

THE BALTIMORE AND OHIO RAILROAD COMPANY

WESTERN LINES

"SAFETY ABOVE EVERYTHING"



AKRON-CHICAGO DIVISION CHICAGO SUB-DIVISION

TIME-TABLE No. 35

EFFECTIVE:

West Sub-Division 12.01 A. M., Central Standard Time

East Sub-Division 1.01 A. M., Eastern Standard Time

Sunday, September 25, 1938

W. C. BAKER,
Superintendent.

A. A. IAMS,
General Superintendent

J. D. CLARKE,
Superintendent Freight Transportation.

J. A. LATCHFORD,
Superintendent Passenger Transportation.

C. R. ELKINS,
Superintendent Transportation.

F. B. MITCHELL,
General Manager.

D. F. STEVENS,
General Supt. Transportation.

Here's the only "way" in America not financed by tax money

THE people of the United States use four "ways" of transportation—waterway, airway, roadway and railway.

Of these four, the railroads alone now build and maintain their own "ways" without the aid of the money we all pay in taxes. More than that, they *pay taxes* on their "ways" which help to support schools and other functions of government.

These facts have an important bearing on any discussion of the "railroad problem" for two reasons:

First, people who talk of "putting the railroads through the wringer" overlook the fact that approximately 55% of railroad investment is in their "ways."

Second, railroads must compete with carriers which use ways largely provided for them by taxation.

Take the inland waterways, for example. The construction cost of digging canals or deepening rivers—all paid by the *taxpayers*—is far more than the cost of building railroad tracks. For instance, it is \$142,000 per mile on the Ohio River and \$235,000 per mile on the upper Mississippi. And even the annual maintenance per mile, *also paid wholly by the taxpayers*, is much higher than the annual maintenance costs of the railroads, paid wholly by the railroads.

Aviation benefits by a nationwide system of beacons, emergency landing fields, radio beams, weather reports and the like furnished by the U. S. Government, and airports built by U. S. Government funds or municipalities.

Roads, *not* including city streets, have cost more than \$25,000,000,000—almost twice the investment in railroad tracks and yards.

Looking at these figures, you can see that it costs money to furnish any kind of transportation "way"—and the marvel is that railroads, paying the whole bill themselves, are able to transport commodities of all sorts over all the country at rates averaging well below those of any of our other ways of transportation.

This is no time for snap judgment on the railroads' problems. What's needed is a sensible program.

The railroads have such a program today. It is based on the principle that *the most important transportation system in America should be given a chance to run as a business under fair and equal conditions of competition.*

This program is simply stated in a little pamphlet of vital interest to you. Please write for your copy.

STRAIGHT
THINKING
About the Railroads

What about "Land Grants"?

These two words have confused fair discussion of railroad problems for more than fifty years. Let us present three little-known facts which go far toward clearing the air:

First, less than 10% of the railroads ever received "land grants."

Second, the land "granted" was virtually worthless until the building of the railroads made settlement possible.

Third, "land grants" were not gifts. They were trades. Roads receiving these grants were required to give the government reduced rates on all its business, a concession which has long since returned to the government far more than the original value of the lands granted.

SAFETY FIRST—
friendliness too!

ASSOCIATION OF
AMERICAN RAILROADS

WASHINGTON, D. C.

THE BALTIMORE AND OHIO RAILROAD COMPANY

Relief Department
W. M. KENNEDY, Superintendent

MEDICAL AND SURGICAL SERVICE

COMPANY'S SURGEONS

Chicago, Ill.—	DR. ROBERT M. GRAHAM, Grand Central Station.
“	DR. W. R. SCHUSSLER, 9437 Langley Avenue.
“	DR. V. D. LESPINASSE, 7 E. Madison St., Phone Randolph 3070.
“	DR. LAWRENCE R. RYAN, 4755 W. Madison St.
“	DR. CHARLES E. SHANNON, 1605 E. 67th Street.
“	DR. JOHN LINDQUIST, 104 S. Michigan Ave.
“	DR. HARVEY E. KIMBLE, Office, Radcliffe 1292, Home, Triangle 1292.
“	DR. GEORGE MCAULIFF, Oculist, 6 N. Michigan Ave.
“	DR. RICHARD C. GAMBLE, Oculist, 30 N. Michigan Ave.
South Chicago, Ill.—	DR. FRANK G. MURPHY, 9204 Commercial Ave.
“	DR. GEORGE G. O'BRIEN, 3004 E. 92nd Street.
Harvey, Ill.—	DR. STEWART E. FRASER.
Hammond, Ind.—	DR. C. W. RAUSCHENBACH.
“	DR. HUGH A. KUHN, Oculist.
East Chicago, Ind.—	DR. A. G. SCHLEIKER, 715 Chicago Ave., Phone 18.
“	DR. DAVID R. JOHNS, Natl. Bank Bldg. Phone 220.
Indiana Harbor, Ind.—	DR. JAMES S. NIBLICK, Call Central.
Gary, Ind.—	DR. GEO. W. GANNON, 602 Broadway, Phone Gary 1080. Res., Ridge Road and Maryland Street, Phone 1081.
Wellsboro, Ind.—	DR. ROBERT B. JONES, Res., LaPorte, Ind.
Walkerton, Ind.—	DR. C. D. LINTON.
Bremen, Ind.—	DR. RIDLEY H. DRAPER.
Nappanee, Ind.—	DR. M. D. PRICE.
“	DR. WILLARD A. PRICE.
Syracuse, Ind.—	DR. CLIFFORD R. HOY.
Kimmell, Ind. } Cromwell, Ind. }	DR. J. N. SIERSDORFER, Ligonier, Ind.
Albion, Ind.—	DR. JOHN W. MORR.
Garrett, Ind.—	DR. J. W. THOMSON, Phone 48.
“	DR. J. A. CLEVINGER, “ 43.
“	DR. D. M. REYNOLDS, “ 55.
“	DR. R. A. NASON, “ 43.
“	DR. C. S. STEWART, Oculist.
Hicksville, Ohio—	DR. J. S. HULL.
“	DR. H. W. COOK.
Sherwood, Ohio—	DR. H. C. LINDERSMITH, Bell Phone 30.
Defiance, Ohio—	DR. JOHN U. FAUSTER, JR.
“	DR. JOHN U. FAUSTER.
Holgate, Ohio—	DR. CARL B. GEIGER.
Deshler, Ohio—	DR. B. L. JOHNSON.
Hoytville, Ohio—	DR. D. B. SPITLER.
North Baltimore, Ohio—	DR. E. A. POWELL.
Fostoria, Ohio—	DR. H. E. FRUTH.
Tiffin, Ohio—	DR. PAUL J. LEAHY.
“	DR. WILBUR W. LUCAS, Oculist.
Willard, Ohio—	DR. LEHR H. WHISLER.
“	DR. J. C. STEINER.
“	DR. GEORGE T. FLESHER.

HOSPITALS

Chicago, Ill.—	Holy Cross Hospital.
“	St. Anthony's Hospital
“	St. Luke's Hospital.
South Chicago, Ill.—	South Shore Hospital.
Blue Island, Ill.—	St. Francis Hospital.
Hammond, Ind.—	St. Margaret's Hospital.
Gary, Ind.—	St. Mary's of Mercy.
Garrett, Ind.—	Sacred Heart Hospital.
Willard, Ohio—	Willard Municipal Hospital.

FIRST AID EMERGENCY CASES

First aid emergency cases, with a booklet of instructions enclosed, will be carried on trains and located at every important shop and station. They shall be in direct charge of conductors of freight trains, baggage men of passenger trains, or conductor if no baggage man, enginemen of helpers, agents at stations and master mechanics at shops who are responsible for the compliance with the general notice in reference thereto.

