

THE PENNSYLVANIA RAILROAD

WESTERN REGION

NORTHWESTERN DIVISION

TOLEDO DIVISION

Time-Table No. 2

In effect 12.01 A. M. Sunday, September 27, 1942

FOR THE GOVERNMENT OF EMPLOYEES ONLY

EASTERN STANDARD TIME

H. L. NANCARROW,
General Manager.

HOWARD GINTER,
Supt. Pass. Transportation.

P. W. NEFF,
General Superintendent.

A. F. McSWEENEY,
Supt. Frt. Transportation.

C. J. HENRY,
Superintendent.

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2023

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Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from Detroit	Sidings Assigned direction Car Capacity 45 ft. cars		
						North	South	Both
				DETROIT (F. S. U. D. Co.).....				
X	X			DELRAY (WAB. RY.).....	4.4			
X	X	X		ECORSE JCT.	5.2			
X	X	X		LINCOLN PARK	7.6			
				PENFORD	12.6			
				EUREKA	13.8			107
				RIVER ROAD	19.6			
X	X	X		CARLETON	25.7			97
X	X			MONROE	35.7			
X	X			ERIE	45.7			
X	X			ALEXIS	51.1			
X	X			HALLETT	52.1			
X	X			BOULEVARD	53.6			
X	X	X		MANHATTAN	54.3			
X				GALENA	55.3			
				TOLEDO	56.2			
		X		OLIVE	56.3			
X	X	X		OUTER YARD OFFICE	60.3			
				WALBRIDGE	61.5			
				LATCHA	65.5			
X	X	X		WOODVILLE	73.4			
				GIBSONBURG	78.6		89	
				HELENA	82.0			
X	X	X		MILLERSVILLE	84.1			
				BURGOON	87.5	110		
X	X	X		BETTSTVILLE	89.3			
				MAPLE GROVE	91.2			
X				CROMERS	93.7			
X				COLEMAN	97.5		193	
X	X	X		TIFFIN	98.9			
X				INK	103.4			125
X				BLOOMVILLE	108.7	151		
				ST. STEPHENS	112.1			
X	X	X		CARROTHERS	114.9	122		
X	X	X		NEW WASHINGTON	118.5			
				STACK	119.1			91
				TIRO	124.7			87
X	X	X		VERNON	130.6	94	62	
X	X	X		TOLEDO JCT.	135.5			97
				MANSFIELD (Eastern Div.)	142.0			

NOTE—X indicates in service.

SANDUSKY BRANCH

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from Sandusky	Sidings Assigned direction Car Capacity 45 ft. cars		
						North	South	Both
				SANDUSKY (C. C. C. & St. L.)				
X	X	X		BAY JCT.	1.4			
				BAYSIDE	4.9			
				WEYERS	6.7			
				SAND HILL	7.2			
				PARKERTOWN	9.0			
			X	BELLEVUE	12.9		150	
		X		SOUTH BELLEVUE	14.9			
			X	FLAT ROCK	17.5			
				FRANK	20.8			113
				OMAR	25.2			
X	X	X		ATTICA JCT.	27.9			117
				ATTICA	29.6			
X	X	X		CARROTHERS	34.5			
		X	X	CHATFIELD	37.4			
			X	RIDGETON	41.5			
X	X	X		BENSON	46.3			205
				COLSAN	48.0			
				BUCYRUS	48.1			
				MONNETTE	55.4			
		X		TOBIAS	57.8			
X	X			HARVEY	61.5			
			X	MARION	65.9			
				SOUTH MARION	68.0			
				SEITER	72.4			
				WALDO	75.3			
		X		TROYTON	79.2			
				DELAWARE	87.1			
X	X	X		LEWIS CENTER	94.4			
				WORTHINGTON	102.3			
		X		GROGAN	108.8			
				COLUMBUS (Cols. Div.)	112.1			

NOTE—X indicates in service.

Block stations open continuously, except:

Chatfield	Closed	Daily except Sunday, 5.00 P.M. to 9.00 A.M. Sunday.
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Block-Limit stations controlled by open block stations:

Block-Limit Station	Controlled by
Bellevue	South Bellevue
Frank	Attica Jct.
Chatfield	Carrothers
Benson	Colsan
South Marion	Harvey

Interlockings—Remote controlled, operated from:

Interlocking	Operated from
Galena	Manhattan
Coleman	Tiffin
Ink	Tiffin
Bloomville	Carrothers

**THE TICKET OFFICES OF STATIONS NAMED
BELOW WILL BE OPEN FOR THE SALE
OF TICKETS AS FOLLOWS:**

Daily except Sunday		STATIONS	Sunday	
Open for Train No.	Close after Train No.		Open for Train No.	Close after Train No.
452	68	Tiffin.....	452	68
All Trains		Gibsonburg.....		
All Trains		Toledo.....	All Trains	
except 105		Monroe.....	except 105	
All Trains		Detroit.....	All Trains	
All Trains			All Trains	

DETROIT TO TOLEDO JCT.-SOUTHWARD

STATIONS	FIRST CLASS			
	452	68	106	
	Daily	Daily	Daily	
Leave	P.M.	P.M.	P.M.	
DETROIT (F. S. U. D. Co.)	S 12.45	S 5.50	S 11.55	
DELRAY (WAB. RY.)	1.03	6.10	12.13	
ECORSE JCT.	1.05	6.12	12.15	
LINCOLN PARK	1.10	6.16	12.19	
PENFORD	1.15	6.21	12.24	
EUREKA	1.17	6.22	12.26	
CARLETON	1.29	6.33	12.38	
MONROE	Q 1.40	Q 6.43	A 12.48	
ERIE	P.M.R.Y. 1.50	6.53	12.58	
ALEXIS	1.56	7.00	1.03	
HALLETT	1.58	7.01	1.05	
BOULEVARD	2.00	7.03	1.07	
MANHATTAN	2.01	7.05	1.09	
GALENA	2.03	7.07	1.11	
TOLEDO	S 2.10	S 7.12	S 1.30	
OLIVE	2.11	7.13	1.31	
WALBRIDGE	2.22	7.23	1.41	
LATCHA	2.26			
WOODVILLE	S 2.35			
GIBSONBURG	S 2.43	7.38	1.56	
HELENA	F 2.47			
MILLERSVILLE	2.49			
BURGOON	2.53	7.46	2.05	
BETTSVILLE	S 2.58			
MAPLE GROVE	3.02	7.50	2.09	
CROMERS	3.05			
COLEMAN	3.09	7.56	2.16	
TIFFIN	S 3.15	S 8.00	S 2.28	
INK	3.23	8.05	2.35	
BLOOMVILLE	S 3.30	8.11	2.41	
ST. STEPHENS	3.34			
CARROTHERS	S 3.39	8.18	2.48	
NEW WASHINGTON	S 3.46			
STACK	3.47	8.23	2.53	
TIRO	S 3.55	8.28	2.59	
VERNON	4.04	8.34	3.06	
TOLEDO JCT. (Eastern	4.14	8.42	3.15	
MANSFIELD Div.)	S 4.21	S 8.54	S 3.35	
Arrive	P.M.	P.M.	A.M.	
	452	68	106	

