West end of north track..... Middle track, So. side..... Elevator track, So. side..... Virginia-Carolina Chemical.....				X X	X X		X X	X X	X X
GOODLAND: Bales Lumber track beyond a point 423 feet from PC main track switch..... Sherman White & Co. track..... Butane Gas track.....				X X	X X		X X	X X	X X
NEWTON: Newton County Stone Co., under tippie.....	X	X	X	X	X	X	X	X	X
I & F BRANCH Main tracks.....						20			
VAN (South of): State Hospital..... Wabash Wholesalers.....				X X	X X	X X	X X	X X	X X
COLUMBIA CITY SECONDARY TRACK All tracks and Bridges.....						20			
MEXICO: Elevator track.....				X	X	X	X	X	X
DENVER: N. & W. Wye track..... Wilkinson Lumber Co. track.....				X X	X X	X X	X X	X X	X X
ROANN: Elevator track.....						X	X	X	X
NO. MANCHESTER: A. F. Henckel track..... PC Wye track..... Miley Co. track..... North Team track..... Elevator track..... Gas Plant track..... Frans Lumber Co. track.....				X X X X X X	X X X X X X	X	X X X X X X	X X X X X X	X X X X X X

COLUMN	CLASS OF ENGINES					SPECIAL LOADS			
	1	2	3	4	5	L	M	I	J
SOUTH WHITLEY: Farmer's Elevator.....				X	X	X	X	X	X
PLYMOUTH INDUSTRIAL TRACK: McCord Radiator & Mfg. Co..... Plymouth Engineering & Oil tracks..... Plymouth Seed Co. tracks..... Plymouth Co.....				X	X		X	X	X
CULVER SECONDARY TRACK All tracks, bridges, etc.....						X			
AUBURN: Auburn Lumber Co. track..... Kiblinger track..... Borg-Warner tracks.....			E E E	E E E	E E E	X X X	X X X	X X X	X X X
G. R. & I. BRANCH Main tracks.....						20			
LA OTTO: Elevator tracks.....				X	X	X	X	X	X
KANKAKEE BRANCH LEHIGH: Kankakee Bank Sand Co. beyond R/W Line.....	X	X	X	X	X				
FOURTH STREET BRANCH All tracks.....						X			
WATERLOO BRANCH All tracks.....						X			
CHURCHILL SECONDARY TRACK All tracks.....						X			
FORT WAYNE SECONDARY TRACKS All tracks.....						X			

Toledo and Fort Wayne Divisions

1160-A1a. Engines are restricted on Main and Secondary tracks as follows:

NOTE: Letters and figures in Column 1 and 2 indicate:

X—prohibited

Figure 10, 20, 30, etc., indicate maximum speed at which engines specified may be operated.

Toledo Division

Waterloo Branch..... Column 2 applies
Morenci Branch..... Column 2 applies
Litchfield Branch..... Column 2 applies
Ida Branch..... Column 1 applies
Shipshewana Branch..... Column 1 applies

Fort Wayne Division

I&F Branch..... Column 1 applies
G.R. & I. Branch..... Column 1 applies
Fourth Street Branch..... Column 2 applies
Waterloo Branch..... Column 2 applies
Effner Secondary Track..... Column 1 applies
Columbia City Secondary Track..... Column 1 applies
Fort Wayne Secondary Track..... Column 1 applies
Culver Secondary Track..... Column 2 applies
Churchill Secondary Track..... Column 2 applies

Engines	Column 1	Column 2
2010-2014	30	X
2050-2059	20	X
2188-2197		15
2198-2249	30	10
2250-2368	30	10
2369-2399	30	10
2400-2414	30	X
2415		15
2416-2446	30	X
2450-2459		10
2500-2569	30	X
2600-2658	30	X
2660-2685	30	X
2800-2821	30	X
2822-2823	30	X
2830-2889	20	X
2890-2970	20	X
3000-3274	30	X
4332-4370		15
5223-5230		10
5232-5243		10
5246-5263		10
5282		10
5288-5299		10
5308-5340		10
5342		10
5345		10
5348-5352		10
5360-5365		10
5500-5521		10
5525-5530		10
5532-5544		10
5549-5555		10
5561-5562		10
5566-5568		10
5572-5579		10
5585-5596		10
5600-5816		15
6000-6104		15
6105-6239		10
6240-6284		15
6300-6314		20
6315-6329		15
6330-6344		10
6500-6519		15
6520-6563		10
6700-6718		10
6925-6959		15
7270-7303		10
7328-7475		10
7500-7517		10
7530-7559		10
7660-7674	30	10
7675-8162	30	X
9500-9583		15
9600-9661		15
9704-9705		15

1160-A2. Engines 2010 to 3274, 3800 to 3839, 6000 to 6879, 6925 to 6959, 7270 to 7299 and 7600 to 8153. When coupled together, cannot negotiate a No. 6 frog or curvature similar to that in lead of a No. 6 turnout and cannot be operated over the following tracks:

CLEVELAND DIVISION

Dunkirk

Great Lakes Color Printing Corp.

Erie

Erie City Iron Works—Tracks leading off Rams Horn.
All Rubberoid Tracks.

Atlantic Refining Company.

G. J. Gebhart Coal Co.—Southerly Track East of Chestnut Street.

Schlosser Lumber Company.
 Former Griffin Mfg. Company.
 G. J. Gebhart Coal Co.—West of Chestnut Street.
 All tracks leading off former B.&L.E. Interchange East
 of Chestnut Street.
 Union Iron plant East of Cascade Street. All Tracks.

Conneaut

Team Track.
 Scrap Yard.

Painesville

Grand River Lime Co.
 No loaded cars permitted east of scale on Middle and South
 tracks at Morton Salt Co.

Collinwood

Collinwood Shale Brick Co.
 All tracks in the North Shop area, including leads to the
 shop.
 Wellman Engineering Co.
 Euclid Foundry and Machine Equipment Co.
 Freight House Track.
 Seaway Redi Mix & Building Supply Co.

Cleveland

The Properties Co.
 The West Steel Casting.
 Merkel Ave. Team Track.
 Urdang Realty Co.
 Lamson & Sessions Co.
 Park Drop Forge Co.
 Moritz Steel Co.
 Crossover to Bishop & Babcock Mfg. Co.
 City of Cleveland—Municipal Light Plant.
 American Radiator & Standard Sanitary Corp.
 Crucible Steel Co. of America.
 Excelsior Supply.
 American Steel and Wire.
 Cleveland Stone Co.
 Star Elevator Co.
 Beverage Distributors Co.
 Cleveland Securities Investment Co.
 38th Street Team Track.
 All Tracks GAR Yard.
 First Storage Track West of Parcel Post Bldg.
 Industrial lead to Central Lithograph Co.
 National Carbon Co.
 Otis Elevator Co.
 Case Track Extension.
 General Motors Corp. West of W. 106th St.
 Dairyman's Ohio Farmer.
 Midland Steel Products.
 Cleveland Production Co.
 Hinde and Dauch Paper Co.
 Climax Cleaner Corp.
 Glidden Co. No. 2.
 Bramley Storage Co.

West Park

No. 6 North Yard Track Siding East of W. 150th St.
 Howard M. Cook
 Roehl Bros. Pav. & Cons. Co.
 Polytron Company.

Front St. to Canal Road

Tracks 1 to 8 inclusive—West 9th St. Terminal.
 Track 11—West 9th St. Terminal.
 The Wm. Edwards Co. No. 1.
 Front Street Ind. No. 2.
 West 11th St. Industrial Lead.

DK

Werner G. Smith.
 Cuyahoga Lumber Co.—Buckeye Box Co.
 Republic Steel Co. Lead.
 Smith Facing and Supply.

Lower Flats

Montana Flour Mills Co.—All tracks.

Central Flats

Team Tracks No. 19—Leading out of B. & O. Transfer

Clark Ave.

Cleveland Union Stock Yards—No. 1 Lead.

Orange Ave. Terminal.

Auto Loading Track.
 Railway Warehouse, Inc.

Quincy Ave.

J. Wentworth Smith, Monroe Co. Inc.

Union Ave.

Allyn-Ryan Co. No. 2 Track.
 Cleveland Transit System.
 Team Track at East 87th Street.

Marcy

E. F. Hauserman Co.
 Benj. Moore Co.

Parma

Celotex Company.

Rockport

Deluxe Check Printers.
 Pure Carbonic—Div. of Air Reduction Co., Inc.

TOLEDO DIVISION

Wauseon

Team Track.

Toledo

Joseph Foods Warehouse.
 Overmeyer Warehouse.
 Elm Storage.
 Kent Owens Co.
 Baker Bros.
 West Toledo Passing Track.
 Dana Corporation.
 Toledo Properties.
 Feeley Box Co.

Sturgis

House Track.

1160-A3. Engines are restricted as follows:

CLEVELAND DIVISION

2188-2249, 6330-6334, 6500-6539, 9223-9227, 9500-9509 must not operate past canopy of Orange Ave. Freight Terminal.

6925-6959, 9500-9509 must not operate on South Track of underpass, Bridge No. 124.13 (Hickory St.) West Breakwater, Cleveland.

2250-2368, 2400-2446 must not operate through Cleveland Union Terminal.

9500-9509 must not operate on Tracks 11 and 15, Cleveland Union Terminal.

TOLEDO DIVISION

Toledo:

Toledo passenger station, tracks adjacent to platform curbs, C&O Diesel Road Switchers Nos. 5570-5595.

CHICAGO DIVISION

Class EF-30A and class EF-36 diesel electric engines are restricted from pushing around Wye at Bernice and the east leg of the Wye at Colehour Jet.

TOLEDO DIVISION

1160-A4. Class GF-25 diesel units must not exceed a speed of 10 miles per hour on tracks other than Main, Secondary and Running tracks.

Class GF-25 diesel units are further restricted on Main and Secondary tracks as indicated below:

Carrothers Branch

Bloomville—France Quarry Track.....Prohibited
Tiffin—Industrial Lead.Prohibited

1160-B1. Other Equipment Restrictions

Pivoted bolster loads are to be handled with care at all terminals with minimum of switching and they are not to be humped.