EXAMINING POINTS

WILLARD—Mondays and Thursdays, 9.00 A.M. to 1.00 P.M.
GARRETT—Fridays, 11.00 A.M. to 2.00 P.M., C.T.
EAST CHICAGO—By appointment.
CHICAGO—Mondays, Wednesdays and Fridays, 9.00 A.M. to 12.00 NOON and 1.00 P.M. to 5 P.M.

MEDICAL EXAMINERS' TERRITORIES

(Reports of disabilities and death should be forwarded to the respective Medical Examiners.)

Willard, inclusive to Syracuse, Dr. G. G. Edwards, Willard, Ohio.
North Baltimore to Tontogany—
Chicago, inclusive to Syracuse, Dr. John F. Byrne, Chicago, Ill.
exclusive—

RULES GOVERNING SERVICES OF COMPANY'S SURGEONS

1. Telegraphic calls for surgeons will have precedence over all other business, except train orders.

2. In cases of injuries to passengers or employes requiring surgical aid, the Surgeon of the Company who can reach the point the quickest will be immediately called by the officer in charge and the case put in his exclusive control. If impossible to secure immediate attendance of Company's Surgeon, other surgical aid should be promptly secured to attend until the arrival of the Company's Surgeon.

Upon the arrival of the Company's Surgeon he shall assume charge of the situation, making proper arrangement with the surgeon already in attendance for continuance, or discontinuance of services.

3. When a number of persons are injured the services of competent surgeons in the vicinity should at once be secured and every attention given the injured. Company's Surgeon should be immediately notified, giving number of persons injured and what will probably be required for their relief.

4. The Company will not be responsible for the employment of other surgeons than those above named, and no obligation of any kind, beyond the services required while awaiting the arrival of the Company's Surgeon, or subsequently arranged for by him, will be assumed for the Company.

5. The officer in charge will arrange to have the injured persons removed from the scene of the accident as promptly as possible, providing an ambulance or other conveyance, and sending a man, or men, with the injured persons, when necessary; any expense incurred to be billed direct to the Company, or paid by the person in charge, who will present a statement and receive voucher.

6. No important surgical operation should be performed previous to the arrival of the Company's Surgeon, except such as may be required for the immediate safety of the patient.

7. While the Company's Surgeons will be assigned to duty within prescribed limit, they will be expected to go out of such limits when required.

8. Employes will be expected, whenever able, to visit the Company's Surgeon's office for treatment.

9. When an injured employe selects a surgeon other than the one appointed, the Company will be relieved of any obligation to pay for his service and surgeon will look to the employe for his compensation.

E. V. MILHOLLAND, M. D.
Medical & Surgical Director.

SPECIAL INSTRUCTIONS

1. SUPERIORITY OF TRAINS.

On single track Eastward trains are superior to Westward trains of the same class.

2. LOCATION OF STANDARD CLOCKS.

Willard, Telegraph Office.	Deshler, Telegraph Office.
Willard, Westbound Hump Office.	Garrett, Telegraph Office. Chicago, Telegraph Office.

LOCATION OF WATCH INSPECTORS.

Willard, R. P. Sharick.
 Deshler, D. E. Sites.
 Garrett, Chas. Ort & Co.
 Chicago, Pugh Bros. Jewelry Co., 614 So. Dearborn St.
 Chicago, Lorenz Jewelry Co., 2322 West Roosevelt Road.
 Chicago, Geo. H. Tucker, 731 West 47th St.

3. REGISTER AND BULLETIN BOARD STATIONS.

	Registers	
Willard	Garrett	Chicago

Bulletin Boards

Willard	Fostoria	Deshler Chicago	F C Tower	Garrett
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At register stations where it is otherwise not necessary to stop, trains will register with Form C.

4. FORM A

Form A will be issued on authority of Train Dispatcher only, except when wires are not working in which case operators may issue them providing they have no orders affecting the movement of trains they release.

Trains starting from Chicago will get Form A at Grand Central Station, and trains starting from East Chicago and Glenn Yard will get Form A at Pine Junction.

Form A received at Chicago will clear a train at Pine Junction when order board is clear.

All first class trains will get Form A at Garrett, Ind. Operators will deliver Form A and Form 19 train orders to conductors of east bound first class trains and conductors will register with Form C.

On two or more main tracks used for the movement of traffic in an assigned direction, where Rules 501 to 515 and Rules D-251 to D-254, inclusive, are effective, clearance card Form A delivered to a train moving with the current of traffic Line 3 Part A the words, "Block is . . . to . . .", will be stricken out, leaving the line to read, "Proceed."

5. SPEED RESTRICTIONS.

The following definitions must be observed:

Normal speed—The maximum speed permitted by time table for main track movements.

Medium speed—One-half the normal speed, not to exceed thirty (30) miles per hour.

Slow speed—One-quarter the normal speed, not to exceed fifteen (15) miles per hour.

Restricted speed—Proceed prepared to stop short of train, obstruction, or anything that may require the speed of a train to be reduced.

These definitions do not supersede or modify the following speed restrictions.

SPEED RESTRICTIONS—Continued.

LIMITS	CLASS OF SERVICE		
	Passenger and Express Trains	Passenger Trains handled by Freight Engines and Fast Freight Trains	Slow Freight, Local Pickup and Work Trains
Willard and Pine Junction except as noted below	70	50	40
No. 1 track, over switches J Tower	30	30	30
Nos. 1 and 2 tracks between overhead bridge and river bridge, Tiffin	25	25	25
Toledo Division crossing, Deshler	10	10	10
Wabash crossing, FC Tower	25	25	25
No. 1 track, three miles east of St. Joe to H K Tower	60	. . . . .	. . . . .
No. 2 track, over switch in front of passenger station Garrett	15	15	15
No. 1 track, Willow Creek crossing	35	20	20
No. 2 track, Willow Creek crossing	40	20	20
Over railroad crossings not otherwise restricted	60	45	35
Entering, pulling through or leaving passing sidings, wye tracks, crossovers and transfer tracks	10	10	10
Trains backing	25	15	15

Speed of light engines with or without cabooses.

Passenger engines	50
Freight engines	45
Engines without engine truck	20

Where the speed restrictions are lower than above, all light engines will run five miles per hour less than the speed restriction, except where the speed restriction is 20 miles per hour or less, no further restrictions will apply.

Speed of relief trains

Engine in forward motion	35
Engine in backward motion	20
With crane ahead of engine	20

Class S, S-1 and S-1-A freight engines will not be run at a speed in excess of forty-five (45) miles per hour.

Normal speed governs movement of trains or engines on west siding Galatea, O., with restrictions of ten (10) miles per hour entering and leaving this siding.

Maximum speed of excursion or other special trains made up of open platform equipment, and passenger trains handling equipment with freight car trucks will be ten (10) miles per hour less than the maximum speed of other passenger trains.

Freight trains that have been stopped a sufficient time to permit inspection will not, when starting exceed a speed of eight (8) miles per hour until the caboose has passed the point at which the engine stood, unless a proceed signal is given from the rear end before the caboose reaches that point.

When other than passenger trains are run on first-class schedules the train orders must specify the maximum speeds.

Enginemen on passenger trains will test out speed recorder between posts located one mile apart at following points:

Westbound

One half mile east of Republic and one half mile east of Albion.

Eastbound

Dock Siding and one and one half miles west of Concord.

Rule 105 (A) is modified as follows:

When trains are moving against the current of traffic they will not exceed a speed of thirty (30) miles per hour while passing over facing point switches not interlocked, except facing point spring switches where speed is restricted to twenty-five (25) miles per hour.