TOLEDO JCT. TO DETROIT-NORTHWARD

7

STATIONS	FIRST CLASS			
	105	69	117	
	A.M.	A.M.	P.M.	
Arrive				
DETROIT (F. S. U. D. Co.)	S 7.25	S 8.15	S 7.55	
DELRAY (WAB. RY.)	7.02	7.55	7.34	
ECORSE JCT.	6.59	7.52	7.31	
LINCOLN PARK	6.51	7.45	7.24	
PENFORD	6.45	7.39	7.18	
EUREKA	6.43	7.37	7.17	
CARLETON	6.30	7.24	7.04	
MONROE	B 6.20	Q 7.14	F 6.54	
ERIE	6.10	7.04	6.44	
ALEXIS	6.05	6.59	6.39	
HALLETT	6.03	6.57	6.37	
BOULEVARD	6.01	6.55	6.35	
MANHATTAN	6.00	6.54	6.34	
GALENA	5.58	6.52	6.32	
TOLEDO	S 5.56	S 6.50	S 6.30	
OLIVE	5.36	6.41	6.16	
WALBRIDGE	5.26	6.30	6.00	
LATCHA				
WOODVILLE			S 5.48	
GIBSONBURG	5.11	6.15	S 5.41	
HELENA			F 5.35	
MILLERSVILLE				
BURGOON	5.03	6.06	F 5.30	
BETTSTVILLE			F 5.25	
MAPLE GROVE	4.59	6.02	F 5.21	
CROMERS				
COLEMAN	4.52	5.52	5.15	
TIFFIN	S 4.49	S 5.49	S 5.12	
INK	4.42	5.40	5.05	
BLOOMVILLE	4.37	5.35	5.00	
ST. STEPHENS				
CARROTHERS	4.30	5.28	4.52	
NEW WASHINGTON			S 4.46	
STACK	4.25	5.23	4.45	
TIRO	4.20	5.17	F 4.40	
VERNON	4.15	5.11	4.35	
TOLEDO JCT. (Eastern	4.10	5.05	4.30	
MANSFIELD Div.)	S 3.56	S 4.50	S 4.20	
Leave	A.M.	A.M.	P.M.	
	Daily	Daily	Daily	
	105	69	117	

U. S. MAIL WORK

STATIONS	Northward				Southward		
	117				452		
	H						
Tiro							
St. Stephens					C.D.H.		
Cromers					C. D.		
Maple Grove					C. D.		
Burgoon					C. D.		
Millersville					C.D.J.		
Helena					C.D.J.		
Latcha					C.D.J.		

C—Mail caught from crane only.

D—Mail delivered only.

CD—Mail caught and delivered.

H—Stop on signal to receive parcel post shipments of baby chicks.

J—Stop on signal or on notice from postal clerk to receive or deliver bulky mail or fragile parcel post matter.

NOTE—Additional letters and characters may be used where required.

Letters and characters as used on this page have no reference to their application as provided for in Special Instructions ★1201 or 1202.

SOUTHWARD

ARRANGED FREIGHT TRAIN SERVICE

NORTHWARD

The time shown conveys no time-table authority.

STATIONS	ED-2 (1)	TC-12 (2)	ST-2 (1)	ED-4 (1)	TC-16 (1)	TD-6 (2)	TD-4 (2)	TD-10 (5)	TD-2 (2)	TD-8 (2)	TD-14 (2)	TD-13 (2)	TD-5 (2)	TD-7 (2)	TD-3 (2)	TD-9 (4)	TD-1 (2)	PD-3 (6)	ED-1 (1)	ST-1 (1)	ED-3 (1)	TD-11 (3)	PD-1 (1)	TC-15 (1)
	A.M.	P.M.	P.M.	P.M.	A.M.	P.M.	A.M.	A.M.	A.M.	P.M.	A.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	A.M.	P.M.	P.M.	A.M.	P.M.	P.M.
Detroit	2.00	8.30		8.30															8.30			11.30	4.00	
Carleton	3.00 3.30	9.00 9.30		9.00 10.00															8.00 7.45			10.15 10.00		
Toledo	5.00 11.00	10.30 2.00	6.30	11.30 12.20	8.30	1.50	8.30		9.30				9.50		4.30				7.00 5.30	2.00	8.30 2.45	1.00 12.01	3.00	7.00
Woodville						2.45	9.15						9.00		4.00			10.50						
Gibsonburg	11.40	2.35	7.45	12.53	9.10	3.00			10.20				8.30				4.20	10.40	4.20	12.25	1.55	11.40	1.35	5.40
Tiffin	12.25	3.35	8.45	1.23	9.55	5.30					6.30	2.30	6.30					9.55	3.30	11.45	12.55	11.00	1.15	4.50
Carrothers	1.10	4.30	10.00	1.55	10.45						8.00	12.01						9.20	2.50	11.05	12.10	10.30	12.35	4.10
Toledo Jet.	2.00		11.00	2.25							10.00	10.30						8.40	2.15	10.30	11.30		12.01	
Sandusky										12.30				4.00										
Benson		5.30			11.45 12.15			8.00		8.30				8.00		4.00						9.30 9.15		3.00 2.30
Marion		6.15			1.00			10.00								11.00						8.15		1.15
Grogan		8.00			2.30			4.00								8.00						6.30		11.00
	P.M.	A.M.	P.M.	A.M.	P.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	P.M.	A.M.	A.M.	A.M.	P.M.	P.M.	A.M.

(1) Daily.

(2) Daily except Sunday.

(3) Daily except Saturday.

(4) Monday-Wednesday-Friday.

(5) Tuesday-Thursday-Saturday.

(6) Daily except Monday.

SPECIAL INSTRUCTIONS

Note—Five point star symbol (★) indicates Special Instructions of System application.

★ 1001. A rule referred to by number, unless otherwise specified, is a rule in the Operating, Signal and Interlocking Rules.