Flexi-Flo cars in the 885000 series are equipped with 36 inch or 38 inch wheels with absolute load limit restricted to 315,000 lbs.

Cars constructed within the dimensions of Plate "C" must not be operated at the following locations:

- (1) Past canopy at Orange Avenue Freight Terminal, Cleveland, O.
- (2) Station tracks at Cleveland and Toledo Union Terminals.

Care must be exercised when placing Plate "C" and High Cube Box cars on industrial tracks adjacent to platform protected by a canopy.

High Cube or other high box cars which have a dimension of 16' 10" or higher from top of rail, having a width of 9' 11" or more, must not to be operated at the following locations:

CLEVELAND DIVISION

Cleveland Union Terminal tracks, Collinwood to Clark.

Cleveland—DK—Restricted from Central Flats.

Orange Yard Track

TOLEDO DIVISION

Toledo Station Tracks.

Morenci Branch—Grosvenor to Morenci.

CHICAGO DIVISION

LaSalle Street Station, Chicago, Ill.

12th Street Coach Yard, Chicago, Ill. to Sangamon St. via C.U.S.

1160-B1a. (Cleveland Division). The maximum height of equipment or loads that may be moved through Cleveland Union Terminal is 16 feet 0 inches.

DB—Mile Post 183.2—High Cube cars or other cars and loads having a dimension over 15 feet 11 inches high must not be interchanged with B&O at Whiskey Island, Cleveland.

Cleveland Short Line Branch—Trains containing High Cube Cars must not exceed 10 miles per hour on No. 4 Track while passing under Bridge 14.27 (Pearl Road), Bridge 13.47 (State Road), Bridge 12.72 (Broadview Road), and Bridge 11.87 (Schaaf Road).

Trains containing cars in excess of 17' high at 9' 11" wide or cars in excess of 18' high at 8' wide are prohibited from operating on the Cleveland Short Line Branch.

1160-B1b. (Chicago and Fort Wayne Divisions). Cars must not be operated as shown below:

Trailers on flat cars with dimensions exceeding 16' 2" from top of rail and width of 9' 0" are prohibited for direct movement to C&NW and Milw. Railroads via Chicago Union Station and to I.C.G. Railroad at Grand Crossing in Chicago.

Kankakee Branch

South Bend { Studebaker Aviation..... } X-40 type box cars
 { Freight House No. 1 track.. }

Main Line Columbus to Chicago

Crown Point, Letz Co. Middle Track.... X-40 type box cars

Effner Secondary Track

Newton County Stone Co. tipple..... All box cars

1160-B2. Cars having a combined weight of car and lading, as shown below, are subject to the following restrictions as to speed over certain bridges, etc.:

Weight of Car (Pounds)	Minimum Coupled Length	Restrictions*
150,000-170,000	40'-0"	Same as Column 2
170,000-220,000	42'-0"	Same as Column 5
220,000-263,000	48'-0"	Same as Column L

*See Special Instruction **1160-A1**.

Cars in the above weight classifications, but shorter than the minimum coupled length specified are subject to special restrictions.

The above restrictions do not apply to Jenny type hopper or gondola cars. These cars have a gross weight up to 220,000 lbs. and coupled length of approximately 24 feet. Their effect on long bridge spans is very severe and trains with loaded coupled Jenny type hopper or gondola cars are subject to restrictions in Special Instruction **1160-A1** as follows:

Two or more loaded coupled cars—Column I or J special load restrictions.

1160-B2a. Cars having a gross weight in excess of that listed below must not be operated without specific authority of Superintendent Operation.

CLEVELAND DIVISION

Gross Weight

Main Line—Buffalo to Chicago.....	}..... 315,000
C.U.T. Branch.....	
Cleveland Short Line Branch.....	
Main Line—Alliance to Cleveland.....	
Harvard Connection Track.....	

TOLEDO DIVISION

Grosvenor—Morenci.....	160,000
Lenawee Jct.—Clinton.....	}..... 220,000
Reading—Pleasant Lake.....	
Jackson—Fort Wayne Jct.....	
Goshen—Shipshewana.....	
Ida—Lenawee Jct.....	
Elyria—South Lorain.....	}..... 263,000
Vulcan—Lenawee Jct.....	
Hillsdale—Reading.....	
Hillsdale—White Pigeon Jct.....	
Bronson: Cars with gross weight between 220,000 and 263,000 over bridge 39 east of Bronson.....	20 MPH
Jonesville—Litchfield.....	
Lenawee Jct.—Clayton.....	
Main Line—Buffalo to Chicago.....	315,000
Elyria Jct.—Millbury Jct.....	263,000

NOTE: Ore cars under 25 feet in length loaded 180,000 to 210,000 lbs. must not exceed 10 miles per hour at the following locations:

Huron: Bridge No. 106, Huron River

Toledo: Bridge No. 1, Maumee River

CHICAGO DIVISION

	Gross Weight
61st Street—Chicago (CRI&P-PC Joint Tracks).....	220,000
E & W Secondary Track.....	
Main Line—Pittsburgh to Chicago.....	263,000
Main Line—Columbus to Chicago.....	
S C & S Branch.....	
Calumet River Line Secondary Track.....	
Englewood Connecting Line Secondary Track.....	315,000
Main Line—Buffalo to Chicago.....	
Joliet Branch.....	
Ivanhoe Branch.....	

FORT WAYNE DIVISION

Vandale Secondary Track.....	220,000
Churchill Secondary Track.....	
Main Line—Pittsburgh to Chicago.....	263,000
Main Line—Columbus to Chicago.....	
Kankakee Branch: Morants-Ladd.....	
Effner Secondary Track.....	
G. R. & I. Branch.....	
Columbia City Secondary Track (Note 1).....	
I & F Branch.....	
Fourth Street Branch.....	
Waterloo Branch.....	
Culver Secondary Track.....	315,000
Main Line—Cincinnati to Kankakee.....	
Fort Wayne Secondary Track.....	
Kankakee Branch: South Bend—Morants.....	

NOTE 1. Cars with a gross weight of over 220,000 must not exceed 15 miles per hour at the following locations:

Columbia City Secondary Track between Mile Post 55 and Mile Post 55.3

Special Handling of Multiple Loads 1160-B3.

A multiple load requiring the use of two carrying cars, separated by an idler car, is restricted from operation over crest of a hump whenever practicable; when humping operation is necessary, movement must be carefully made under close observation of yard crew and load must not be humped with motive power detached.

A multiple load requiring the use of two end carrying cars, separated by two idler cars, is restricted from movement over crest of hump.

After multiple loads have been carefully placed on classification track, care must be exercised to prevent humped cars, routed to same classification track, from coupling to multiple load at a speed in excess of four miles per hour.

On tracks designated "X", "A" or "B", Columns 1 or 2, under Special Instruction 1160-A1, Cushion Underframe cars of foreign ownership are to be moved with caution, not exceeding 3 miles per hour, through curves on such side tracks, and observed closely for indication of impending derailment. Such cars may be recognized by the unusual projection of the couplers beyond the body of the car, two to three feet, and by such signs on the side as "Shock Control" and "Hydra-Cushion."

Cars of maximum gross weight of 315,000 and over must be controlled through retarders by being coupled directly to or with other cars coupled to humping engine.

Depressed and well type cars are not permitted over humps.

Due to excessive weight of class FD2, FW1 and F40 flat cars, both loaded and empty, this equipment must be handled with care at restricted speed on other than Main and Secondary tracks.

PC cars in this class are:

Class	Number	Lightweight
FD2	PRR 470245	500,400 lbs.
FW1	PRR 470248	410,600 lbs.
F40	PRR 470250	249,400 lbs.

OTHER EQUIPMENT RESTRICTIONS

1160-B4. All cars 75 feet or more in length are restricted at the following locations:

NOTE X—Prohibited.

COLUMN 1—Restrictions applying to these cars when coupled to cabooses, type N-5.

COLUMN 2—Restrictions applying to these cars when two or more are coupled, or are coupled to conventional type freight cars.

COLUMN 3—Restriction of these types of cars when not coupled to other cars or engines.

CLEVELAND DIVISION

Length of cars:		75 and 85 feet			87 and 89 feet		
LOCATION:	Column:	1	2	3	1	2	3
CLEVELAND							
West Breakwater Ore Yard.....		X	X		X	X	
Silver Plate Branch.....		X	X		X	X	
Lead to C.E.I. Co.—Davenport Holten Ave.: lead from Eastbound to Siding to Nos. 7, 8, 9, and 10 tracks in Eastbound Yard.....		X	X		X	X	
Kingsbury Branch.....		X	X		X	X	
N&W Transfer—Harvard.....		X	X		X	X	
ERIE—YARD BRANCH							
City Track—Bessemer Connection.....		X	X		X	X	
Mark Toy Co. track.....		X	X		X	X	
Continental Rubber Co. track.....		X	X		X	X	
WEST LAKE YARD							
Duquesne Whse trk (west side).....		X	X		X	X	
Pennsylvania Electric Co.....		X	X		X	X	
Ruberoid Corp.—all tracks.....		X	X		X	X	
OD YARD							
Wye track.....		X	X		X	X	
Sears and Roebuck Co. track.....		X	X		X	X	
N&W Connection track.....		X	X		X	X	
Connection track.....		X	X		X	X	
WARFEL YARD:							
Elm Street Spur.....		X	X		X	X	
Ducain Constr. Co. Block Plant.....		X	X		X	X	
TENTH STREET INDUSTRIAL TRACK							
Between 10th St. and 11th St.....		X	X		X	X	
Inland Container Co. track.....		X	X		X	X	
Penna. Gas Co.....		X	X		X	X	
Interlake Iron Gravel yard.....		X	X		X	X	
Perry Furnace, Whalen yard.....		X	X		X	X	
Interlake Corp., East Ave.....		X	X		X	X	