A speed of thirty (30) miles per hour will not be exceeded, when making a trailing movement through a spring switch, unless otherwise restricted.

SPECIAL INSTRUCTIONS—CONTINUED

SPEED RESTRICTIONS—Concluded.

Trains handling steam cranes, locomotive cranes, pile drivers, ditchers, and similar equipment (except relief trains) will not exceed a speed of thirty (30) miles per hour.

Trains, the make up of which includes dead engines will not exceed a speed of twenty five (25) miles per hour.

6. BRAKEMEN, FLAGMEN AND FLAGGING.

At all points where movement of trains is governed by flag or lamp signals given by switch tenders, following indications (except as otherwise provided) will govern:

- Green signal for eastward movement
- Yellow signal for westward movement

7. EXPLOSIVES.

Cars loaded with inflammable articles, acid, dynamite, powder, and other explosives, and oil tanks, loaded or empty, will be handled in accordance with Bureau of Explosives Pamphlet No. 9 and Supplements thereto.

8. EXTRA TRAINS.

Rule 97 is modified to the extent that in double track territory extra trains may be dispatched without train orders, on receipt of Form A.

9. FIXED SIGNALS.

Rule 27 is modified to the extent that at an interlocking station where a train is stopped, due to the imperfect display of the home signal, and the day signal is plainly seen to indicate "proceed" the train will be governed by the day indication displayed.

When sufficient lights in a color position light signal are displayed to determine correct indication of signal, such indication will govern and the fact reported to the Train Dispatcher.

Lights in main track switch lamps in automatic signal territory in State of Ohio are discontinued except through Deshler, Fostoria and Willard.

Automatic block signals are equipped with number boards. Semi-automatic block signals are not equipped with number boards. In Color Position Light Automatic block signal territory, when a track is signalled in one direction only, when a train is stopped by an automatic signal indicating STOP (Diagram 190-Q) a member of the crew will examine switches, if any, including both ends of crossover between main tracks in the immediate vicinity of the signal involved and if such switches are found in proper position, train will proceed in accordance with paragraph B, rule 509.

After securing permission from the operator, trains entering the main track in automatic territory, at locations where an automatic signal in advance is not in view, will proceed at slow speed to the next automatic signal.

Rules 501-B and 601-B are revised to read as follows:

Indication: Prepare to stop at next signal.

Train exceeding medium speed, must at once reduce to that speed.

Name: Approach signal.

At Willard trains will not cross tracks of Newark Division until target and switches are in proper position and a signal with green flag or light is received from switch tender to proceed.

RAILROAD CROSSINGS.

STATIONS	CROSSINGS	POSITION OF SIGNAL INDICATING CLEAR ROUTE FOR CHICAGO SUB DIVISION TRAINS
Willard.....	Newark } No. 1 Track... Div. } No. 2 Track..	Diagonal Vertical
Attica Jct.....	Penna. Lines.....	Interlocked
Tiffin.....	Penna. Lines.....	Interlocked
Fostoria.....	Big Four Ry.....	Interlocked
	N. Y. C.....	Vertical 1/2
	C. & O.....	Vertical
	Nickel Plate Ry	Horizontal
Galatea.....	L. E. & W. Ry.....	Interlocked
Deshler.....	N. Y. C.....	Interlocked
Hamler.....	Toledo Div.....	Interlocked Signals
Holgate.....	D. T. & I. Ry.....	Interlocked
FC Tower.....	T. St. L. & W. Ry.....	Interlocked
	Wabash Ry.....	Interlocked Signals

RAILROAD CROSSINGS—Continued

STATIONS	CROSSINGS	POSITION OF SIGNAL INDICATING CLEAR ROUTE FOR CHICAGO SUB DIVISION TRAINS
Sherwood.....	Cin. Northern Ry.....	Interlocked
HK Tower.....	Wabash Ry.....	Interlocked
Auburn.....	Penna. Lines.....	Interlocked
	N. Y. C. Lines.....	Interlocked
Avilla.....	Penna Lines.....	Interlocked
Milford Jct.....	Big Four Ry.....	Interlocked
La Paz Jct.....	Winona Trac. Line.....	Interlocked
Walkerton.....	Penna. Lines.....	Interlocked
	L. E. & W. Ry.....	Interlocked
	N. Y. C. Lines.....	Interlocked
Wellsboro.....	Grand Trunk Ry.....	Interlocked
	Pere Marquette Ry.....	Interlocked
Alida.....	C. I. & L. Ry.....	Interlocked
McCool.....	E. J. & E. Ry.....	Interlocked
Willow Creek.....	Wabash Ry.....	Interlocked
	Mich. Cent. Ry.....	Interlocked

10. SPACING TRAINS.

Rules 501 to 515, inclusive, are in effect Pine Junction to Willard.

Rules 301 to 377, inclusive, are in effect at all points when trains are operated against the current of traffic.

Rule 91-A is not in effect.

Westward freight trains enroute via East Chicago will clear westward passenger trains thirty (30) minutes at Miller, in order to insure sufficient time to clear on B&OCT tracks at Pine Jct.

11. HELPER, SWITCH AND YARD ENGINES.

When passenger trains are passing through yards or stations, engines engaged in switching on next parallel track will stop.

12. TELEPHONES

Chicago Sub Division—East end.

All siding outlet switches.

Willard, west end of yard, switch tenders cabin.

Willard, west end air cabin.

Attica Jct., tower.

Republic, depot box.

In box, pole 18-31.

Tiffin, in box, section house, east end.

Tiffin, ticket office.

Tiffin, freight house.

Tiffin, Webster spur, box on post.

Kellars, center westward siding.

Bascom, depot box.

Fostoria, cross over, east end of yard.

Fostoria, Columbus Ave., crossing watchman's cabin.

Fostoria, office C. & O. crossing.

Fostoria, freight house office.

Fostoria, ticket office.

Fostoria, Nickel Plate crossing watchman's cabin.

Fostoria, tower.

Godsend, water tank, west of pump station.

Bloomdale, depot box.

North Baltimore, cross over east of depot.

North Baltimore, west end of Hardy track.

North Baltimore, depot box.

Hoytville, depot box.

Deshler, in box, east cross over.

Deshler, ticket office.

Deshler, in box, just west of westward pen stock.

Deshler, ash pit foreman's cabin.

Deshler, west end no. 1 yard track.

Holgate, agent's office.

Standley, in box.

Defiance, box, at east cross over.

Defiance, box, just east of river bridge.

Defiance, freight office.

Defiance, in box, opposite station.

Defiance, opposite car inspector's cabin.

Sherwood, freight house.

Sherwood, crossing watchman's cabin.

Mark Centre, booth at cross over.

Rosedale, box at east end siding.

Hicksville, booth at cross over.

Hicksville, freight office.

In box, at overhead bridge one and one-half miles west of station, Hicksville.

SPECIAL INSTRUCTIONS—CONTINUED

TELEPHONES (Cont'd)

Chicago Sub Division—East end.

St. Joe, box at water station.
St. Joe, box at cross over.
St. Joe, depot box.
HK Tower, in tower.
Concord, box at cross over.
Garrett, box east end of yard.

Chicago Sub Division—West end.