STANDARD TIME

★ 1101. Eastern Standard Time applies on this Division.

LETTERS AND CHARACTERS

★ 1201. The following letters and characters in schedules indicate:

- S** —Regular stop.
- F** —Stop on signal to receive or discharge passengers.
- A** —Stop on signal to receive passengers.
- B** —Stop on signal to discharge passengers.
- C** —Regular stop to receive passengers.
- D** —Regular stop to discharge passengers.
- E** —Regular stop for express, mail or newspapers.
- G** —Regular stop, Saturday only.
- H** —Regular stop, Saturday only, to receive passengers.
- J** —Regular stop, Saturday only, to discharge passengers.
- K** —Regular stop, Sunday only.
- L** —Stop on signal, Sunday only, to receive or discharge passengers.
- M** —Regular stop daily except Saturday and Sunday.
- N** —Regular stop daily except Sunday.
- —No baggage service.
- ⊗ —No baggage service Sunday.
- * —Passenger train—schedule assigned to gas or gas-electric rail motor cars.
- * —Passenger train—schedule assigned to handle passenger and freight equipment.
- ◇ —Passenger train—No train baggageman.
- # —Indicates train that will not be operated on specified dates or holidays shown on schedule pages.

1202.

Q—Regular stop week days; stop on signal Sundays to receive and discharge passengers.

COLOR SIGNALS

★ 1301. At the end of two main tracks where switch is not interlocked nor spring switch is in service, when the switch is set for trains to move in normal direction, switch lamp will display white disc (green light at night). When the switch is set against train movement in normal direction, switch lamp will display red disc (red light at night).

HAND, FLAG AND LAMP SIGNALS

1401.

ENGINE WHISTLE SIGNALS

1501. Except in emergency, enginemen will not sound engine whistle for the following grade crossings:

Between Galena and Oak St., Toledo.
Between Wall and Perry St., Tiffin.

COMMUNICATING SIGNALS

★ 1601. When communicating signal is inoperative and cannot be put in working condition without detention, train may proceed after conductor and engineman have an understanding as to how train is to be operated.

TRAIN SIGNALS

1701.

USE OF SIGNALS

1801.

SUPERIORITY OF TRAINS

★ **1901.** Southward trains are superior by direction to trains of the same class in the opposite direction, unless otherwise specified.

GENERAL ORDERS, BULLETIN BOARDS, EMPLOYEES' REGISTERS, STANDARD CLOCKS

★ **2001.** Location of Bulletin Boards on this Division and other railroads where General Orders of this Division will be posted and delivered, locations of Employees' Registers and Standard Clocks on this Division, also locations on this Division where General Orders of other Divisions will be posted and delivered:

Bulletin Board	Employee's Register	Standard Clock	LOCATION	Other Divisions	Zones
X	X	X	Detroit, Engine House	Eastern	D.
X	X	X	Detroit, Telegraph Office	Eastern	D.
X	X	X	DelRay, Engine House	Columbus	A.
X	X	X	Lincoln, Yard Office	Columbus	A.
X	X	X	Pere Marquette Ry. Erie, Yard Office Engine House		
X	X	X	Toledo, Telegraph Office	Eastern	D.
X	X	X	Outer Yard, Crew Dispatcher Office	Eastern Columbus	A, B, C, D. A.
X	X	X	Outer Yard, Yard Office		
X	X		Tiffin		
X	X	X	Sandusky, Engine House	Eastern Columbus	D. A.
X	X		Colsan, Block Station	Columbus	A.
X	X		Marion		

2002. Standard Clocks at Other Points:

GENERAL ORDER ZONES

★ **2101.** General Order Zones of this Division are as follows:

Zone A—Toledo Jct. to Galena.

Zone B—Carleton to Ecorse Jct.

Zone C—Sandusky to Grogan.

TRACK ASSIGNMENTS

2201. Single Track

Track	Between	And
Main Line	Ecorse Jct.	Carleton
Main Line	Gibsonburg	Burgoon
Main Line	Coleman	Bloomville
Main Line	Carrothers	Toledo Jct.
Sandusky Branch	Bayside	Carrothers
Sandusky Branch	Chatfield	Harvey
Sandusky Branch	South Marion	Troyton

2202. Two or More Tracks

Current of traffic is as follows:

Main Line	No. 2 Track	No. 1 Track
Galena to Gibsonburg	Southward	Northward
Burgoon to Coleman	Southward	Northward
Bloomville to Carrothers	Southward	Northward
Sandusky Branch Carrothers to Chatfield	Southward	Northward
Harvey to South Marlon	Southward	Northward
Troyton to Grogan	Southward	Northward

NOTE—Tracks are numbered from east to west.**2203. Secondary Tracks of Assigned Direction****2204. Secondary Tracks of No Assigned Direction**

2205. Passenger trains as specified will use tracks as follows unless interlocking signals otherwise indicate:

MOVEMENT OF TRACK CARS

2301. Rules 80 to 80f inclusive will apply on all main tracks.

★ **2302.** Track cars will not operate spring switches.

MOVEMENT OF TRAINS

2401. Location of Train Dispatchers—
Toledo.

2402. Rule S-83:
By clearance message or train order.

2403. Rule D-83:
Verbally by signalman or by signal indication.

2408. Switch tenders are stationed at and have charge of main track switches as indicated:

2409. Signalmen in charge of main track hand operated switches:

Olive.....All main track switches.
(Sandusky Branch)

Carrothers.....
 { Switches of crossover leading from No. 1
 to No. 2 main tracks.
 { Switch leading from No. 1 wye to No. 2
 main track.
 { Switch leading from No. 2 wye to No. 2
 main track.

Chatfield.....End of double track.

Harvey.....End of double track.

2410. Rule D-93 in effect as follows:
Galena and Walbridge.

★ **2415.** Spring Switches located.....
Bellevue—North end of siding.

Normal position for southward movements to siding.
Sprung for northward movements on main track.

Bellevue—South end of siding.

Normal position for movements on main track.

Sprung for southward movements from siding to main track.

Attica Jct.—North end of siding.

Normal position for movements on main track.

Sprung for northward movements from siding to main track.

Carrothers—North end double track.

Normal position for movements on No. 2 track.

Sprung for northward movements on No. 1 track.

Benson—South end of siding.

Normal position for movements on main track.

Sprung for southward movements from siding to main track.

South Marion—End of double track.

Normal position for movements on No. 1 track.

Sprung for southward movements from No. 2 track.

Troyton—End of double track.

Normal position for movements on No. 2 track.