CHICAGO DIVISION

LOCATION:	Length of cars:			75 and 85 feet			87 and 89 feet		
	Column:	1	2	3	1	2	3		
MAIN LINE PITTSBURGH TO CHICAGO									
HOBART									
EJ&E Wye East End.....		X	X		X	X			
GARY									
Industrial Lumber & Supply Co.....		X	X		X	X			
Sears.....		X	X	X	X	X	X		
Budd Plant.....		X	X		X	X			
CLARKE JCT.									
West Wye Track to B&OCT.....		X	X		X	X			
ROBY									
American Maize.....		X	X		X	X			
Lever Bros. West Track.....		X	X	X	X	X	X		
SOUTH CHICAGO									
Falstaff Brewery.....		X	X	X	X	X	X		
John Mohr & Sons.....		X	X		X	X			
32ND STREET									
Marshal Tire Co.....		X	X		X	X			
LUMBER STREET									
Dan Ryan X-Way Warehouse.....		X	X		X	X			
12TH ST. COACH YD.									
S. Gordon & Sons.....		X	X		X	X			
Starks Warehouse.....		X	X	X	X	X	X		
Continental Paper Grading Co.....		X	X		X	X			
MAIN LINE BUFFALO TO CHICAGO									
LAPORTE									
American Home Foods Track.....		X	X	X	X	X	X		
MAIN LINE COLUMBUS TO CHICAGO									
AIR LINE JCT.									
Simmons.....		X	X		X	X			
LANSING									
Lumber & Supply Co.....		X	X		X	X			
Fabco.....		X	X	X	X	X	X		
South Country Lumber.....		X	X		X	X			
BERNICE									
Saxon Scrap Yard.....		X	X		X	X			
Hercules Powder.....		X	X		X	X			
SC&S Wye.....		X			X				
DOLTON									
Dolton Box Co.....		X	X		X	X			
Team Track.....		X	X		X	X			
C&EI Wye Track.....		X			X				
IHB Southwest Wye Track.....		X	X		X	X			
Tetco.....		X	X		X	X			
RIVERDALE									
I.C.G. Connection.....		X	X		X	X			
Interlake Steel Corp.....		X	X		X	X			
Interlake Steel Corp. West End.....		X			X				
WEST PULLMAN									
Chicago West Pullman & Southern RR.....		X	X	X	X	X	X		
Stone Yard at 118th Street.....		X	X		X	X			

Length of cars:		75 and 85 feet			87 and 89 feet		
LOCATION:	Column:	1	2	3	1	2	3
BEVERLY JCT. AND WESTERN AVE. SECONDARY TRACKS							
79TH STREET							
Linco Bleach.....		X	X		X	X	
BELT CROSSING							
Wye Track.....		X			X		
Clayton Marks.....		X	X		X	X	
59TH ST. YARD							
East Wye Track to E. C.....		X	X		X	X	
St. Johns.....		X	X		X	X	
Old Material Service.....		X	X	X	X	X	X
33RD STREET							
Fulton Green.....		X	X	X	X	X	X
HARRISON ST.							
Central Solvents & Chemicals.....		X	X		X	X	
WESTERN AVE.							
Otis-Oakley Scrap West Track.....		X	X		X	X	
Otis-Oakley Scrap 2nd Switch.....		X	X		X	X	
Otis-Oakley Scrap East Track.....		X	X	X	X	X	X
Delta Star Electric.....		X	X		X	X	
HALSTED ST.							
Consolidated Freight.....		X	X		X	X	
CANAL ST.							
Seng Terminal Warehouse.....		X	X		X	X	
S C & S BRANCH							
Colehour Jct.							
SC&S East Wye.....		X	X		X	X	
HEGEWISCH							
Georgia Pacific.....		X	X		X	X	
West Wye Track to Calumet River line.....		X	X		X	X	
Bird & Sons.....		X	X		X	X	
Seaway Mastic Globe.....		X	X		X	X	
CALUMET WESTERN LINE							
114TH STREET							
Great Lakes Carbon.....		X	X		X	X	
Continental Grain.....		X	X		X	X	
CALUMET RIVER LINE							
Garvey Grain West Elev. Track.....		X	X		X	X	
Marquette Cement.....		X	X		X	X	
Western Navigation.....		X	X		X	X	
Valley Mould & Iron Corp.....		X	X	X	X	X	X
Republic Steel East Track.....		X	X		X	X	
Allied Chemical & Dye Corp.....		X	X		X	X	
KANKAKEE BRANCH							
SOUTH BEND							
Sinclair Refinery.....		X	X		X		
U. S. Gypsum Co. South Track.....		X	X		X	X	
Edwards Iron Works.....		X	X		X	X	
Modern Warehouse.....		X	X		X	X	
Gentner Beef Packers.....		X	X		X	X	
FORT WAYNE DIVISION							
MAIN LINE							
PITTSBURGH TO CHICAGO							
LIMA							
B&O Interchange.....		X	X		X	X	
DT&I Interchange.....		X	X		X	X	
DELPHOS							
N & W Interchange.....		X	X		X	X	
N & W Interchange A.C.Y.....		X	X		X	X	

Length of cars:		75 and 85 feet			87 and 89 feet		
LOCATION:	Column:	1	2	3	1	2	3
VAN WERT PC Interchange.....		X	X		X	X	
WINONA LAKE Winona Lake Yard..... Old Winona Railroad..... Monroe Street Track.....		X X X	X X X	X X X	X X X	X X X	X X X
MAIN LINE COLUMBUS TO CHICAGO DUNKIRK, INDIANA Armstrong Cork..... Lumber Yard.....		X X	X X		X X	X X	
HARTFORD CITY 3-M Corp..... Hartford City Paper Co..... St. Joe Paper Co..... Junk Yard Track..... Overhead Door Co.....		X X X X X	X X X X X		X X X X X	X X X X X	
GAS CITY Owens Illinois Glass East End..... Owens Illinois Glass West End..... Knox Glass Bottle Co.....		X X X	X X X		X X X	X X X	
BETHEVAN Hubbard Milling Co.....		X	X		X	X	
MARION Shell Petroleum Co..... Osborne Paper Co..... Mayflower Warehouse..... General Tire Co..... Canton Belt Track..... Midwest Paper..... Semi Belt Track..... Fisher Body.....		X X X X X X X X	X X X X X X X X		X X X X X X X X	X X X X X X X X	
CONVERSE Monsanto Corp.....		X	X		X	X	
DENHAM Elevator Track.....		X	X		X		
AYLESWORTH Heinold Elevator.....		X	X		X	X	
CROWN POINT Northern Indiana Public Service Co.....		X	X		X	X	
SCHERERVILLE Lumber Co.....		X	X		X	X	
I&F BRANCH VAN (South of) Indiana State Hospital..... Louisville Cement Co. Fr. N. to S. #5.....		X X	X X		X X	X X	
G.R.&I. BRANCH FORT WAYNE Interstate Industrial Park Lead Track to Food Marketing..... Interchange Track to N&W.....		X X	X X				
KENDALLVILLE Kraft Food..... Huff Coal Company.....		X X	X X				
CULVER SECONDARY TRACK Schaefer Lumber Co..... Wolf Construction..... Rockwell Receiving..... Becks Trucking..... Pepsi Cola Track..... Sommers Grain.....		X X X X X X	X X X X X X		X X X X X X	X X X X X X	

Length of Cars:		75 and 85 feet			87 and 89 feet			
LOCATION:	Column:	1	2	3	1	2	3	
PLYMOUTH INDUSTRIAL TRACK								
McCords Radiator & Mfg. Co.....		X	X		X	X		
Northern Indiana Public Service.....		X	X		X			
Plymouth Homes.....		X	X		X	X		
Chamber of Commerce.....		X	X		X			
Weidner Tanning.....		X	X		X	X		
Youngs Door Co.....		X	X		X	X		
EFFNER SECONDARY TRACK								
BURNETTSVILLE								
Elevator Track.....		X	X		X	X		
MONTICELLO								
L&N Interchange.....		X	X		X	X		
Biederwolf Coal & Ice Co.....		X	X		X	X		
Cheesborough Ponds.....		X	X		X	X		
Northern Indiana Public Service.....		X	X		X	X		
WOLCOTT								
Custom Farm Service.....		X	X		X	X		
V. C. Fertilizer Co.....		X	X		X	X		
GOODLAND								
Bailes Lumber Co.....		X	X		X	X		
Custom Farm Service.....		X	X		X			
Newton County Stone Quarry North Track.....		X	X		X	X		
Newton County Stone Quarry South Track.....		X	X		X			
KENTLAND								
Edw. J. Funk & Sons.....		X	X		X			
Peoples Ready Mix.....		X	X	X	X	X	X	
Purina Chows.....		X	X	X	X	X	X	
Kentland Lumber & Coal Co.....		X	X	X	X	X	X	
Flower Grain Elevator Track.....		X	X	X	X	X	X	

NOTE. Care must be used in operating on industrial tracks with sharp curvature, not listed.

WRECK DERRICKS—RESTRICTIONS

Derricks, 250 ton

1160-B5. Trains with 250-ton wrecking derrick are prohibited on tracks, bridges and in territory, etc., as follows:

CLEVELAND DIVISION

Location	Between	And	Bridge	Note
Erie Yard Branch	Erie	Mile Post 2.9		
Dunkirk, N. Y.				1

TOLEDO DIVISION

Clinton Branch	Lenawee Jct.	Clinton		
Ida Branch	Lenawee Jct.	Ida		
Morenci Branch	Grosvenor	Morenci		
Waterloo Branch	Pleasant Lake	Horton		
Litchfield Branch	Jonesville	Litchfield		
Shipshewana Branch	Goshen	Shipshewana		

CHICAGO DIVISION

Western Avenue Secondary Track	49th Street	Western Ave.		
E & W Secondary Track	CP B	Mishawaka		2

FORT WAYNE DIVISION

Main Line (Pittsburgh to Chicago)			New Delphos Mfg. Trest.	
Columbia City Secondary Track	Vandale	Mexico		
Waterloo Branch	Auburn	Waterloo		
Vandale Secondary Track	La Otto	Auburn Jct.		

In territory where they are permitted to operate, these derricks, in so far as effect of their weight on bridges is concerned, may be moved under the same restrictions as obtained for special loads listed in Column J Special Instruction **1160-A1**. The derrick, however, must be separated from the engine by at least two cars, which may or may not be loaded.