All siding outlet switches.
Garrett, east end house track.
Garrett, yard office.
Garrett, telegraph office.
Garrett, Q. D. track.
Garrett, in box at cross over between No. 2 main and No. 1 yard track, east bound yard.
Garrett, box west end of yard.
Avilla, in tower.
Ripley, box at cross over.
Albion, depot box.
First crossing east of Elkhart River Bridge.
Kimmell, depot box.
Cromwell, depot box.
Wawasee, hotel spur.
Wawasee, depot box.
Syracuse, east end section tool house.
Syracuse, freight house entrance.
Leeland, booth at cross over.
Milford Jct., tower.
Nappanee, cross over in box.
Nappanee, ticket office.
Nappanee, freight house.
Bremen, east end of passing siding.
Bremen, east end section tool house.
Bremen, in box west storage track.
LaPaz Jct., coal dock.
LaPaz Jct., in box, west end coal dock switch.
LaPaz Jct., tower.
LaPaz, freight house.
Teegarden, depot box.
Walkerton, tower.
Walkerton, in box, east end of yards.
Walkerton, in box, west end of yards.
Union Centre, depot box.
Wellsboro, tower.
Wellsboro, pump house.
Alida, tower.
Coburg, depot box.
Coburg, pole 224-20 in box.
Suman, box at spur.
Woodville, box at spur.
McCool, box at west end of eastward siding.
McCool, tower.
McCool, box water tank.
Willow Creek, west end interchange track.
Willow Creek, box at freight house.
Dock siding, in box.
Miller, depot box.
Millers, in box at station track switch
Gary, cross over in booth.
Gary, freight house.
Gary, baggage room.
Curtis yard, yard office.
Curtis yard, box at cross over.
Pine Jct., tower.

13. AIR BRAKES, HAND BRAKES, TESTING, ETC.

Instructions governing the operation and testing of air brakes, train air signal equipment, electric head lights, and electric lighting of passenger cars are in Form 1118-D Revised, which will govern.

14. WATER AND FUEL.

Rule 115 modified to the extent that it will not be necessary for engines to be detached from freight trains while taking water or fuel, unless in the judgment of the Engineman, it is necessary; except double headers on tonnage trains, engines will be detached.

Crews will avoid taking coal at Deshler and La Paz Junction when passenger trains are passing.

15. OPERATING TRAINS BY SIGNAL INDICATION.

Rules D-251 to D-254, inclusive, are in effect between Willard and Pine Junction.

When a train approaches an interlocking station or train order station, the Operator will report the train approaching to

the Train Dispatcher, giving his office call, train or engine number and direction when practicable. This may be done when train strikes the approach circuit. Whereupon Train Dispatcher will instruct whether train shall be permitted to keep main or take the siding by using the word "Main" which is authority for train to proceed on main track, or the word "Siding" which is authority to run the train on siding.

When means of communication fail or it is impossible for operator to communicate with Train Dispatcher, inferior class and extra trains may be permitted to proceed on main track ahead of superior class trains when they have the minimum time and clearance as provided by rule 86.

Yard engines and light engines crossing over at Garrett will clear trains 5 and 6 ten (10) minutes. Unless otherwise instructed, inferior trains will clear trains 5 and 6 at least 20 minutes in advance of time, and other first class trains on time at non-interlocking stations and sidings, and be governed by block signal indications at interlocking stations in accordance with rule D-253.

16. JOINT OR SPECIAL USE OF TRACKS.

Between Willard and Pine Junction—

Westward—Track No. 1;

Eastward—Track No. 2.

Fourth paragraph of rule 93 governing the movement of trains and engines on double track, against the current of traffic, within yard limits, will apply at points specified and authorized as follows: Between cross over west end of Garrett yard and cross over east end of Garrett yard, and between J Tower and Newark Division crossing, Willard yard.

When necessary to detour a train or engine through Garrett yard, conductor in charge of train or engineer in charge of light engine to be detoured will call Randolph Street Yard Office over company telephone located at east and west end of yards (using three rings) and securing from the Yard Master such instructions as are necessary to make such detours, first identifying the person issuing instructions and then proceeding with caution in compliance with Rule 93. Yard forces are authorized to arrange detour movements over signature of Yard Master.

When detour movement is necessary through Willard, Ohio, yard, arrangements will be made through the Yard Master, by calling his office at passenger station and before proceeding rule 93 will be complied with.

Operators at Willard Telegraph Office will co-operate in every way with yard force to promote safety of such movements.

Passenger and express trains running as extras, will proceed on main track to depot at Garrett and Willard, unless otherwise instructed.

West siding at Galatea, is a running track for trains Nos. 19 and 20. The time shown at North Baltimore for these trains applies at the wye switch. Inferior trains using this track will clear the time of these trains or be protected in accordance with Rule 99.

Trains between Rock Island Junction and Beverly Junction are operated under Rules and Time-Tables of the C. R. I. & P. Ry.; trains between Pine Junction and Rock Island Junction, Beverly Junction and Grand Central Station, Pine Junction and Blue Island Junction, under Rules and Time-Tables of the Baltimore & Ohio Chicago Terminal R. R.; Blue Island Junction to Argo under Rules and Time-Tables of I. H. B. R. R.; Argo to Alton Junction under Rules and Time-Tables of Alton R. R.

Enginemen and trainmen will provide themselves with the Current Time Tables of the railroads above mentioned.

17. MAIL.

Trains will reduce speed as follows to insure safe delivery of U. S. mail.

Train 13, 25 miles per hour at Walkerton Tower.

Train 16, 25 miles per hour at Auburn.

Train 13, when sufficiently late to handle Star Route mail at Milford, Jct. Tower — to 25 miles per hour.

18.

MAXIMUM WEIGHT LIMITS—CARS.

Willard to Pine Junction, 220,000 lbs.

For operation of engines see Booklet Form 1594 Spl. (No. 10), effective January 1st 1937. Which has been corrected to show Defiance to Pine Jct. rating 270. Exceptions, class T engines. This permits the operation of engines rated at 270 or less. Class T engines are permitted as an exception.

20. RESTRICTIONS AT RAILROAD CROSSINGS AND DRAWBRIDGES.

In the state of Ohio at railroad crossings and drawbridges not equipped with approved interlocking, trains or engines will stop not less than 200 feet nor more than 800 feet; in the state of Indiana not less than 40 feet nor more than 500 feet; in the state of Illinois within 800 feet from crossing or drawbridge, and they will not proceed until the route is clear.

SPECIAL INSTRUCTIONS—CONTINUED

21. WHISTLE SIGNALS.

Rule 14 is amended as follows:
For return of Flagman when running against the current of traffic on double track.

Sound	Indication
----- 000	Flagman may return from West or South
----- 000	Flagman may return from East or North
----- 00	Approaching public crossings at grade to be prolonged or repeated until the crossing is reached.
-----	Before entering repair track
— 0000	Passing sidings controlled by interlocker
00 00 00	Request for relief passenger engine (Should the engineman of a passenger train on which the engine is scheduled to run through the next terminal in advance find, after leaving the last stop that a relief engine will be required at the terminal, they will sound two short blasts of the whistle three times with a short pause between each of the two blasts; thus 00 00 00. This signal is to be given when approaching and passing the first open office after it is known that a relief engine will be required. Operators hearing this signal will at once order relief engine from the terminal or station in advance where relief engines are provided and will then notify the Train Dispatcher.)
0 — —	Acknowledgement of Baltimore and Ohio train order signal displayed

22. MARKERS.

Engines by day without cars or at rear of train pushing cars will display flags instead of unlighted marker lamps for markers.

23. TRAIN ORDERS.

To secure uniformity of train orders following form of order has been adopted to notify certain train to take siding in making a meeting point.

"No. Eng. take siding and meet
No. Eng. at."

Rule 317 is hereby modified to the extent that train orders Form T, will be used for following movements only.

When a train order is to be delivered to a train at an interlocking station where the home signals are also used as block and train order signals, the signalman will—

- A—Display the home signal at STOP for the track and in the direction of the train to which the orders are addressed, and will also place reminders on the machine levers that control train movements into the block.
- B—Display a red flag, and in addition a red light at night, in the place provided for that purpose at the station to indicate that there are orders to be delivered.
- C—When a train approaches for which there are no orders, these signals may be cleared or removed only in accordance with operating rule 36.