Sprung for northward movements from No. 1 track.

Spring Switch is marked by disc with white background and black letters "SS." Switch lamp will display green light in both directions when switch is in normal position and red light in both directions when switch is in reverse position or not properly set.

When trailing movement through spring switch is stopped before movement is completed, slack must not be taken or reverse movement made until switch has been reversed by hand.

After passing with proper authority a Stop-Signal Rule 292; a Stop-and-Proceed Signal, Rule 291; a Caution Signal, Rule 285-A, or a Yellow Distant Switch Indicator protecting a spring switch; movement shall not be made over the switch until it has been operated by hand to the proper position and switch points have been examined by a member of the crew, unless a green light is displayed on the switch lamp. The switch must be restored to normal position after movement is completed.

2425. Movement of Trains in the Same Direction by Block Signals, Rules 251, 253, 254 in effect:

Ecorse Jct. and Carleton single track.

Galena to Gibsonburg No 2 track.

Gibsonburg to Galena No. 1 track.

Burgoon to Coleman No. 2 track.

Coleman to Burgoon No. 1 track.

Bloomville to Carrothers No. 2 track.

Carrothers to Bloomville No. 1 track.

Carrothers and Toledo Jct. single track.

2426. Opposing and Following Movement of Trains by Block Signals. Rules 261, 262, 263, 264 in effect:

Gibsonburg and Burgoon single track.

Coleman and Bloomville single track.

2427. In the use of non-interlocked railroad crossings, trains on the tracks of this division are governed as follows:

Note—At night, the position of targets is indicated by red lights.

Trainmen will operate target at Chatfield when signalman is not on duty.

LOCATION	REQUIREMENTS
Toledo: Miami Street N. Y. C. R. R. Manufacturers' Ry. W. & L. E. Ry.	Horizontal Trains or engines moving with the current of traffic and receiving proper signal indication, may move over crossing without stopping at a speed not exceeding 15 miles per hour. Stop. Proceed indication—target horizontal.
Chatfield: A. C. & Y. R. R.	Stop. Proceed indication—target diagonal.
Bellevue: N. Y. C. & St. L. R. R. N. Y. C. R. R. W. & L. E. Ry. N. Y. C. & St. L.— W. & L. E. transfer	Stop. Proceed indication—target vertical. Stop. Proceed indication—target horizontal. Stop. Proceed indication—target horizontal. Stop. Proceed indication—target vertical.
Bridge 85.47 Maumee River	Position of draw is indicated by smash boards located 300 feet from south end of draw span and at end of bridge on north end, which stand across the track showing a red light when draw is open and stand parallel with the track showing a yellow light when draw is closed. Trains and engines must come to a full stop at these smash boards and not proceed unless they are in proper position. Southward trains or engines receiving proceed indication at home signal, Olive, may proceed without stopping provided smash board is in proper position. Northward trains or engines receiving proceed indication at home signal, south end Maumee River bridge, may proceed without stopping provided smash board is in proper position. On account of boats not being able to stop, trains must not remain stopped on circuit of bridge.

★ **2440.** After each actuation of a dragging equipment detector, the train crew must examine the entire train and advise the signalman when this has been done before proceeding.

★ **2450.** Automatic highway crossing signals at grade crossings indicate the approach of a train. These signals do not relieve enginemen from complying with Rules 14 (1) and 30. They operate when trains approach crossings with or against the current of traffic on main tracks only.

Trains approaching a highway crossing on a siding or yard track, adjacent to tracks crossing a highway protected by automatic highway crossing signals, will run carefully sounding the warning as prescribed by Rules 14 (1) and 30.

When a train passes entirely over a highway crossing protected by automatic highway crossing signals, it must not move in opposite direction over the crossing until protection is provided as prescribed by Rule 103a.

To avoid unnecessary operation of the automatic highway crossing signals, switches must not be left open, nor cars left standing on the main track longer than necessary within operating limits of such signals.

When shifting movements are made in the vicinity of a highway crossing protected by automatic highway crossing signals, or when a train is stopped, thereby operating the signals unnecessarily, every effort must be made by trainmen to avoid delay to highway traffic. When it is safe for vehicles or pedestrians to cross the track, the trainman will say "all right" and beckon to cross.

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

★ **2451.** (For Automatic Highway Crossing Signals.)

Electric light indicators are in service on or adjacent to instrument cases of flashing light signals and crossing bells protecting road crossings.

Indicator light will be displayed when train is operating the flashing light signals or crossing bells. Absence of indicator light indicates commercial power has failed and that signals or bells will be entirely dependent upon storage battery.

If indicator light is not displayed as train approaches crossing, prompt report must be made to Superintendent.

★ **2475.** Gas-electric rail motor cars and gasoline rail motor cars must not use sand in automatic block system territory, except to avoid accidents. When these cars are used as trailers or are being towed, they must be placed only at end of train. If handled by passenger train, should not consist of more than 15 cars. If handled by freight train, should not consist of more than 35 cars.

MOVEMENT BY TRAIN ORDERS

2501.

YARDS AND YARD INSTRUCTIONS

2601. Yards indicated by yard limit boards located at:

Lincoln
Bayside
Bellevue
Bucyrus-Benson
Harvey

SPEEDS

★ **2701.** **SPEED TABLE**

Time per Mile		Miles per Hour	Time per Mile		Miles per Hour	Time per Mile		Miles per Hour	Time per Mile		Miles per Hour
Min.	Sec.		Min.	Sec.		Min.	Sec.		Min.	Sec.	
0	36	100	0	48	75	1	12	50	2	24	25
0	38	95	0	51	70	1	20	45	3	00	20
0	40	90	0	55	65	1	30	40	4	00	15
0	42	85	1	00	60	1	43	35	6	00	10
0	45	80	1	05	55	2	00	30	12	00	5

**2702. MAXIMUM SPEEDS, UNLESS OTHERWISE SPECIFIED,
PASSENGER TRAINS AND FREIGHT TRAINS
GENERAL**

MAIN LINE	Single Track		No. 1 Track		No. 2 Track	
	Pgr.	Frt.	Pgr.	Frt.	Pgr.	Frt.
Ecorse Jct. to Carleton	70	50				
Galena to Oak Street, Toledo			30	30	30	30
Oak Street, Toledo to Gibsonburg			70	50	70	50
Gibsonburg to Burgoon	70	50				
Burgoon to Coleman			70	50	70	50
Coleman to Bloomville	70	50				
Bloomville to Carrothers			70	50	70	50
Carrothers to Toledo Jct.	70	50				
With Freight Engines	50		50		50	
Sandusky Branch						
Bayside to Carrothers	30	30				
Carrothers to Chatfield			35	35	35	35
Chatfield to Harvey	35	35				
Harvey to Erie Crossing, Marion			35	35	35	35
Erie Crossing, Marion to South Marion			35	35	30	30
South Marion to Troyton	35	35				
Troyton to Division Line, M. P. 4.3			35	35	35	35