NOTE 1. Wreck derricks of 250 ton capacity are prohibited on Mohawk Power Co. lead and all yard tracks, except No. 1 track in new yard.

NOTE 2. Wreck derricks of any capacity prohibited.

General Restrictions

1160-B5a. Wreck derricks shall be separated from any heavy equipment other than motive power by at least one car weighing not more than 103,000 pounds.

Side Clearance

1163-B6. At locations where "Close Clearance Signs" are posted, trainmen and other employees are prohibited from riding on side of moving equipment.

1163-B7. Conductors and Enginemen must know they have proper clearance before moving or placing engine, cars, open loads or cranes on any track at industries, tipples, sidings or station tracks.

1163-B8. While shifting at freight stations, coal and coke operations, industries, industrial sidings and station platforms, care must be exercised to avoid injury from side obstructions.

1163-B9. Camp Perry tracks at La Carne all engines must stop at buildings and proceed with care, account close clearance.

1163-B10. Class ERS 20 diesel units 7675-7939 must have storm windows closed while passing canopy at Orange Avenue Freight Terminal, Cleveland.

TRAIN DISPATCHERS

1201-A1. Location of Train Dispatchers—

Train Dispatchers in charge as follows:

Cleveland (Cleveland Division)

Main Line: Bay View to BE
 ◇Hudson to DB

Branches:

Erie Yard
 C.U.T.
 Cleveland Short Line
 Clark

Secondary Tracks:

West Park

Toledo (Toledo Division)

Main Line: #BE to CP B

Branches:

Vulcan-Old Road, Vulcan to
 Clayton
 Hillsdale, Hillsdale to White
 Pigeon Jct.
 Norwalk
 Carrothers
 Miami Cut
 Waterloo
 Shipshewana
 Stanley (CP 286 to Rockwell Jct.)

Michigan (CP 412 to
 Yost)
 Morenci
 Ida
 Clinton
 Litchfield
 Toledo (Swan Creek to
 Alexis)

Chicago (Chicago Division)

Main Line: ★Wanatah to South Branch Bridge
 Hartsdale to Beverly Junction
 CP B to Lake Jct.

Branches:

Ivanhoe
 Joliet
 S C & S
 Kankakee (JK to HF)

Fort Wayne (Fort Wayne Division)

Main Line: Colsan to Wanatah
 *Bradford to Hartsdale

Branches:

*G. R. & I. (Junction to
 Wolcottville)
 Kankakee (JK to PC Jct.)
 Fourth Street Branch
 Waterloo

Secondary Tracks:

Columbia City
 Culver
 Effner

- ◇ Train orders will be issued over the signature of Division Superintendent, Cleveland Division.
- # Train orders will be issued over the signature of Division Superintendent, Toledo Division.
- ★ Train orders will be issued over the signature of Division Superintendent, Chicago Division.
- * Train orders will be issued over the signature of Division Superintendent, Fort Wayne Division.

Train Dispatcher at Detroit in charge of movements on that part of Toledo Division between Alexis and Division post, Mile Post 47.3 on Toledo Branch.

Train Dispatcher at Columbus in charge of movements on that part of the Toledo Div. between SA and Division Post (Columbus Div. Sou. Region) on the Eastern and Western Branches.

Train dispatchers at Cincinnati will be in charge of movements on that part of the Fort Wayne Division between Adams and Division Post 2640 feet west of Mile Post 69, east of Decatur on the Fort Wayne Secondary Track.

Train dispatchers at Indianapolis will be in charge of movements on that part of the Fort Wayne Division between Van and Division Post Fort Wayne Division south of Clymers on the I. & F. Branch, and that part of the Fort Wayne Division between Division Post Fort Wayne Division, west of Aroma Park and End Block on the Main Line Cincinnati to Kankakee.

Train dispatchers at Jackson, Michigan will be in charge of movements on that part of the Chicago Division between CP B and Michigan Division Post, Mile Post 95.5.

1204-A1. Referring to **Rule 204:** A copy of the train order for the engineman of each helping engine pushing the train need not be supplied. This applies whether engine is coupled directly ahead of or behind the caboose.

1217-A1. (Toledo Division). Apparatus for electrically transmitting train orders, Clearance Form A, messages and other communications from SA and apparatus for facsimile reproduction of such communications at Stanley Yard, Crew Dispatcher's Office, in service.

Train orders and other communications will be transmitted into box located on receiver.

Conductors of southward Eastern and Western Branch trains, as soon as practicable after going on duty, will report to the Operator at SA for orders, using telephone located adjacent to receiver.

Conductor must remain on telephone until orders have been received and Operator at SA so advised.

SIGNAL RULES

1250-A1. Movement of Trains by Block Signal System Rules

Applies in Columns 1, 2, 3, 6, 7 and 8.

X—Indicates Rules in effect except as otherwise indicated.

Applies in Columns 4 and 5.

A—Indicates Rules 305 to 316 inclusive, and Rules 319 to 342 inclusive in effect.

P—Indicates Rules 305 to 312 inclusive, and Rules 317 to 342 inclusive in effect.

Applies in Columns 9 and 10.

C—Indicates Cab Signal Rules in effect.

COLUMN 1—Movement of Trains in the same direction by Block Signals.
Rules 251, 253 and 254.

COLUMN 2—Opposing and following movement of trains by Block Signals.
Rules 261, 262, 263 and 264.

COLUMN 3—Movement of trains on Secondary Tracks.
Rules 271, 272 and 273.

COLUMN 4—Manual Block Signal System.
Rules 305 to 342 inclusive.

COLUMN 5—Manual Block Signal System.
Rules 305 to 342 inclusive.
For movements against the current of traffic.

COLUMN 6—Traffic Control System.
Rules 450 to 462 inclusive.

COLUMN 7—Automatic Block Signal System.
Rules 501 to 514 inclusive.

COLUMN 8—Automatic Block Signal System.
Rules 501 to 514 inclusive.
For movement against the current of traffic.

COLUMN 9—Cab Signal with the Current of Traffic and on Single Track.
Rules 550 to 562 inclusive.

COLUMN 10—Cab Signal against the Current of Traffic.
Rules 550 to 562 inclusive.

CLEVELAND DIVISION

BETWEEN	AND	TRACK	RULES IN EFFECT (See Column Description)										Note
			1	2	3	4	5	6	7	8	9	10	
		MAIN LINE Buffalo to Chicago											
BV	CP 15	No. 3						X					
BV	QD	No. 1 and 2						X					
CP 124	CP 130	No. 3 and 4						X					
QD	BE	No. 1 and 2						X					
BE	CP 190	No. 4						X					
		MAIN LINE Alliance to Cleveland											
Division Post, (Central Region)	DB	No. 1 and 2					P		X				

(Continued on next page)

BETWEEN	AND	TRACK	RULES IN EFFECT (See Column Description)										Note
			1	2	3	4	5	6	7	8	9	10	
		Cleveland Short Line Branch											
QD	CP Tunnel	No. 3 and 4					P		X				
CP Tunnel	CP Bradley	Single						X					
CP Bradley	Short	No. 3 and 4					P		X				
White	CP Mill	Harvard Connection Single						X					
		Clark Branch											
DB	Clark	Single						X					
		C.U.T. Branch											
QD	CT	Single						X					
CT	BE	No. 1 and 2					P		X				

TOLEDO DIVISION

		MAIN LINE Buffalo to Chicago											
BE	CP B	No. 1 and 2						X					
		Michigan Branch											
CP 412	Yost	Single						X					
		Carrothers Branch											
Galena	Olive	No. 1 and 2					A		X				
Walbridge	Gibeonburg	No. 1 and 2					A		X				
Gibeonburg	Maple Grove	Single		X					X				
Maple Grove	Coleman	No. 1 and 2					A		X				
Coleman	Bloomville	Single		X					X				
Bloomville	Carrothers	No. 1 and 2					A		X				
		Stanley Branch											
CP 286	Rockwell Jct.	No. 1 and 2	X				A		X				
		Toledo Branch											
Swan Creek	Division Post (Northern Reg.)	No. 1 and 2	X				A		X				
		Miami Cut Branch											
CP Maumee	SA	Single						X					
		Eastern Branch											
SA	Stoney Ridge	Single					P						
		Western Branch											
SA	CP 8	Single						X					

(Continued on next page)

CHICAGO DIVISION													
BETWEEN	AND	TRACK	RULES IN EFFECT (See Column Description)										Note
			1	2	3	4	5	6	7	8	9	10	
		MAIN LINE Buffalo- Chicago											
CP B	HF	No. 1 and 2						X					
HF	JD	No. 1 and 2	X				A		X				
JD	NE	No. 1 and 2						X					
NE	HC	No. 1 and 2	X				A		X				
HC	MS	No. 1 and 2						X					
MS	Lake Jct.	No. 1						X					
MS	Lake Jct.	No. 2	X				A		X				
		MAIN LINE Pittsburgh- Chicago											
Division Post (Ft. Wayne Division)	Clarke	No. 1 and 2	X				A		X				
Clarke	Whiting	No. 1 and 2		X					X	X			
Whiting	Lake Jct.	No. 1						X					
Lake Jct.	South Branch Bridge	No. 1 and 2	X				A		X				
Whiting	Lake Jct.	No. 3	X				P		X				
Colehour Jct.	River Branch Jct.	No. 3		X					X	X			
River Branch Jct.	Englewood	No. 3	X				P		X				
Lake Jct.	Englewood	No. 4	X				A		X				
		MAIN LINE Columbus to Chicago											
Division Post (Fort Wayne Division)	Bernice	No. 1 and 2	X				A		X				
Bernice	Beverly Jct.	No. 1 and 2					P	P					
		SC&S Branch											
Bernice	Colehour Jct.	Single		X					X				
		Ivanhoe Branch											
PO	Ivanhoe	No. 1 and 2	X				A		X				
		Elkhart Branch											
CP B	Division Post 95.5	Single						X					
(Continued on next page)													