This combination of signals, must be acknowledged by the engineman as prescribed above.

AUTOMATIC BLOCK SIGNAL TERRITORY

In automatic block signal territory, the signalman, upon hearing the acknowledging whistle will, if the rights of the train are not restricted at that station, cause the home signal to display the correct block indication.

The engineman, having acknowledged the display of the train order signal will, upon proper observance of the home signal, proceed at slow speed to the interlocking station only unless there otherwise directed by train order or clearance card Form A.

After receiving orders, the speed of the train will then be governed by the block indication received at the home signal.

Rule 221 is modified as follows; At all train order stations in automatic block signal territory, while an operator is on duty, the train order signal shall indicate stop when trains are to be stopped for train orders. When there are no orders, the signal must indicate proceed. When a train order is received, the operator must, before repetition, display the signal to indicate stop and reply to train dispatcher stop displayed.

NON-AUTOMATIC BLOCK SIGNAL TERRITORY

In non-automatic block signal territory, the signalman, upon hearing the acknowledging whistle will, if the rights of the train are not restricted at that station, cause the home signal to display PERMISSIVE indication. The engineman, having acknowledged the display of the train order signal, will then proceed at slow speed to the interlocking station only, unless there otherwise

directed by train order or clearance card Form A. After receiving orders, the speed of the train will be governed in accordance with the block indication shown on clearance card Form A.

24. PROTECTION OF MOVEMENTS OVER HIGHWAYS AT GRADES

At points where employees are required by rules and special instructions to protect highway crossings, red flag by day and red lantern by night will be used to stop highway traffic.

In the movement of engines with or without cars while switching over highway grade crossings within yard limits, also commercial and station sidings, mine, industrial or passing sidings; unless there is a crossing watchman at his post, or the gates are down, a member of the crew will protect highway traffic at crossing by preceding each movement over the crossing and see that all highway traffic has been stopped before signaling the engineman to proceed.

The same protection will be given whenever a light engine is making a movement either forward or backward over highway crossings at grade (except when running from one station to another as a straight-away movement); also whenever a train or engine takes a siding and obscures the view from the highway of an approaching train.

When necessary to cut a train at a highway grade crossing, the ends of the cut, where practicable, shall be not less than fifty feet from the center line of the crossing and a member of the crew will remain at the crossing to protect highway traffic as indicated above, until the cars have again been coupled.

If necessary to cut a train at more than two highway crossings and there are not sufficient members of the crew available to protect highway traffic at each crossing, the ends of the cuts at the crossings which cannot be protected should, where practicable, be left standing not less than one hundred and fifty feet from center line of the crossing, a member of the crew should station himself in position to insure that all highway traffic has been stopped before signaling the engineman to make the movement.

When a car or cars are set off or placed on any track they must be left standing not less than one hundred and fifty feet from the center line of a highway crossing when the space permits.

When an employee has occasion to flag a crossing, he will use same signals as are used by traffic officers at street intersections, and to stop traffic will hold up his hand with the palm outward, or in the position of the crossing-watchman's stop-disk.

Whenever crews are required to do switching, or make more than one through movement over a crossing protected by flash light signals, the crossing will be protected by a trainman.

25. INTERLOCKING

Rule 684 is revised to read: When necessary to disconnect a switch, derail or movable frog, they shall first be spiked and signal maintainer must give to the operator "Out of Service" form, in duplicate, specifying the part or parts affected. This form must be signed by each operator on duty, and one copy filed by the signal maintainer.

The "Out of Service" form must in a like manner be used when it is necessary to disconnect a detector bar, signal or circuit. Signals governing routes affected shall be secured so as to display the most restrictive indication.

26.

HOURS OF SERVICE LAW

The Hours of Service Law requires that no employe in train service shall be permitted to be continuously on duty for more than sixteen consecutive hours, nor be permitted to be on duty more than sixteen hours in the aggregate in any twenty-four hour period, except in case of casualty, unavoidable accident or Act of God.

After being on duty sixteen consecutive hours, he must not be required or permitted to again resume duty without having been off duty ten consecutive hours, and, after being on duty sixteen hours in the aggregate in any twenty-four hour period, he shall not be required or permitted to again go on duty without having at least eight consecutive hours off duty.

Any employe concerned who may be ordered for duty before his legal rest period has expired, must report the fact to the proper officer before going on duty.

Train and engine crews after being on duty twelve hours will notify the dispatcher, by telegraph from first open telegraph office, the time they will be on duty fourteen hours.

The time of employees performing more than one (1) period of service, within a twenty-four hour period, will be considered consecutive unless the employees are given a definite release period of at least two (2) consecutive hours off duty between any two (2) periods of service.

SPECIAL INSTRUCTIONS—CONTINUED

Rule 934 is modified by following addition: "When such inspection by the engineman would occasion service beyond sixteen hours, the foreman in charge must make the inspection report upon the proper form."

28. ELECTRIC HEADLIGHTS

ELECTRIC LIGHTING OF PASSENGER CARS

As governed by Form 1118-D Rev. and in addition, headlights will be dimmed approaching block stations and train order offices, when signals are displayed indicating train orders or messages are to be handed on.

29. BRIDGE AND TRESTLE PROTECTION

The conductor or flagman will ride on rear of train when passing over bridges and trestles and observe if hot cinders have been dropped, and if so train will be stopped and fire extinguished.

30. TRAINS LEAVING A SIDING OR CROSSING FROM ONE TRACK TO ANOTHER IN AUTOMATIC BLOCK SIGNAL TERRITORY

When a train takes siding at a point where switches are hand operated and signal indication rules D-251 to D-254 inclusive are in effect, the conductor and engineman will, when communication is available, report the train into clear and will receive permission from the train dispatcher before again fouling the main track.

At points where communication is not available, trains that have taken siding may re-enter the main track when their superiority permits.

When a train takes siding to be passed by another train moving in the same direction or is delayed in siding doing station work, or when making a cross over movement from one main track to another at a point where switches are hand operated and either or both Signal Indication rules D-251 to D-254 inclusive, or Automatic Signal rules 501 to 515 inclusive are in effect, the switches to be used in leaving siding or crossing from one track to another must be thrown three minutes before fouling the main or cross over tracks. To expedite their own movement when being passed by a train, the outlet switch should be opened as soon as the train to be followed has passed the switch.

When trains meet at passing sidings on single track, hand operated switch will be thrown as soon as the rear of the train to be met has passed the signal located at the fouling point of the siding. Movement from siding to main track will be governed by the indication displayed by the leave siding signal.

At points where spring switches are in service and switch foulings protected by automatic block signals (equipped with number boards), conductor or engineman will push a button located at the fouling point of siding immediately after the train to be followed has passed the switch and be governed by the indication shown on leave siding signal, then wait three minutes before fouling the main track.

Where spring switches are in service and switch foulings protected by semi-automatic signals (without number boards), a train will be governed by the indication shown on the signal.

This does not relieve crews from protecting their trains in accordance with rule 99.

30-A TRAINS OPERATING OVER SPRING SWITCHES

Trains moving through spring switches must not exceed the speed specified in time table at the point involved.

Trains trailing through and stopping on a spring switch must not reverse movement or take slack until switch operating lever is set and latched for such movement.

When preparing to move a train in the facing direction over spring switch reversed, trainmen must first see that the switch operating lever is thrown to the reverse position and latched, and that the switch point is in proper position.

When a train or engine has been stopped by a signal which governs over a spring switch in a facing direction, trainmen must examine the spring switch points to know that they are fully closed before the movement is made over the switch.