VARIOUS

MAIN LINE AND BRANCHES		Miles per Hour		
Circus Trains—Main Line.....		30		
Sandusky Branch		25		
		Miles per Hour		
		Capacity—Tons		
		150	120	100
Wreck Trains—				
Main Line—except as specified below—				
—boom trailing.....		45	45	45
—boom forward.....		35	35	35
—Ecorse Jct. to Carleton.....				
—No. 2 Track.....				
—Galena to Bridge 85.47.....				
—Bridge 65.47 to Gibsonburg.....				
—Burgoon to Signal 496.....				
—Bloomville to Carrothers.....				
boom trailing..		30	35	35
boom forward..		20	25	25
Sandusky Branch—except as specified below—				
—boom trailing.....		30	35	35
—boom forward.....		25	30	30
—M. P. 99.5 to Flat Rock.....				
—Omar to Carrothers.....				
—No. 1 Track—.....				
—Flint to Troyton.....				
—No. 2 Track—.....				
—Carrothers to Chatfield.....				
—Harvey to South Marion.....				
—Troyton to Division Line.....				
boom trailing..		25	30	30
boom forward..		20	25	25

(MAIN LINE AND BRANCHES—Continued)	Miles per Hour
Work Trains —on straight track—boom trailing..... —on straight track—boom forward..... —on curves.....	30 20 20
Revenue Trains —handling machinery of rotary or swinging type such as cranes, der- ricks, steam shovels, etc., moving on own wheels—see special instruction	
Main Line —on straight track.....	30
—on curves.....	20
Solid trains of tank cars, loaded with petroleum products.....	40
Sandusky Branch —on straight track.....	25
—on curves.....	20
Snow Plows in service	25
Snow Flangers in service	20
Track Cars —unless otherwise restricted.....	20
—when hauling track cars or trailers.....	15
—through crossovers and turnouts, and over highway and railroad crossings.....	5
All Trains	
Main Line —at signal No. 161-south of Tiro—	
Northward passenger trains.....	50
Northward freight trains.....	30
—within interlocking limits, Tiffin.....	30
—over N. Y. C. R. R. Crossing, Miami Street, Toledo.....	15
Sandusky Branch —over Center Street crossing, Marion ...	25
—passing distant signals, Colsan.....	30
—passing distant signals, Attica Jct.....	15

2703. MAXIMUM SPEEDS—UNLESS OTHERWISE SPECIFIED TURNOUTS

Spring Switches—Unless otherwise specified.....	30
Diverging movement South end Bellevue	15
Non-Interlocked turnouts—diverging movement.....	10
Turnouts at Olive.....	10

2704. MAXIMUM SPEEDS—UNLESS OTHERWISE SPECIFIED CURVES

MAIN LINE	
Between Tiffin and Coleman.....	30
Woodville.....	60
Olive	10
SANDUSKY BRANCH	
Silver Street, Marion.....	25
Between M. P. 96 and M. P. 97.....	25
Reverse at M. P. 105.....	30

2705. MAXIMUM SPEEDS—UNLESS OTHERWISE SPECIFIED BRIDGES

2706. MAXIMUM SPEEDS—UNLESS OTHERWISE RESTRICTED ENGINES

Class	Main Line		Sandusky Branch	
	Forward	Backward	Forward	Backward
A.....	15	15	15	15
B.....	20	20	20	20
C.....	20	20	20	20
D.....	70	25	35	25
E.....	70	25	35	25
G.....	70	35	35	25
H.....	50	35	35	25
I.....	40	25	35	25
K.....	70	35	35	25
L.....	50	25	35	25
M.....	70	35	35	25
N.....	50	25	35	25
Gas-Electric rail motor cars.....	60	60	35	35
Gasoline rail motor cars.....	60	60	35	35

MAXIMUM SPEED FOR ENGINES WHEN RUNNING FORWARD LIGHT

Passenger engines.....	50
Freight engines.....	40

FIXED SIGNALS

2801. Signal aspects not standard—in service:

CAB SIGNALS

2851. Cab Signal Rules 295 to 298, inclusive, are in affect as follows:

MANUAL BLOCK SYSTEM

2901. Rules 305 to 373, inclusive, are in effect as follows, except that Rules 316 and 317 will apply only on portions of the Division as specified:

Bayside and Grogan.

2902. Rule 316 will apply:

2903. Rule 317 will apply:

Bayside and Grogan.

On all main tracks governing movements against current of traffic.

AUTOMATIC BLOCK SYSTEM

3001. Rules 501 to 512, inclusive, are in effect as follows:

Ecorse Jct. and Carleton.

Galena and and Toledo Jct.

3015. Rules 501 to 518, inclusive, are in effect as follows:

3016. Rule 515—following exceptions authorized:

INTERLOCKING

3101. Rule 672—instructions for manual operation of remote controlled interlocking switches are located:

3102. When the route at Stack Interlocking is set from main to wye track, it is necessary to co-operate with the signalman in clearing the interlocking signal by operating push button located on relay case of southward home signal.

3103. When caution indication, Rule 285A is displayed on northward distant signal at Colsan, trains must stop south of the signal and immediately communicate with signalman by telephone.