FORT WAYNE DIVISION

BETWEEN	AND	TRACK	RULES IN EFFECT (See Column Description)										Note
			1	2	3	4	5	6	7	8	9	10	
Colean	Division Post (Chicago Div.)	MAIN LINE Pittsburgh- Chicago No. 1 and 2	X				A		X				
Division Post (Cincinnati Division)	Union City	MAIN LINE Columbus to Chicago No. 1 and 2	X				A		X				
Union City	Beth	Single		X					X				
Beth	West Good	No. 1 and 2	X				A		X				
West Good	Anoka	Single		X					X				
Anoka	Race	No. 1 and 2	X				A		X				
Race	Van	No. 1	X				A		X				
Race	Van	No. 2		X					X	X			
Van	Kenneth	No. 1 and 2		X					X	X			
Kenneth	Division Post (Chicago Div.)	No. 1 and 2	X				A		X				
Aroma Park	End of Block	MAIN LINE Cincinnati to Kankakee Single	X				A						
Junction	M.P. 123.0	G. R. & I. Branch Single					A						
Van	Division Post (S. W. Div.)	I & F Branch Single		X					X				
Van	End of Block	Culver Secondary Track Single				X	A						
Kenneth	End of Block (Effner)	Effner Secondary Track Single				X	P						
Adams	M.P. 69.5	Fort Wayne Secondary Track Single				X	A						
Mexico	Vandale	Columbia City Secondary Track Single				X	A						

1280-A to 1297-A1. Signal aspects not in conformity with typical aspects, in service:

RAILROAD GRADE CROSSING SIGNALS

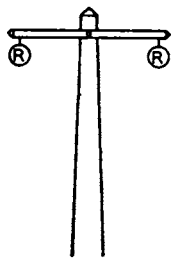


Fig. A
Horizontal

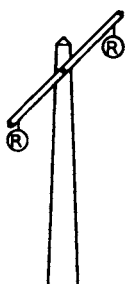


Fig. B
Diagonal

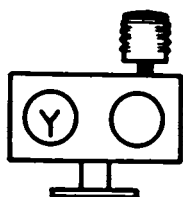


Fig. C
Vertical

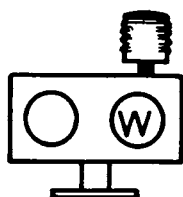
Stop or proceed as prescribed by Special Instruction **1098-A1**.

NOTE.—Signal may be of Target, Gate, or other type

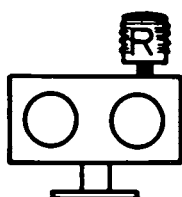
SWITCH INDICATORS



Switch Lined
For Diverging Track



Switch Lined
For Straight Track



Switch Not
Properly Lined

Switch indicators in service as follows:

CLEVELAND DIVISION

Collinwood Yard:

Dille Road governing eastward and westward movements to and from No. 1, 2 and 3 Fast Freight Tracks.

East 152nd St., governing eastward and westward movements to and from No. 1, 2 and 3 Fast Freight Tracks.

West of 152nd St., governing eastward and westward movements to and from engine house lead, No. 1 Fuel, and No. 2 Fuel Tracks.

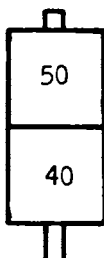
TOLEDO DIVISION

On Carrothers Branch at Spring governing movements on yard track and on Olive Secondary track.

At Toledo Central Union Terminal governing eastward and westward movements on Nos. 1, 2 and 3 station tracks.

TEMPORARY SPEED SIGN

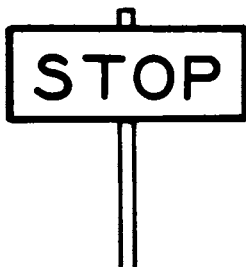
Where two sets of speed numerals are shown the higher speed numerals apply to passenger, mail, TrailVan trains and trains symbolized TV and the lower speed numerals apply to other trains.



TOLEDO DIVISION

STOP SIGN

At signs reading "Stop" trains and engines, after making a stop, will proceed in accordance with instructions posted at the location or when movement can be made without possibility of conflicting movements.



Indication—Stop.

Name—Stop Sign.

Locations:

Toledo.

Manufacturers industrial track, 530 feet south of N&W crossing.

Manufacturers industrial track, 313 feet north of N&W crossing.

Elyria Jct., B&O Wye.

Vulcan T.T. Crossing.

Adrian, D.T.&I. Crossing.

Bimo, D.T.&I. Crossing.

Lenawee Jct., Ida and Clinton Branches




Tecumseh, D.T.&I. Crossing.

CHICAGO DIVISION

Color Light Signals

Note—G—Green, Y—Yellow, R—Red, LW—Lunar White.

In service at Alton Jct. for eastward movements on No. 1 track to I.C.G. Railroad.

Aspect	Indication	Name
	Proceed	Clear
	Proceed prepared to stop at next signal and be governed by indication displayed by that signal	Approach
	Proceed at Restricted speed—preparing to stop short of train, obstructions or switch not properly lined and to lookout for broken rail	Restricting

Slow Sign



Note—Y—Yellow

Indication—Approach next signal or R. R. Crossing prepared to stop.

Name—Slow Sign.

Location:

Western Ave. Secondary Track

49th Street—1060 feet east of westward home signal governing westward movements on all tracks.

650 feet west of eastward home signal governing eastward movements on all tracks.

Stop Sign

Note—R—Red

Indication—Stop.

Name—Stop Sign.

Location:

River Branch Jct.

Belt Connection, 50 feet east of Belt Switch.

Western Ave. Secondary Track:

Brighton Park

523 feet east of I.C.G. South wye track crossing governing westward movements on all tracks.

425 feet east of I.C.G. governing westward movements on all tracks.

699 feet west of I.C.G. governing eastward movements on all tracks.

26th Street

294 feet east of Ill. Northern crossing governing westward movements on all tracks.

240 feet west of Ill. Northern crossing governing eastward movements on all tracks.

12th Street

874 feet east of B.&O. C.T. and N.W. crossing governing westward movements on all tracks.

635 feet west of B.&O. C.T. and N.W. crossing governing eastward movements on all tracks.

Mahoning:

Right of Way No. 3

Yard Track, 333 feet east of and 188 feet west of E. J. & E.-I. H. B. crossing.

JD and PO

Take siding signal will be given by the display of a green board by day and a green board and two green lights by night.

This signal applies only to the movement of freight trains and will be displayed on the ground, or from the station window.

Westward freight trains receiving take siding signal at JD will take siding at Chesterton.

Westward freight trains receiving take siding signal at PO will take siding at Pine.

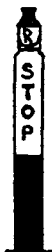
1281-B1 to 1288-B1. At the following locations, block signals listed also act as approach signals. When governed by **Rule 281, 282, 285, 288** Manual Block is Clear and trains will proceed in accordance with signal indication:

Location	Track	Signal Displayed For
Dolton	No. 2	Westward Trains

FORT WAYNE DIVISION

STOP SIGN

At signs reading "Stop" trains and engines, after making a stop, must know that crossing is clear before proceeding.



Note—R—Red

Locations:

Streator Jct.:

N. & W., A. T. & S. F. Connection

Streator:

Burlington Northern and I.C.G.

Ladd:

Burlington Northern



Note—R—Red

Indication—Stop.

Name—Stop Sign.

Location:

Columbia City Secondary Track.

North Manchester—295 feet east of and 305 feet west of PC crossing.

Denver—300 feet east of and 300 feet west of PC & N. & W. crossing.

1291-A1. (Chicago and Fort Wayne Divisions) When a train is stopped by a stop-and-proceed signal, except where grade markers are displayed, or at an interlocking, the engine-man or conductor must immediately communicate with the operator.

If unable to establish communication, train may proceed governed by signal indication.

Facing Hand-operated Switches connected with Manual Block Signal

1331-A1. Train orders must be used to advance a train or engine at the following Manual Block Signals when they cannot be cleared.

CHICAGO DIVISION

Block Station	Block Signal Governing Movement		Facing Switches Connected to Signal Between
	Direction	Track	
Dolton	Eastward	No. 1	Dolton Interlocking and Block Station and Dolton Yard office

NOTE. A train or engine receiving train order to pass a Manual Block Signal which cannot be cleared where facing hand-operated switches are connected with the signal, must be advised of the condition of the block ahead, and train or engines must approach such switches prepared to stop short of switches not properly lined.

FORT WAYNE DIVISION

1334-A1. Eastward passenger trains, before moving to the Penn Central main track from the Illinois Central Gulf Railroad, must communicate with the Operator at Kankakee and ascertain the condition of Block.

Westward passenger trains moving to the Illinois Central Gulf Railroad must report to the Operator at Kankakee when train is clear of the Penn Central main track.

1400N-A1. Train Record Instructions

1. A record of all trains must be prepared and must be turned in to designated employee at train destination with all waybills. All copies furnished or prepared must be turned in.

2. If no printed train record is furnished or additional copies are needed it is the conductor's responsibility to record all cars on handwritten form CT-1048.

3. SET OFF BLOCKS—Conductors must leave a copy of the printed record or CT-1048 along with the waybills for all cars set off. Cars scheduled for set off on printed record but not set off with block must have record amended to show actual set off location.

4. BAD ORDER—Cars set out due to bad order must be recorded as in Para 3 above and Form CT-2569 must be prepared. Attach Form 2569 to train record.

5. PICK UP BLOCKS—All cars picked up enroute must be listed on Form CT-1048 if no printed record is furnished. Pick up locations and destination must be shown.

6. RELAY TRAINS—At crew change locations, a new train record is not required, but conductor must prepare Form CT-1048 and complete the top line of the form. Subsequently crew changes must be recorded on the reverse side of the form. All prepared CT-1048 forms must be attached to the original train record. All cars picked up at crew change locations must be recorded on a printed or handwritten form.

7. Train records must be prepared for each direction of movement and left at train destination unless otherwise instructed. Turn-around locals turning at non-mechanized locations must turn train records in at train origin.

8. Train records must show train symbol, lead engine, train origin and destination. Pool code leave blank.

9. SERVICE (SVC) CODE—Will be shown as follows:

- Code 1—Through freight
- Code 2—Straightway local
- Code 3—Turnaround local
- Code 4—Work
- Code 5—Wreck
- Code 6—Circus
- Code 8—Intra terminal movements and district switching locals performing both yard and road service.