In operating spring switches by hand, men will stand clear of lever in order to prevent possible personal injury as there is considerable tension on switch points.

Movement of a train or engine over a dual control switch at times when the governing signal can not be cleared;

The operation of a selector lever, which forms a part of the switch machine changes the gearing from power to hand operation and vice-versa.

Whenever a train or engine is required to move over a dual control switch under a "Stop signal indication", the selector lever must first be thrown to "hand operation," to prevent the motor from operating the switch under the train or engine. The selector lever must be kept in "hand operation" position until the movement has been completed and thereafter be restored to power position.

31. INSPECTION OF PASSING TRAINS

Rule 117 is supplemented as follows:—

If no indication of conditions endangering the train is seen, employes will give proceed signal to rear of passing trains.

Train and enginemen on moving trains will be on the lookout for signals when passing stations, sidings, water stations, points where trackmen are working and other places where employes are stationed along track, and when possible, will exchange signals with men on ground.

When other duties permit, trainmen will be stationed at rear of both passenger and freight trains to exchange signals when passing stations and sidings.

On trains having official, or other cars to which trainmen do not have access, on rear of train, signals will be exchanged from rear of car first ahead of such car or cars.

The following code of signals will be used by employes for conveying information to train crews that defects are noted on passing trains:

CONNECTIONS DRAGGING.

By day or night—Give a stop signal.

HOT JOURNALS.

By day—Hold nose with thumb and finger of one hand, pointing to the train with the other.

By night—Hold the lamp by the guard wires around the globe and swing it in a small vertical circle.

CAR DOOR SWINGING.

By day—Hold hand horizontal above the head.

By night—Hold lamp by guard wires around the globe, in vertical position, and swing it across, but not beyond the body, and then hold it above the head.

BRAKES STICKING OR WHEELS SLIDING.

By day—Place palms of hands together in a horizontal position.

By night—Hold lamp by guard wires around globe in front of and close to the body and raise and lower it vertically a distance of 12 inches.

UNCLASSIFIED

Following will govern handling of General Orders, and rules 83-D and 220-A are modified accordingly:

General Order will be issued by each division effective 12:01 A. M. of the 1st, and 15th, of each month covering all matters requiring General Order instructions, conductor and engineman must have copy of the General Order in effect before starting trip or entering upon any division.

Form A required by rule 83-C must show under Part A, line 2, the number of the General Order in effect in addition to numbers of train orders, if any are delivered, and train will not leave initial station or enter upon another division until engineman and conductor have copy of the general order bearing number shown on Form A.

Conductors and enginemen working only in yards will sign receipt for General Order affecting territory in which they will work, on time slip received when going on duty.

Instructions covering track changes, installation of derails, changes to, or additional signals and matters of such nature, which are permanent, are carried on general order for a period of 90 days; conductors or enginemen who have not been in service for 90 days or more, must familiarize themselves with general orders issued during their absence, and are required to pass an examination before being permitted to have charge of train or engine. A record will be kept of such examinations.

As an additional precaution for the safety of trackmen working on or near important running tracks, and particularly where view is obstructed from any cause, track gangs will be provided with portable W banner and will display this banner in both directions where protection is required. Where these portable whistle posts are displayed, enginemen will sound the proper whistle signal to warn trackmen of approaching trains. This banner must not be used to reduce speed of trains, which will continue to be covered by standard speed posts.

Employes operating motor cars must not pass an open telegraph or block station nor leave a point where company's telephone service to an open office is available without receiving from the operator information as to train movements, also movements of other motor cars in the same or opposing direction of which he is informed. They should state the direction in which they are to move and the operator to whom this information is given will notify the operator at the station in advance and proper record be made by these operators on their block sheets or train register, so that in the event a motor car is to be operated within these limits, the operator will be in position to give information as to movements of other cars within the same limits.

SPECIAL INSTRUCTIONS—CONTINUED

Except when telegraph or telephone service fails operators must receive information as to the location of trains from the train dispatcher, using forms 1089A Rev. for that purpose.

Telegraph operators, in furnishing information and instructions to motor car operators, will furnish same in writing except where it is given over telephone, in which case motor car operators will take the information and instructions in writing, using form 1089A Rev. for that purpose and will repeat same to the telegraph operator. Telegraph operators will also keep copy of all information and instructions given, with motor car operator's name on file.

The information received does not relieve those acting upon it from exercising proper precaution at all times.

In the operation of such cars where there are three or more tracks, special effort will be made to confine the operation to outside tracks. When necessary to use other tracks and a train is approaching from either direction on any track the car must be stopped and the occupants stand clear of the running tracks.

When two or more motor cars are being operated within the same limits (or when those operating motor cars do not have access to telegraph office or telephone), all such cars must be so operated that they can be stopped within the range of vision.

Where there are section gangs located between telegraph stations without means of communicating with one of such stations, the telegraph operator should inform other cars of the fact that they may look out for them.

Motor cars must not be operated at a speed in excess of twenty (20) miles per hour. At night or during fog or storm, the speed must not exceed ten (10) miles per hour.

When an accident occurs involving personal injury to, or damage to property belonging to passengers, employes or others, no information is to be given by employes concerning the accident excepting to duly authorized officers or representatives of this company.

Eastern Standard Time is in effect East Sub-Division, Willard to Garrett; Central Standard Time, or one hour slower than Eastern Standard Time, is in effect West Sub-Division, Garrett to Pine Junction.

Toledo Division trains between Galatea and Willard are not required to change classification signals.

When running switches are made from or to main track, the conductor will handle switch, except on local freight trains when switch may be handled by the list man.

Engines, except in yard service will display red light at night on rear of tank when detached from train within yard limits. If movement requires passing block station signalman will be notified.

In yards where switching is performed at both ends, or in any yard where tracks are shoved, the following rule will govern movements:

When a track is shoved, a yard man will be stationed at the head end of the leading car, to govern the movement and see that cars are stopped where they will not foul other tracks or be shoved over the ends of tracks or derails.

When cars are ridden over a hump, or kicked into tracks that are clear, a sufficient number of hand brakes will be applied to prevent movement to foul any other tracks or be shoved over the ends of tracks or derails, when struck by other cars.

Conductors handling relief trains will not leave terminal without permission from Wreck Foreman.

It is unlawful for any employe of a railroad company doing business in the State of Ohio to allow or permit passenger or freight cars to stand on a track, commonly called a running track, within yard limits, unless protected by flagman, or red light is on end of car, during that period, thirty minutes before sunset to thirty minutes after sunrise.

Conductors will be held responsible for the safety of employes engaged with work trains: where movement of train is involved, they will see that employes are aboard and in proper places

While engaged, on job, no movement of train will be made until proper whistle warning is given and every precaution taken to insure against injury to employes.

In making delivery of cars through west wye at Holgate, the outside track will be used instead of the track next to freight house.

Bad order cars, set off at Tiffin and Deshler, should be placed on repair track.

Safety Rule 43 reading: "Articles of any kind (excepting U. S. Mail) must not be thrown from moving train", is modified to permit the dispatchment of newspapers at proper destination where trains do not stop. However, due care must be exercised to avoid accidents.

Mallet engines will not be operated over humps at Willard and on account of close clearances, mallet type engines at Willard will not operate on a track adjacent to another track on which mallet type engines are being operated.

Class, S, S-1 and S-1-A engines will not use the following tracks: Quarry track, station track or west leg of wye at North Baltimore.

Interchange track at Galatea.

Elevator track at Bloomdale.

N. Y. C. interchange track Fostoria.

Webster tracks, Tiffin.

E-27 and E-27-C class engines cannot be used on following tracks account curvature:

Steel Package Co. tracks, Defiance, O.