ENGINE AND OTHER EQUIPMENT RESTRICTIONS

3201. Equipment as designated must not be permitted on tracks, bridges, etc., named:

	CLASS OF ENGINES										Engines with Tender Capacity of Over 15,000 Gallons
	B	C	E	G	H	I	K	L	M	N	
LINCOLN PARK:											
Wayne County Commissioners track				C		C	C	C	C	C	
State Street Team track				C		C	C	C	C	C	
Home Fuel Co. track				C		C	C	C	C	C	
Renier Coal Co. track				C		C	C	C	C	C	
Scurlock Coal Co. track				C		C	C	C	C	C	
S. & S. Fuel Co. track				C		C	C	C	C	C	
Lead to Lincoln Coal Co. track				C		C	C	C	C	C	
Keystone Oil Refining track				C		C	C	C	C	C	
R. H. Chowen Coal Co. track				C		C	C	C	C	C	
Detroit-Timken Axle Co. tracks				C		C	C	C	C	C	
TOLEDO:											
Karavan Coffee track				C		C	C	C	C	C	
Riverview Coal Co. track				C		C	C	C	C	C	
Toledo Steel Products track				C		C	C	C	C	C	
Switching track on Water Street as far south as Adams Street				C		C	C	C	C	C	
Same track south of Adams St.		C	C	C	C	C	C	C	C	C	
Toledo Edison tracks as follows:											
Water St. Station Empty track				C		C	C	C	C	C	
Acme Station—Gantry track	C	C	C	C	C	C	C	C	C	C	
Acme Station—Dry Pocket track	C	C	C	C	C	C	C	C	C	C	
Acme Station—Down Hill track	C	C	C	C	C	C	C	C	C	C	
Acme Station—Turbine Room track	C	C	C	C	C	C	C	C	C	C	
Acme Station—Empty track, beyond limit sign	C	C	C	C	C	C	C	C	C	C	
Jarka Great Lakes Corp., No. 1 Dock	D	D	D	D	D	D	D	D	D	D	
Jarka Great Lakes Corp. tracks		R				R	R	R	R	R	
All tracks north of Bridge 85.47—Maumee River.								C	C		
WALBRIDGE:											
Toledo Terminal Connection						C			C		
WOODVILLE:											
Ohio Hydrate & Supply tracks				C		C	C	C	C	C	
Standard Oil track				C		C	C	C	C	C	
Woodville Lime Products tracks				C		C	C	C	C	C	
Standard Lime & Stone Co. tracks				C		C	C	C	C	C	
GIBSONBURG:											
Gulf Refining track		R	R			R	R	R	C	R	
Gibsonburg Elevator track		R	R	C		R	R	R	C	R	
Station track											
National Mortar & Supply tracks				C		C	C	C	C	C	
Gibsonburg Lime Products tracks				C		C	C	C	C	C	
Kelly Island tracks				C		C	C	C	C	C	
BURGOON:											
Elevator track				C		C	C	C	C	C	
Interchange track		C		C		C	C	C	C	C	
BETTSVILLE:											
Basic Dolomite tracks				C		C	C	C	C	C	
Elevator track									C		
MAPLE GROVE:											
N. K. P. connection									C		
TIFFIN:											
Freight House tracks									C		
Machinery loading track				C		C	C	C	C	C	
Loudenslager track				C		C	C	C	C	C	
Ohio Lantern track		C	C	C	C	C	C	C	C	C	
Team track		R	R			R	R	R	R	R	
Smith Coal & Ice track											
Hopple tracks inside gate				C	C	C	C	C	C	C	
Webster Mfg. tracks				C		C	C	C	C	C	
Industrial Lead				C		C	C	C	C	C	
Tiffin Art Metal track				C		C	C	C	C	C	
Ash Pit & Coaling tracks		R	R			R	R	R	R	R	
Sterling Grinding Wheel tracks				C		C	C	C	C	C	
U. S. Glass tracks				C		C	C	C	C	C	
Standard Sanitary Mfg. tracks				C		C	C	C	C	C	
Kelly Island track				C		C	C	C	C	C	

	CLASS OF ENGINES										Engines with Tender Capacity of Over 15,000 Gallons
	B	C	E	G	H	I	K	L	M	N	
National Machinery, westerly track				C		C	C	C	C	C	
Grummel track									C	C	
Station track			C			C	C	C	C	C	
Fox Lumber track		C	C	C		C	C	C	C	C	
BLOOMVILLE:											
France Quarry track				C		C	C	C	C	C	
Station track									C	C	
Elevator track									C		
CARROTHERS:											
Northwest wye									C		
Coal Wharf		B	B	B		B	B	B	B	B	B
NEW WASHINGTON:											
Kibler track				C		C	C	C	C	C	
Lumber track									C		
TIRO:											
Station and industrial tracks				C		C	C	C	C	C	
VERNON:											
Big 4 Connection									C		
Big 4 Interchange				C		C	C	C	C	C	
Ohio Power track									C		
SANDUSKY:											
Brewery tracks				C		C	C	C	C	C	
Freight Station track				C		C	C	C	C	C	
BELLEVUE:											
W. & L. E. Interchange track			C	C		C	C	C	C	C	
House and Team tracks			C	C		C	C	C	C	C	
Klein Steel tracks				C		C	C	C	C	C	
FRANK:											
Team track				C		C	C	C	C	C	
ATTICA JUNCTION:											
B. & O. Interchange				C		C	C	C	C	C	
B. & O. Connection									C		
ATTICA:											
Stock Pen track				C		C	C	C	C	C	
Community Distributing track				C		C	C	C	C	C	
CHATFIELD:											
A. C. & Y. Interchange track		C		C		C	C	C	C	C	
RIDGETON:											
Elevator track									C		
BUCYRUS:											
General Electric track									C		
County Commissioners track									C		
Crawford Steel Foundry tracks				C		C	C	C	C	C	
N. Y. C. Interchange track				C		C	C	C	C	C	
Team track				C		C	C	C	C	C	
Breisinger track				C		C	C	C	C	C	
MARION:											
Pollak Steel tracks				C		C	C	C	C	C	
Osgood track				C		C	C	C	C	C	
Avenue Lumber track		R	R			C	C	C	C	C	
House track				C		C	C	C	C	C	
Erie & Big 4 Transfer tracks:											
South of Southward Home Sig.						C	C	C	C	C	
Alloy Steel Castings tracks				C		C	C	C	C	C	
Clark Coal track				C		C	C	C	C	C	
Silk Mill track				C		C	C	C	C	C	
Malo Bros. track		R	R	R		C	C	C	C	C	
Wye track									C		
Team Track, Garden City Pike		R	R	R		R	R	R	C	R	
Hamilton Quarry track				C		C	C	C	C	C	
Ohio Blue Limestone tracks											
Beyond straight track				C		C	C	C	C	C	
WALDO:											
Waldo team track									C		
NORTH COLUMBUS:											
Columbus Coal & Lime track				C		C	C	C	C	C	
Blue Star Coal track									C		
Pere Marquette Ry.						B	*B		B		

*Restriction applies to K-4 Streamlined Engines only.

NOTE—Letters indicate use prohibited account:

B—Bridge
C—Curve
D—Clearance
R—Rail

★ **3252.** P-54, MP-54, and MP-54c coaches; PB-54, MPB-54; MPB-54b and MPB-54c combined passenger and baggage cars; MPBM-54 passenger, baggage and mail cars; and MBM-62 baggage cars, must not be hauled between heavier steel cars or between heavier steel cars and the engine.