10. ALL ENGINES AND CARDS must be shown starting with Line 1 and continuing until all cars including caboose are listed. Specific information will be taken from the way-bill.

11. DESIGNATION FOR ENGINES

Code 2 Positions	Status	Show Type of Unit "A" or "B"
CE	Controlling units	CEA
XE	For other power units	XEA or XEB
DE	Dead unit	DEA or DEB

12. KIND OF CAR designation as described on waybill or running slip must be shown. If no waybill or running slip is available show kind as follows:

Type	Kind
Caboose.....	Z
Passenger.....	PX
Box.....	B
Flat.....	F
Tank.....	T
Work or wreck equipment.....	TW
Not available or unknown.....	NA
Gondola.....	G
Hopper.....	H
Refrigerator.....	R

Add "X" suffix for special equipment, if known.

13. **WEIGHT**—Record net tons on all loaded cars. Net tons will be taken from waybill or other document. If not available use the following:

- a. Coal, ore, sand, stone, etc.....50
- b. Mdse or mixed freight.....10
- c. Other loaded cars.....35
- d. Loaded TrailVan or multi levels.....24
- e. Empty trailers or flat cars.....10

14. **TIME**—Actual times must be shown for following:

- a. Ordered for
- b. Departure (From origin and pick up locations)
- c. Arrival (At set off locations and final destination)
- d. Mark off (Time or mark off)
- e. Relieved (Time turned over to another conductor or train is terminated)

15. **STATION NAMES** shown in train record must be valid names as shown in the CT-4001 list of reportable locations.

16. **CONDUCTOR** must review the train record, correct if necessary and sign in the space provided, prior to turning the record in.

NOTE: Where Reference is made to CT-1048, forms CT-1041 and SCS16 will be utilized until supply is depleted. Use existing station names or numbers until revised CT-4001 is issued.

1502-A1. Hand-operated Switches where trains or engines must not clear (does not apply to M W Equipment).

At the following locations trains or engines are prohibited from clearing main track:

CLEVELAND DIVISION

Track	Location	Switch
Main Line Buffalo to Chicago	Ashtabula	No. 3 Track 1320 feet west of Mile Post 125
	Berea	No. 4 Lake Front, Ceilcote switch located 1,100 feet west of Sheldon Road
		No. 4 Track, located 1080 feet east of Mile Post 193, leading to RCA Industry.

TOLEDO DIVISION		
Track	Location	Switch
Main Line Buffalo to Chicago	Shawville	No. 1 Track to Side Track Mile Post 202.3
	Elyria	No. 2 Track to Murbach Coal Co. 1800 feet west of Mile Post 207
	Ceylon	No. 1 Track to Side Track Mile Post 228.6
	CP 285	No. 1 Track to Toledo Edi- son, 280 feet east of Mile Post 284.
	Nasby	No. 2 Track to Lion Store Warehouse Mile Post 294.3
	Holland	No. 2 Track to Wickes Lumber 3800 feet west of Mile Post 296
	Wauseon	No. 1 Track to Toledo Edison Co.
	Waterloo	No. 2 Track to DeKalb County Elevator Mile Post 363.9
CHICAGO DIVISION		
Main Line Buffalo to Chicago	Burdick—850 ft. east of Mile Post 476	No. 2 track to Stub track
	Otis—3700 ft. west of Mile Post 473	No. 1 track to Stub track
	Pinola—1630 ft. east of Mile Post 468	No. 1 track to Pinola Elevator
	Mishawaka	No. 1 track to Water Works No. 2 track to Bendix
	Osceola	No. 1 track to Menaughs
(Continued on next page)		

FORT WAYNE DIVISION		
Track	Location	Switch
MainLine Columbus to Chicago	West of Union City	Westinghouse Electric Corp.
	East of Saratoga	Campbell Soup Co.
	East of Saratoga	Saratoga Elevator
	East of Saratoga	Armour Agriculture Chemical Co.
	East of Redkey	Edward Young Sawmill
	Redkey	Williams Feed & Coal Co.
	Dunkirk	Indiana Glass Company
	Dunkirk	Farm Bureau
	Mill Grove	Blackford County Farm Bureau
	Hartford City	Hartford City Paper Co.
	Hartford City	South Yard Track
	Upland	Elevator Track
	Gas City	U. S. Glass Co.
	Sweetser	Industrial Track
	Converse	Team Track
	Amboy	Amboy Grain Co.
	Amboy	Ballard Lumber Co.
	North Grove—230 ft. west of Mile Post 174	Miami County Farm Bureau
	West of Bunker Hill	Bean Plant
	West of Bunker Hill Onward	Air Base Team Track
I. & F. Branch	South of Van	Logansport State Hospital Wabash Wholesale Co.
<p>1509-A1. In the application of Rule 509, when Stop indication (Rule 292) is displayed on a signal at the following locations, the authority to pass it must be obtained through the operator listed below:</p>		

CLEVELAND DIVISION

Location	Track	Authority Must Be Obtained From Train Dispatcher or Operator at:
Main Line Buffalo to Chicago: 50 feet east of Mile Post 10	East- ward No. 1 and No. 2	Train Dispatcher Cleveland, Ohio
4200 feet east of Mile Post 9	East- ward No. 3	Train Dispatcher Cleveland, Ohio

TOLEDO DIVISION

Main Line Buffalo to Chicago: Bay Bridge	West- ward No. 1 and No. 2	Train Dispatcher Toledo, Ohio
Carrothers Branch: 2330 feet north of Mile Post 64	No. 2	Operator Gibsonburg
Miami Cut Branch: 1600 feet north of Mile Post 3	North- ward Single	Train Dispatcher Toledo, Ohio
Michigan Branch: 2400 feet north of Mile Post 58	North- ward Single	Train Dispatcher Toledo, Ohio

CHICAGO DIVISION

SC&S Branch: Bernice	Single	Operator Hartsdale
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FORT WAYNE DIVISION

Main Line Pittsburgh to Chicago: 2500 feet east of Mile Post 319	No. 2	Operator Mike
1595 feet east of Mile Post 319	No. 1	
1625 feet east of Mile Post 320	No. 1	
435 feet east of Mile Post 320	No. 2	
1435 feet west of Mile Post 320	No. 1	
1717 feet west of Mile Post 339	No. 1	Operator Warsaw
118 feet east of Mile Post 339	No. 2	Operator Junction
3964 feet east of Mile Post 360	No. 1	Operator Warsaw
14th Street	No. 2	Operator Race

CAB SIGNALS

1550-A1. In the application of **Rule 550**, engines dispatched from points in cab signal territory to points where test circuits are not provided must have cab signal equipment cut in for the entire trip.

Engines dispatched from any points destined to Cab Signal Territory must make departure tests and have cab signal equipment cut in before departure.

Cutting-in Sections Located:

Track	Between	And
Main Line Columbus to Chicago No. 1	750 feet west of Mile Post 86	Bradford

INTERLOCKINGS

1629-A1. (Fort Wayne Division). Trains or engines receiving a Stop Signal (**Rule 292**) at LaCrosse during the hours station is closed must contact the Operator at Kouts for instructions.

INTERLOCKED RAILROAD CROSSINGS AT GRADE

1637-A1. Cars or engines must not be cut away from other cars or engines and allowed to stand within interlocking limits of interlocked railroad crossings at grade, without permission of Train Dispatcher or Operator.

AUTOMATIC INTERLOCKING

1663-A1. (Fort Wayne Division). Trains and engines must stop at all automatic Interlockings between Van and Culver and confer with the Train Dispatcher of the railroad to be crossed to assure there is not a conflicting movement, before proceeding over the crossing, account rusty rail condition.

1663-A2. (Fort Wayne Division). Trains and engines must stop at South Whitley and confer with the N&W Train Dispatcher to assure there is not a conflicting movement before proceeding over the N&W crossing account rusty rail condition.

1703-A1. Use of Telephones.**CLEVELAND DIVISION**

	COMPANY TELEPHONES Tele- Central Area Code EXT.		COMMERCIAL TELEPHONES Area Code	
Cleveland, Ohio:				
Supervisor Train Operations.....	751	6234	216	771-3427
Asst. Chief Dispatcher— Cleveland.....	751	6351	216	771-3375
Asst. Chief Dispatcher— Erie.....	751	6288		
PC POLICE.....	751	6364 6365	216	241-0041
Collinwood, Ohio:				
PC POLICE.....	{ 846	7274		
	{ 846	7279		
Road Foreman.....	846	7226	216	851-5655
Engine Crew Dispatcher..	846	7223	216	451-0567
Train Crew Dispatcher...	846	7241	216	451-3412
Penn Central Inn:				
Crew Dispatcher.....	846	} 7275 7281	216	249-6493
Block Station:				
OD.....	344	255		
QD.....	846	7207		
OX.....	751	6256		
DB.....	751	6303		
BE.....	751	6268		
Erie Crossing.....	751	6400		
Harvard.....	751	6412		
Hudson.....	553	247	216	653-2070

TOLEDO DIVISION

Toledo:				
Supervisor Train Operations.....	326	241	419	242-1161
Old Road and Carrother Branch Dispatcher.....	326	352	419	244-9661
Road Foreman.....	326	256	419	244-9041
Crew Dispatcher, Engines.....	326	328	419	244-9314
Air Line Jct:				
Crew Dispatcher—Yard..	326	239	419	382-0717
Crew Dispatcher—Road..	326	239	419	382-5403
Stanley Yard:				
Crew Dispatcher Yard and Road.....	326	369	419	691-6653
Crew Dispatcher Engine.....	326	363	419	691-0016
Crew Dispatcher Yard and Road.....	326	511	419	693-6678