Wm. Gest Co. tracks, Defiance, O.

Mikado type, Q-1, Q-3 and Q-4 engines cannot be used head-on movement on following tracks:

Back track, Auburn, Ind.

House track, Holgate, Ohio.

Any class engine may use stock track, Fostoria, O. Enginemen using care on curve east of Poplar Street and not go east of the west loading chute of the stock pens.

Rules 980 and 1042 are modified as follows: Trainmen will permit passengers to ride on the rear platform of the rear car when there are side doors and end gates in position. Chains will not be considered as substitutes for end gates.

Rule 41 is modified that it will be permissible to start train from cars other than baggage car at intermediate stations.

Rule 1040 is modified as follows:

Discontinue the practice of announcing the next station stop on leaving the present station. It will be made a few minutes before the train reaches the station to be announced.

No. 15 on Sundays, will stop at all points on Chicago Sub-Division to discharge passengers from points east of Willard.

No. 14 on Wednesdays will allow extra time at Defiance and Tiffin for loading express.

Train 32 from Chicago, Saturday nights, will reduce speed to 25 miles per hour to dispatch papers at North Baltimore.

No. 58 will be held at Deshler twenty minutes for connections with No. 9. However when No. 9 is late and it is seen the connection cannot be made Conductor on No. 9 will unload Toledo and Detroit passengers at Fostoria to be put on No. 19 at Fostoria.

Nos. 6 and 10 will stop the rear car at the platform at Fostoria when the station stop is made which will also answer as a crossing stop.

Time of trains at Chicago, Sixty Third Street and South Chicago, shown in italics on pages 12 and 13 are for information only.

EXPLANATION OF LETTERS.

DN Day and night train order station.

F Flag stop.

G Stop on signal to receive or discharge passengers to or from Chicago, Sixty Third Street, or South Chicago; or to or from stations east of Willard at which train stops or for Toledo or points south of Deshler.

H Stop to discharge passengers from Akron and points east, or points east of Willard on Newark Division.

K Stop on signal to receive or discharge passengers to or from Washington or beyond.

Q Stop on signal to pick up for Toledo or beyond.

S Stop.

V Stop on signal to discharge passengers from Detroit or Toledo, and pick up passengers for Akron or beyond.

X Stop on signal to receive or discharge passengers to or from Chicago, Sixty Third Street and South Chicago.

Y Stop on signal Monday only to let off from Chicago, Sixty Third St., South Chicago or beyond.

Z Stop on signal to let off from Chicago, Sixty Third St., South Chicago or beyond or to pick up for Washington, D.C. or beyond.

WESTWARD

Distance from Willard	Train Order Stations	EAST SUB-DIVISION TIME-TABLE No. 35 Effective 1.01 A.M. Eastern Standard Time September 25, 1938		Passing sidings capacity in 45 foot cars.	FIRST CLASS							SECOND CLASS		
					13	9	5	19	15	7	97	89		
					DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY
					A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	P. M.	P. M.	P. M.
0.0	DN		WILLARD	.....	S 2.00	S 3.15	S 4.15	S 4.42	S 8.47	S 11.53	.....	.....	.....	.....
2.7		Penna.	J TOWER 2.7	.....	2.04	3.19	4.19	4.46	8.51	11.57	.....	12.45	3.15	.....
8.1	DN		ATTICA JUNCT. 5.4	139	2.10	3.25	4.25	4.52	8.57	12.03	.....	1.00	3.30	.....
15.8		Penna.	REPUBLIC 7.7	.....	2.18	3.33	4.32	5.00	9.05	12.11	.....	1.15	3.45	.....
24.5	DN		TIFFIN 8.5	.....	S 2.30	3.42	4.41	5.09	S 9.15	S 12.21	.....	1.30	4.00	.....
25.6			KELLAR 1.3	132	2.32	3.44	4.43	5.11	9.17	12.24	.....	1.35	4.05	.....
30.0			BASCOM 4.4	.....	2.37	3.49	4.48	5.16	9.22	12.29	.....	1.45	4.15	.....
36.8	DN	N.Y.C. L.E.&W.	FOSTORIA 6.8	144	S 2.48	3.59	4.56	Q 5.26	S 9.31	S 12.39	.....	2.00	4.40	.....
44.1			BLOOMDALE 7.3	.....	2.56	4.07	5.04	5.35	9.40	12.49	.....	2.15	4.55	.....
48.9	DN	N.Y.C.	GALATEA 4.8	164	3.02	4.12	5.09	5.43	9.45	12.54	.....	2.25	5.05	.....
50.7			NORTH BALTIMORE 1.8	.....	3.04	4.14	5.11	A 5.45	S 9.49	12.56	.....	2.28	5.10	.....
56.2			HOYTVILLE 5.5	.....	3.10	4.20	5.17	.....	9.55	1.02	.....	2.38	5.25	.....
62.4	DN	Toledo Div.	DESHLER 6.2	127	S 3.31	S 4.26	5.24	.....	S 10.05	S 1.09	.....	3.00	6.45	.....
			6.9			4.30				1.14				
69.3	DN	D.T.&I.	HAMLER 5.3	174	3.43	4.42	5.32	.....	10.19	1.26	.....	3.20	7.00	.....
74.6	DN	T.St.L.&W.	HOLGATE 5.3	141	3.49	4.47	5.37	.....	G 10.25	1.31	.....	3.30	7.10	.....
79.9			STANDLEY 7.4	.....	3.54	4.52	5.42	.....	10.31	1.37	.....	3.40	7.20	.....
87.3		Wabash	DEFIANCE 0.6	.....	S 4.04	5.00	5.49	.....	S 10.41	S 1.47	.....	.....	.....	.....
87.9	DN		FC TOWER 9.1	128	4.05	5.01	5.50	.....	10.42	1.48	.....	4.00	7.35	.....
97.0	DN	C.N.	SHERWOOD 4.2	144	4.15	5.10	5.59	.....	10.53	1.58	.....	4.20	8.00	.....
101.2			MARK CENTRE 3.1	.....	4.19	5.14	6.03	.....	10.57	2.03	.....	4.27	8.10	.....
104.5			ROSEDALE 3.5	129	4.23	5.18	6.06	.....	11.01	2.06	.....	4.38	8.16	.....
107.8			HICKSVILLE 7.6	.....	4.27	5.22	6.10	.....	X 11.05	2.10	.....	4.50	8.22	.....
115.4		Wabash	ST. JOE 1.0	.....	4.36	5.30	6.18	.....	11.14	2.18	.....	5.09	8.40	.....
116.4	DN		HK TOWER 1.5	.....	4.37	5.31	6.19	.....	11.15	2.19	.....	5.12	8.43	.....
117.9		Penna.	CONCORD 6.9	135	4.39	5.33	6.21	.....	11.17	2.21	.....	5.17	8.50	.....
124.8	DN		AUBURN 3.2	.....	S 4.48	5.40	6.28	.....	G 11.25	2.29	.....	5.32	9.05	.....
128.0	DN		GARRETT	.....	A 4.55	A 5.45	A 6.33	.....	A 11.33	A 2.35	.....	A 5.50	A 9.20	.....
					A. M.	A. M.	A. M.	A. M.	A. M.	P. M.		P. M.	P. M.	
			Time over Sub-Division.....		2.55	2.30	2.18	1.03	2.46	2.42		5.05	6.05	
			Average speed per hour.....		43.8	51.2	55.6	48.2	46.2	47.4		24.6	20.6	

Passenger trains will not exceed a speed of 70 miles per hour.

Speed as shown in Special Instructions 5, and such other restrictions as may be in effect, will not be exceeded.