★ **3253.** Cabin cars, other than those having two four-wheel trucks, must not be moved in passenger trains.

★ **3254.** Cars utilizing acetylene, butane, propane or other compressed inflammable gas for cooking, lighting, or other purposes, must not be accepted for movement unless the pintsch or acetylene gasses have been drained from the permanent containers on cars so equipped, or unless the portable containers with other types of gasses have been removed.

★ **3255.** Cars seventy feet or more in length, not equipped with pivoted head couplers, must not be coupled to cabin car when moved in trains.

★ **3256.** Freight cars equipped for passenger train service must have steam heat line, air signal line, steel wheels, E7 safety valve, three-position retaining valve, and air brake cylinder—10" minimum diameter.

On account of braking arrangement, when passenger trains have class X-29, or other types of freight cars equipped for passenger train service, they must have passenger equipment cars in proportion to freight cars, not less than:

1 passenger to 1 freight, when lading is between 25,000 and 50,000 pounds.

2 passenger to 1 freight, when lading is between 50,000 and 75,000 pounds.

3 passenger to 1 freight, when lading is between 75,000 and 100,000 pounds.

For two such passenger equipped freight cars, the lading of which is less than 25,000 pounds each, at least one regular passenger equipment car must be included in the make-up of the train.

1 empty passenger equipped freight car to equal 1 passenger car.

The weight of lading in a car in express service loaded with mixed freight normally does not exceed 25,000 pounds—occasional carload shipments exceed 50,000 pounds in which case the weight should be ascertained from the Railway Express Agent.

When the make-up of a passenger train is such that the number of allowable loaded freight cars exceeds the limit above prescribed, the train must be operated under the regulations and speed restrictions which apply to freight trains, as well as the use of retaining valves on grades as required by the Brake and Train Air Signal Instructions No. 99-B-1.

★ **3257.** A car having air brakes inoperative must not be the rear car of a passenger train unless authorized by the Superintendent.

PERSONAL INJURIES

★ **3401.** Emergency calls for surgeons will have preference over other business, except train orders and power emergency calls.

Employees injured on company property or while on company business, will be treated by the nearest physician named in the following, without cost, throughout the disability. If hospital attention is necessary, they should be sent, if practicable, to one of the hospitals named in the following.

Passengers or others injured on company property will receive first attention by the Medical Examiner or Company Surgeon, without cost; at points where it is impossible to obtain their services, the company will be responsible for the cost of reasonable surgical attention by an outside surgeon for the first services rendered, subsequent attention will be determined by direction of proper official.

3402. Medical Examiners and Company Surgeons

Location	Name and Address	Telephone number
Detroit	Dr. A. P. Harrison Medical Examiner Office, Freight Station..... Corner 3rd and Larned Streets Second Thursday of each month: 8.00 AM to 11.00 AM 3.00 PM to 5.00 PM	CAdillac 6420
	Dr. Francis B. MacMillan Company Surgeon Office, 920 David Whitney Bldg. Residence, 8060 St. Paul St.....	CAdillac 0680 Fitzroy 0600
	Dr. John E. Gleason Oculist Office, 1061 David Whitney Bldg. Residence, 475 Putnam St.....	RAndolph 1144 Columbia 4354
Toledo	Dr. A. P. Harrison Medical Examiner Office, Cor. Water and Monroe Sts.	ADams 5181
	Friday: 10.00 A.M. to 12.00 Noon 1.00 PM to 4.00 PM	
	Dr. H. K. Beckwith Company Surgeon Office, 716 Starr Ave..... Residence, Riverview Place..... If no answer call.....	TAylor 7700 WAldridge 2513 MAin 2176
	Dr. Jas. A. H. Magoun Asst. Company Surgeon Office, Toledo Clinic 2001 Collingwood Ave..... Residence, 3440 Chestnut Hill Rd.	ADams 5244 JOrdan 5153
	Dr. Wm. O. Bonser Oculist 219 Fifteenth St..... Residence, 2135 Sherwood Ave.....	ADams 4419 WAldridge 1136
Tiffin	Dr. W. H. Benner Company Surgeon Office and Residence, Cor. Perry and Jefferson Sts.....	283
Mansfield	Dr. Leopold Adams Company Surgeon Office and Residence 165 W. 3rd St.....	CAnal 2070
Sandusky	Dr. A. P. Harrison Medical Examiner Office, Freight Station Water and Decatur Sts..... Tuesday: 2.00 PM to 3.30 PM	MAin 377
Marion	Dr. A. Rhu Company Surgeon Office, 186 W. Church St..... Residence, 545 Bellefontaine Ave.	3250 4234
Delaware	Dr. Matthew W. Davies Company Surgeon Office, 11 W. Central Ave..... Residence, 166 W. Winter St.....	2616 2331

Location	Name and Address	Telephone number
Columbus	Dr. H. E. Heston Medical Examiner Office, 20th St. Shop..... Daily except Saturday and Sunday 8.30 AM to 5.00 PM Saturday, 8.30 AM to 12.00 Noon Emergency calls outside of these hours taken care of by arrange- ment through crew dispatchers at enginehouses at Columbus and Columbus Shop. Residence, 254 Oakland Park Ave....	MAin 1121 LAWndale 5246
	Dr. Geo. J. Heer Company Surgeon Office, 475 E. Town St..... Residence, 1297 Linewood Ave....	MAin 7805 GARfield 5005
	Dr. Frank Warner Company Surgeon Office, White Cross Hospital..... Residence, 177 Hubbard Ave.....	ADams 9171 UNiv. 7376
	Dr. Frank S. Lott Company Surgeon Office, 246 E. State St..... Residence, 3861 Olentangy River Road.....	ADams 2450 LAWndale 7469
	Dr. H. V. Postle Asst. Oculist Office, 83 South Fourth St..... Residence, 395 Stoddart Ave.....	ADams 5768 FAirfax 5260

3403. Locations of Hospitals

Location	Name and Address	Telephone number
Detroit.....	Providence Hospital 2500 West Grand Blvd.....	TYler 5-4600
Toledo.....	Mercy Hospital 2221 Madison Ave.....	MAin 6287
Tiffin.....	Mercy Hospital West Market St.....	754
Columbus.....	White Cross Hospital 700 N. Park St..... St. Clair Hospital 338 St. Clair Ave.....	ADams 9171 FAirfax 3815
Marion.....	City Hospital Delaware and Superior Sts.....	2336
Bucyrus.....	City Hospital 675 Sandusky Ave.....	5602
Sandusky.....	Good Samaritan Hospital Fulton and Van Buren Sts.....	MAin 320

3404. First-Aid Boxes and Stretchers:**First-Aid Boxes location of:**

Passengers, Baggage, Mail and Combined cars.
 Passenger and Freight stations.
 Engine Houses and M. of E. shops.
 Wreck trains.
 Track cars.
 Car Inspectors' offices.
 M. of W. Cabin and Camp cars.
 Block stations and Interlockings.