	COMPANY TELEPHONES Tele- Central Area Code EXT.		COMMERCIAL TELEPHONES Area Code	
Block Stations:				
Swan Creek.....	326	322		
Nasby.....	326	330		
Alexis.....	326	297		
Olive.....	326	517	419	241-6822
SA.....	326	267	419	666-2810
Walbridge.....	326	525	419	666-0083
Gibsonburg.....	326	400	419	637-2035
Maple Grove.....	326	406	419	986-5413
Tiffin.....	326	409	419	447-1923
CHICAGO DIVISION				
Chicago, Ill.:				
Supervisor-Train Operation.....	551	2206 2468	312 236-7200	2467 2468
Movement Director.....	551	2405 2406	312 236-7200	2405 2406
Trainmaster (Rules).....	551	2422	312 236-7200	2422
Road Foreman.....	551	2423	312 236-7200	2409
Trainmaster (12th St. Coach Yard).....	551	2402 2442	312 236-7200	2402 2442
59th Street:				
Trainmaster.....	551	2421	312 737-1504	
Englewood, Ill.:				
Trainmaster (55th St.)...	551	2353 2568		
Park Manor:				
Trainmaster.....	551	2861 2862		
Colehour, Ind.:				
Trainmaster.....	551	3255	312 768-7841	
Burns, Harbor, Ind.:				
Trainmaster.....	551	3220	219 787-8001	
Elkhart, Ind.				
Trainmaster (Terminal)...	328	241	219 293-8254	
Trainmaster (Road).....	328	211	219 293-5231	
Road Foreman.....	328	366	219 293-5231	
Chicago Heights:				
Agent's Office.....			312 758-4310	
Block Stations:				
BC.....	328	261	219 293-6651	
HF.....	328	329	219 289-5250	
JD.....			219 362-2852	
PO.....	551	2164	219 926-6630	
NE.....	551	3439		
HC.....	551	3240		
Willow Creek.....	551	3372	219 762-2715	
Ivanhoe.....	551	3151	219 949-5313	
Hartsdale.....	551	2131	219 865-2671	
Dolton.....	551	2119	312 849-8200	2265
West Pullman.....	551	2114		

	COMPANY TELEPHONES Tele- Central Area Code EXT.		COMMERCIAL TELEPHONES Area Code	
Beverly Jct.....	551	2112	312 233-6188	
Bart.....			219 942-2333	
Clarke Jct.....	551	3431		
Indiana Harbor.....	551	3235		
Indiana Harbor Canal....	551	3302		
River Branch Jct.....	551	2211		
Englewood.....	551	2572		
South Branch Bridge.....	551	2265		
Calumet Park.....	551	3280	219	891-4681
16th St. (Joint Tracks)...	551	2826		
Hohman Street Tower...	551	3422		
FORT WAYNE DIVISION				
Fort Wayne:				
Supervisor—Train Operation.....	7411	232-234	219	743-6447
Movement Director.....	7411	207-208	219	422-8922
Crew Dispatcher.....	7411	253-254	219	422-8062
Yard Master—Piqua.....	7411	261	219	743-1843
Logansport:				
Train Master.....	7414	226	219	753-8734
Crew Dispatcher.....	7414	242	219	753-3180
Yard Master—Yard A....	7414	202	219	753-5715
Kankakee:				
Train Masters.....	551	208-113	815	932-1221
Crew Dispatcher.....	551	145	815	933-7116
Yard Master.....	551	115	815	933-6654
Block Stations:				
Forest.....			419	273-2597
Dunkirk, Ohio.....			419	759-2341
Sugar Street.....			419	225-4721
Lima Tower.....			419	229-0741
Delphos.....			419	695-2786
Adams.....	7411	258	219	422-7928
Mike.....	7411	260		
"NY" Office.....	7411	230	219	422-7897
Newton.....			219	982-2489
Junction.....			219	422-8731
Warsaw.....			219	267-7571
Plymouth.....			219	936-4360
Hamlet.....			219	867-2201
Wanatah.....			219	733-2113
Bradford.....			513	448-2714
Kent.....	752	4166	317	664-0266
CTC Operator—Fort Wayne.....	7411	238	219	743-7890
Race.....	7414	208		
Van.....	7414	207	219	753-1215
North Judson.....			219	896-5841
LaCrosse.....			219	754-2261
Kouts.....			219	766-3439
JK Tower.....			219	287-1137
Schneider.....			219	696-8511
Momence (MJ).....			815	472-2774
Kankakee (West Yard)...	551	2173	815	933-7241
Reddick (RA).....			815	365-2214
Streator Jct.....			815	672-2601
Illinois River.....			815	447-2292

1704-A1. ROAD RADIOS LOCATED AT OTHER THAN BLOCK STATIONS.

CLEVELAND DIVISION

Location	Channel
Erie, OD Yard	1
Collinwood, East and West Bound Yard	
Master's Office	2
Diesel Foreman, Collinwood	1 2
Cleveland Lake Front Dispatcher	1
C&P Dispatcher	2
West End Dispatcher	1
East End Dispatcher	1
Riverbed Yardmaster	2
West Breakwater Yardmaster	2
Rockport, East and West End Yard	
Master's Office	2

TOLEDO DIVISION

Fairlane	1
Sandusky	1
Stanley—Desk Yardmaster	2
North K Yardmaster	2
Airline Jct. Tower	2
Dispr. Office (Yard Dispatcher)	2
East End Dispatcher	1
West End Dispatcher	1
Elkhart—BC Office	1

CHICAGO DIVISION

ELKHART: (Robert R. Young Yard)	
Hump Office	1
Y.M.C.A.	1
CHICAGO:	
Train Dispatcher's Office	1
BURNS HARBOR:	
Yard Office	1
COLEHOUR YARD OFFICE	1
PARK MANOR YARD OFFICE	1
59TH ST. YARD OFFICE	1
55TH YARD OFFICE	1

FORT WAYNE DIVISION

KANKAKEE:	
Yardmaster's Office	1
FORT WAYNE:	
Piqua Road Yardmasters Office	1
Train Dispatcher's Office	1
LOGANSFORT:	
Yardmasters Office	1

**Protection of Trains in Timetable and Train Order only or
MBS Territory Where Work on or About the Track
Obstructs the Normal Movement of Traffic**

1829-A. Work on or about the track may be performed under traffic in Timetable and Train Order only or MBS Territory by the use of Train Order or Bulletin Order.

The Train Order or Bulletin Order will prescribe the limits of the restricted area in which the work is being performed.

The limits of the restricted area will also be indicated by a Stop Sign, FIG. F-1, located in the center of the track and a Resume Speed Sign, FIG. C-1, located to the right of and adjacent to the track to which it refers.

The approach to the Restricted area will be indicated by an Approach Speed Sign, FIG. E-1, located to the right of and adjacent to the track to which it refers.

Movement through the restricted area will be governed by instructions of the M. of W. Foreman or his representative.

RESTRICTED AREA

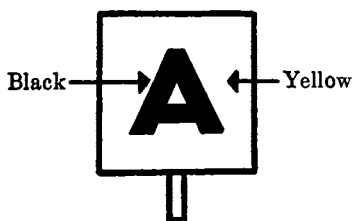
The restricted area must be prescribed by Form 19 Train Order or Bulletin Order and will be used to protect a train moving on a track where the M. of W. work is being performed.

The following order will be used:

Single (or No. _____) track obstructed for maintenance
between _____ and _____ from _____ AM to _____ PM.

Approach the Stop Sign prepared to Stop and Stop.

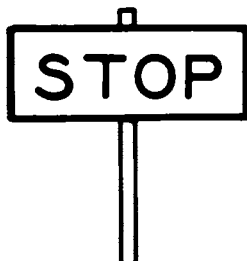
SIGNS

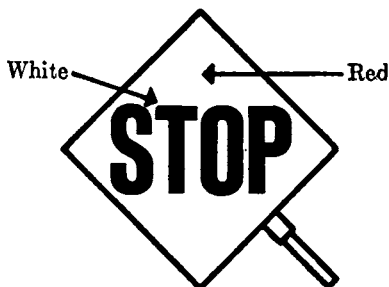


Approach Speed Sign

Fig. E-1

Proceed prepared to Stop-STOP at stop sign. Located to right of and adjacent to the track to which it refers.

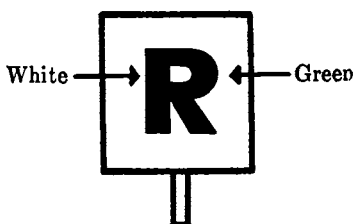




Stop Sign

Fig. F-1

STOP—Beginning of Restricted Area Located in Center of Track.



Resume Speed Sign

Fig. C-1

END RESTRICTED AREA. Resume speed after rear of train has passed this sign. Located to right of an adjacent to the track to which it refers.

The Stop Sign, FIG. F-1, at the entrance to the restricted Area may be removed, in clear view of the Engineman, for the passage of a train only by an M. of W. employe and only after:

1. The Train has stopped.
2. Instructions including speed have been given to the Engineman by the M. of W. employe governing the movement through the restricted area.

Normal speed may be resumed after rear of the train has passed the Resume Speed Sign FIG. C-1, located at the end of the restricted area.

Block Signal System and Interlocking Rules remain in effect through the Restricted Area.

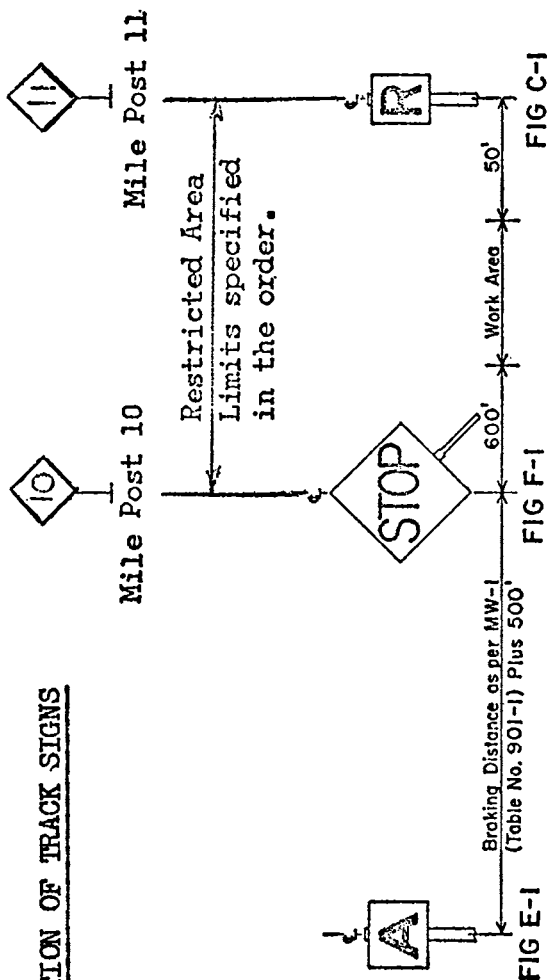
PROTECTION OF TRAINS ON ADJACENT TRACK.