Stretchers:

Combined, Baggage cars and on each passenger train.

USE OF TELEPHONES

★ **3501.** Employees using telephones in connection with train movements must satisfy themselves that they are in communication with proper persons.

Persons using telephones must yield the line promptly for train movements.

If telephones fail, trainmen will use any means of communication to avoid delay.

When used for block operations, transmitting train orders or making any arrangement pertaining to the movement of their trains, the conductor, engineman or driver must personally receive all orders on the telephone and make all verbal arrangements pertaining to the movement of his train, but neither is relieved of any responsibility as prescribed by Rule 106.

Verbal arrangements and instructions in regard to trains being clear of, or desiring to occupy certain tracks, etc. must be repeated by the person receiving the information.

GENERAL INSTRUCTIONS

★ **3601.** Machinery of rotary or swinging type such as cranes, derricks, steam shovels, etc., whether loaded on cars or moving on own wheels, must not be moved in revenue trains unless form CT-310 covering the specific movement is attached, one to each side of the car on which it is loaded or one to each side of the machine when moving on own wheels, and form CT-310-A is attached to the billing.

When such shipments are set off for repairs that may affect the requirements of the A.A.R. Loading Rules, they must not again be moved except upon authority of the Superintendent, and not until proper inspection has been made and billing endorsed by agent or yardmaster "Re-inspected at..... and loaded as per A.A.R. Loading Rules". Conductors when setting off such shipments for repairs must notify the proper officer that it is rotary type machinery.

In all movements of such rotary or swinging type machinery on own wheels in revenue trains the boom end must trail, except that when necessary the Superintendent may authorize movement with boom end forward, in which event the authority will include any additional speed restrictions that may be required.

When cranes are shipped on their own wheels, all coal must be removed from the coal bunkers, and all water removed from the boilers and reservoirs. When boom is detached the light end of crane should trail. Where trucks are secured to body with keyed or nutted center pin, key or nut should be removed from pin or trailing end.

When pivoted machinery, equipped with swinging booms of which a part may swing or extend outward, is moved from one service point to another in work trains, boom anchors and cables must be in place and locking devices fastened. When such equipment is moved during the progress of work on or about main tracks, stops must be in use to prevent fouling adjacent tracks, and crane operator must be in cab.

Boom must be securely anchored, with center lock in place, and crane operator must be in cab while train movements are being made on adjacent tracks.

★ **3602.** To provide against possible accident to railroad property, and insure the safe passage of heavy machinery or implements at grade crossings, special provision should be made to protect such movement over the tracks.

Agents and foremen should keep closely in touch with such matters and give the Track Supervisor advance information to enable him to make proper arrangements with the owners or those in charge of the equipment to insure full protection is afforded while tracks are to be crossed.

3604. Trainmen must not ride on top of box cars, engines or other high equipment, while passing under overhead structures.

★ **3605.** Trainmen must not pass over container cars while cars are in motion.

★ **3606.** Trainmen riding in cabin cars must make frequent observations of air brake gauge to see that brake pipe pressure is normal. If gauge indicates brake pipe pressure is not normal, arrangements must be made to stop train and ascertain cause.

3607. The operation of pusher engines behind occupied cabin cars of assembled freight trains in Ohio is prohibited.

In Ohio, employes and others are prohibited from riding on a cabin car when a pusher engine is operated behind a cabin car of an assembled freight train; they may ride on the pusher engine.

The train shall be stopped to cut off the pusher engine.

Home Division.....Name.....Occupation.....

QUALIFIED FOR SERVICE

DIVISION	ZONE	PART OF ZONE QUALIFIED FOR

GENERAL ORDER

GENERAL ORDER No. 201 { ZONE A ZONE B ZONE C

Toledo, Ohio, September 18, 1942.

Effective 12.01 A. M., Sunday, September 27, 1942:

Time Table No. 2 takes effect 12.01 A. M., Sunday, September 27, 1942 and contains the necessary instructions issued in General Orders up to and including:

106 Zone A
104 Zone B
108 Zone C

all of which must be removed from bulletin boards.

Each employe must carefully examine Time Table No. 2 to see that his copy is complete, with all schedule pages properly lined up and note changes.

Employes must turn in old Time Tables to Bulletin Board Attendants after Time Table No. 2 takes effect.

This General Order is printed in Time Table No. 2 and will not be issued in sticker form.

Rule 34—Annulled.

Rule 106—Revised.

“Both the conductor and engineman are responsible for the safety of the train and the observance of the rules, and under conditions not provided for by the rules, must take every precaution for protection.

They shall require assistance from the trainmen and fireman in all things requisite for the safe and prompt movement of their train.”

Rule 289—Revised.

Aspects—No change.

Indication—Block occupied; for passenger trains, stop; for trains other than passenger trains, proceed at reduced speed, but not exceeding thirty miles per hour.

Name—Permissive-block.

Sticker coupons issued accordingly and must be pasted over corresponding rule in Book of Rules.

SOUTH BELLEVUE—

Switches leading from P. R. R. main track to N. K. P. eastward main track for use of N. K. P. yard engines in shifting General Electric plant in service.

HARVEY—

Distant switch indicator, located 3,500 feet north of switch will display green indication for southward movement on No. 2 track. When yellow indication is displayed, approach switch at end of double track prepared to stop.

Switch leading to Scioto Ordnance Works from storage track, located 2246 feet north of Block Station in service.

C. J. HENRY,
Superintendent.

COUNT *THIS* ARMY IN



THERE'S a trained army more than a million strong working to back up the men in uniform. It's the army of railroad men, on duty day and night in every state in the Union.

For more than twenty years—ever since the last war ended—this army has been supplied with better and better equipment. And railroads, military authorities and shippers have worked out plans to get more service out of each piece of equipment—to get the most use out of every facility of the world's greatest transportation system.

Today the railroads are doing a job which, a short time ago, would have been called impossible. And it is a job so big that only the railroads could undertake it.

ASSOCIATION OF

AMERICAN RAILROADS

TOLEDO DIVISION, TIME TABLE No. 2