On two or more tracks where TCS, ABS or MBS rules are in effect, and where M. of W. equipment having exclusive use of one track will foul an adjacent track, such restricted area will be designated by Train Order or Bulletin Order and protected by Approach Speed, Stop and Resume Speed signs on that adjacent track. Trains operating on that track must be governed by those signs and approach the work area prepared to stop and must not pass without a hand signal to proceed with a yellow flag, or when notified by radio that the track is clear from M. of W. employe on the ground.

Protection For on-Track Maintenance Equipment

1829-B. In the application of **Rules 829 to 829h** inclusive, Form M, CT-264R-2 (Rev. 3-71) may be used to provide for exclusive use when track is to be obstructed for maintenance.

LOCATION OF TRACK SIGNS



Work must not be performed less than 600 feet from Stop Sign or less than 50 feet from the Resume Speed Sign.

FIG E-1

FIG F-1

FIG C-1

Signs to be placed at right angles to, and to the right of, and adjoining the track to be protected.

ALL DIVISIONS

— SAFETY CALENDAR —

Train, Locomotive and Other Transportation Employees

A Safe day is a Pay day.

Accident prevention starts by knowing, understanding and obeying the Safety Rule, let it be your guide each and every day.

Date	July	Aug.	Sep.	Oct.	Nov.	Dec.	
1	1003(a)	1000(a)	1002(d)	1001(a)	1000(a)	1000(b)	
2	1001(a)	1004	1000(b)	1003(b)	1000(b)	1001(a)	
3	1100(a)	1003(d)	1111(a)	1155(d)	1175(g)	1153(b)	
4	1050	1175(j)	1152(e)	1009	1150(b)	1111(i)	
5	1204(a)	1017	1008(c)	1175(l)	1152(e)	1017	
6	1176(c)	1128(m)	1100(b)	1115	1052(c)	1004	
7	1002(d)	1105(g)	1018(c)	1102(c)	1111(b)	1154(a)	
8	1106	1127	1019	1155(a)	1150(c)	1114(c)	
9	1025	1112(b)	1176(k)	1126(b)	1112(a)	1006	
10	1122(b)	1052(i)	1006	1021	1175(c)	1102(a)	
11	1014(a)	1156(e)	1103(a)	1103(m)	1112(b)	1151	
12	1102(c)	1100(e)	1002(b)	1202(a)	1025	1111(c)	
13	1200	1012	1007	1109	1105(f)	1156(e)	
14	1150(c)	1152(d)	1100(k)	1211(a)	1155(a)	1020(a)	
15	1175(g)	1205(d)	1103(d)	1152(f)	1111(d)	1152(a)	
16	1000(b)	1111(b)	1013(a)	1103(n)	1051(e)	1103(c)	
17	1014(g)	1176(e)	1207	1016	1105(b)	1003(d)	
18	1154(b)	1216(a)	1106	1153(b)	1112(c)	1100(f)	
19	1103(c)	1010(d)	1000(a)	1111(j)	1010(b)	1052(k)	
20	1007	1119(c)	1175(k)	1014(c)	1210	1014(f)	
21	1013(b)	1223	1005	1203(b)	1013(b)	1051(c)	
22	1211(b)	1155(c)	1216(b)	1121	1205(d)	1115	
23	1105(d)	1203(c)	1051(e)	1176(l)	1002(b)	1014(a)	
24	1022(a)	1115	1176(m)	1052(j)	1152(c)	1053	
25	1111(c)	1015	1214	1020(a)	1215	1216(b)	
26	1152(c)	1176(i)	1011(a)	1122(c)	1012	1007	
27	1217	1105(c)	1116(a)	1207	1202(a)	1201(b)	
28	1222	1121	1022(a)	1052(d)	1225(c)	1220	
29	1050	1109	1114(a)	1113	1205(a)	1216(a)	
30	1127	1202(d)	1150(b)	1008(b)	1176(d)	1018(a)	
31	1217	1117(a)		1128(d)		1022(a)	

**PENN CENTRAL TRANSPORTATION COMPANY
WESTERN REGION**

Chicago, Illinois, August 3, 1973.

GENERAL ORDER No. 601

Effective { 1.01 A.M., E.S.T. } Saturday, September 15, 1973
{ 12.01 A.M., C.S.T. }

Applies in All Divisions

- (a) Timetable No. 6 in effect. This Timetable is a joint Cleveland, Toledo, Chicago and Fort Wayne Division Timetable. It contains the necessary instructions issued in General Orders up to and including General Order No. 522 all of which must be removed from Bulletin Boards.

Each employe must examine each page of Timetable No. 6 to see that his copy is complete, pages properly lined up, and note changes.

General Orders will be numbered consecutively regardless of division in which they apply.

- (b) **RULES FOR CONDUCTING TRANSPORTATION—C.T. 400**

Rules for Conducting Transportation, effective April 28, 1968, revised in part as follows:

Revision of January 1, 1971—

Signature on Page iii.

Revision of March 22, 1971—

Note to **Rule 513** annulled.

Revision of April 1, 1971—

TC permit Form, C.T. 264-R2.

Revision of June 1, 1971—

Rule Q changed.

Revision of April 7, 1972—

2nd Paragraph of **Rule E**

Revision of December 26, 1972—

Rule Q changed.

Revision of June 16, 1973—

2nd paragraph **Rule S** added.

- (c) **SPECIAL INSTRUCTIONS GOVERNING OPERATION OF SIGNALS AND INTERLOCKINGS—C.T. 405**

Special Instructions Governing Operation of Signals and Interlockings, effective November 1, 1968, revised in part as follows:

Revision of January 1, 1971.

Signature on Page 1.

- (d) **BRAKE AND TRAIN AIR SIGNAL INSTRUCTIONS—EC-99**

Signature on Notice page of Brake and Train Air Signal Instructions—EC-99 changed.

Revision of November 15, 1970:

APPLYING AND RELEASING DYNAMIC BRAKE

Enginemen must apply dynamic brake with care. Hold selector lever in "OFF" position for 10 seconds when transferring from power to dynamic braking. Apply dynamic brakes slowly and smoothly.

Enginemen must consume at least ten seconds between "OFF" and $\frac{1}{2}$ applied position.

Enginemen must use ten additional seconds between $\frac{1}{2}$ and full dynamic brake.

The same care and time must be used in releasing dynamic brake.

Trains other than solid loaded mineral freight having 3 six motor units equipped with extended range dynamic braking must reduce to $\frac{1}{2}$ position on dynamic brake control at speeds below 15 miles per hour.

Trains having 4 six-motor units equipped with extended range dynamic braking must reduce to $\frac{1}{2}$ position on dynamic brake control below 20 miles per hour.

Instruction **18-g** of Brake and Train Air Signal Instructions (**EC-99**), page 56, changed.

Revision of January 1, 1971—

Signature on Notice page.

Revision of October 31, 1971—

Paragraph 4 of Section 10-f, page 35, changed.

(e) **HAZARDOUS MATERIALS REGULATIONS**
GENERAL NOTICE 225-F

Hazardous Material Regulations, revised in part as follows:
Revision of December 30, 1969.

Regulation 174.532 paragraph (m) page 69, and Regulation 174.566 paragraph (a) item (1) pages 83 and 84, changed.

Revision of February 15, 1971.

Paragraph H, page 10—Delete reference to form C.T.-572.

Paragraph I, page 11—Subparagraphs 2 and 3 changed.

Paragraph J, page 11—changed.

Regulation 174.506, pages 56 and 57, changed.

Regulation 174.533, page 69, changed.

Regulation 174.565, paragraphs (a) and (b) page 83, deleted.

Regulation 171.15 and 171.16, added.

Revision of March 1, 1971.

Regulation 171.6, added.

Revision of June 10, 1971.

Paragraph (d), section 174.549, page 72, cancelled.

Revision of December 31, 1971.

Paragraph (a), section 171.15, page 106, changed.

Paragraph (a) (4) is redesignated (a) (5). New paragraph (a) (4) added.

Paragraph (c) (1), Section 174.588, page 91, changed.

NOTE 2 of section 174.588 (c) (1), page 91, cancelled.

Revision of March 31, 1972—

Paragraph (n) added to Section 174.532, page 69.

Revision of July 1, 1972—

General Rule I, page 11, changed.

Applies in the Cleveland Division

(f) **C. U. T. BRANCH**
QD-CLARK

Single Main Track between QD and CT, out of service.

Eastward No. 2 Track and Westward No. 1 Track between CT and Clark, out of service.

Special Instructions **1151-A1**, **1151-B1**, **1157-C1**, **1157-C3** and **1157-F1**, changed.

Applies in the Toledo Division

(g) **NORWALK BRANCH**
BELLEVUE-FREMONT

Single Main Track between 500 feet west of Mile Post 251 and 500 feet east of Mile Post 257, out of service.

Special Instructions **1091-A1**, **1151-A1**, **1157-C1**, **1157-C3**, and **1157-F1**, changed.

(h) **HILLSDALE BRANCH**
HILLSDALE-OSSEO

Single main track between Mile Post 360.6 and Osseo, out of service.

Applies in the Fort Wayne Division

(i) **VANDALE SECONDARY TRACK**
LAOTTO-AUBURN

Vandale Secondary Track between Mile Post 75 and Mile Post 80, out of service.

Special Instructions **1151-D1**, **1157-H1** and **1160-Ala**, changed.

(j) **CULVER SECONDARY TRACK**
END OF BLOCK-END OF TRACK

Culver Secondary Track between Mile Post 148.6 and Mile Post 159.1, out of service.

K. E. SMITH
General Manager