EASTWARD

Distance from Garrett	Train Order Stations	EAST SUB-DIVISION TIME-TABLE No. 35 Effective 1.01 A.M. Eastern Standard Time September 25, 1938	Passing sidings capacity in 45-foot cars	FIRST CLASS							SECOND CLASS						
				8	32	10	14	20	6	94	92	96					
				DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY				
				A. M.	A. M.	P. M.	P. M.	P. M.	P. M.		A. M.	P. M.	P. M.				
0.0	DN	Garrett		S 2.11	S 3.33	S 2.05	S 2.58		S 7.23				2.45	2.45	11.15		
3.2	DN	Penna. 3.2 AUBURN N.Y.C.		Y 2.15	S 3.40	2.10	S 3.04		7.32				2.53	2.53	11.25		
10.1		Wabash 6.9 CONCORD	134	2.22	3.47	2.16	3.11		7.39				3.02	3.02	11.35		
11.6	DN	1.5 HK TOWER		2.24	3.49	2.18	3.13		7.41				3.05	3.04	11.38		
12.6		1.0 ST. JOE		2.25	3.50	2.19	3.14		7.42				3.07	3.06	11.40		
20.2		7.6 HICKSVILLE		2.33	S 4.00	2.26	S 3.23		7.49				3.18	3.15	11.52		
23.7		3.5 ROSEDALE		2.37	4.05	2.29	3.27		7.52				3.23	3.19	11.57		
26.8		3.1 MARK CENTRE		2.40	4.09	2.32	3.30		7.55				3.27	3.23	12.02		
31.0	DN	C.N. SHERWOOD	138	2.44	4.13	2.36	3.34		7.59				3.33	3.34	12.07		
40.1	DN	9.1 Wabash FC TOWER	129	2.52	4.22	2.45	3.43		8.07				3.49	3.50	12.22		
40.7		0.6 DEFIANCIE		2.53	S 4.27	K 2.46	S 3.46		8.08								
48.1		7.4 STANDLEY		3.00	4.37	2.54	3.54		8.15				4.01	4.05	12.38		
53.4	DN	T.St.L.&W. 5.3 HOLTGATE	140	3.05	4.43	2.59	4.00		8.20				4.09	4.12	12.45		
58.7	DN	D.T.&I. 5.3 HAMLER	138	3.10	4.49	3.04	4.05		8.25				4.16	4.19	12.53		
65.6	DN	Toledo Div. 6.9 DESHLER		S 3.23	S 5.15	S 3.17	S 4.17		8.33				4.40	4.40	1.16		
71.8		4.2 HOYTVILLE		3.30	5.25	3.25	4.35		8.40				4.54	4.53	1.28		
77.3		5.5 NORTH BALTIMORE		3.36	5.31	3.30	S 4.41	7.50	8.45				5.02	5.00	1.38		
79.1	DN	1.8 N.Y.C. GALATEA	135	3.38	5.33	3.32	4.43	7.52	8.47				5.05	5.03	1.41		
83.9		4.8 BLOOMDALE		3.43	5.38	3.37	4.48	7.57	8.52				5.15	5.10	1.50		
91.2	DN	L.E.&W. 7.3 N.K.P. FOSTORIA N.Y.C.	132	3.51	S 5.55	K 3.47	S 4.59	V 8.06	Z 9.00				5.35	5.21	2.07		
98.0		6.8 BASCOM		4.01	6.05	3.56	5.07	8.15	9.10				5.50	5.41	2.24		
102.4		4.4		4.01	6.05	3.56	5.07	8.15	9.10				5.50	5.41	2.24		
102.4		1.3 KELLAR	107	4.05	6.10	4.00	5.12	8.20	9.14				6.10	5.48	2.32		
103.7	DN	Big Four 1.3 Penna. TIFFIN		4.07	S 6.20	K 4.02	S 5.17	V 8.22	9.16				6.25	5.51	2.36		
112.2		8.5 REPUBLIC		4.19	6.32	4.12	5.28	8.32	9.26				7.00	6.07	2.52		
119.9	DN	Penna. 7.7 ATTICA JUNCT.	122	4.28	6.41	4.21	5.38	8.40	9.35				7.25	6.22	3.08		
125.3		5.4 J TOWER		4.33	6.50	4.27	5.45	8.46	9.41				A 7.45	A 6.40	A 3.20		
128.0	DN	2.7 WILLARD		A 4.37	A 7.00	A 4.31	A 5.50	A 8.52	A 9.45								
				A. M.	A. M.	P. M.	P. M.	P. M.	P. M.				A. M.	P. M.	A. M.		
		Time over Sub-Division....		2.26	3.27	2.26	2.52	1.02	2.17				5.00	3.55	4.05		
		Average speed per hour....		52.6	37.1	52.6	44.6	49.0	50.0				25.0	31.9	30.6		

Passenger trains will not exceed a speed of 70 miles per hour.

Speed as shown in Special Instructions 5, and such other restrictions as may be in effect, will not be exceeded.

WESTWARD

Distance from Garrett	Train Order Stations	WEST SUB-DIVISION TIME-TABLE No. 35 Effective 12.01 A.M. Central Standard Time September 25, 1938	Passing sidings capacity in 45 foot cars	FIRST CLASS							SECOND CLASS				
				13	9	5	15	7				97	89		
				DAILY	DAILY	DAILY	DAILY	DAILY				DAILY	DAILY		
				A. M.	A. M.	A. M.	A. M.	P. M.				P. M.	P. M.		
0.0	DN	Penna. GARRETT	.....	S 4.00	S 4.52	S 5.35	S 10.37	S 1.41	.....	.....	.....	.....	5.45	8.45	.....
5.2	DN	AVILLA	83	4.08	5.00	5.43	10.45	1.49	.....	.....	.....	.....	6.05	9.05	.....
9.8		RIPLEY	142	4.13	5.05	5.48	10.50	1.55	.....	.....	.....	.....	6.15	9.25	.....
15.4		ALBION	.....	4.19	5.11	5.53	10.58	2.01	.....	.....	.....	.....	6.30	9.40	.....
22.0		KIMMELL	143	4.26	5.18	5.59	11.06	2.08	.....	.....	.....	.....	6.45	9.55	.....
25.4		CROMWELL	.....	4.30	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
30.3		WAWASEE	145	F 4.35	5.26	6.07	G11.14	2.16	.....	.....	.....	.....	7.05	10.15	.....
38.5		SYRACUSE	.....	F 4.38	5.28	6.09	G11.17	2.18	.....	.....	.....	.....	7.10	10.20	.....
37.6	DN	Big Four W.T.Ry. MILFORD JUNCT.	140	4.44	5.33	6.14	11.23	2.23	.....	.....	.....	.....	7.20	10.30	.....
45.8		NAPPANEE	.....	S 4.56	5.41	6.22	G11.31	2.32	.....	.....	.....	.....	7.35	10.50	.....
53.3		BREMEN	145	F 5.05	5.48	6.29	G11.39	2.40	.....	.....	.....	.....	7.48	11.05	.....
61.1	DN	Penna. LAPAZ JUNCT.	145	5.13	5.56	6.36	11.47	2.48	.....	.....	.....	.....	8.10	11.35	.....
61.7		LAPAZ	.....	5.14	K 5.57	6.37	K11.48	2.49	.....	.....	.....	.....	.....	.....	.....
65.4		TEEGARDEN	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
71.1	DN	L.E.&W. WALKERTON N.Y.C.	156	F 5.23	6.07	6.46	11.58	2.58	.....	.....	.....	.....	8.40	12.00	.....
79.1		UNION CENTRE	.....	5.32	6.15	6.53	12.06	3.07	.....	.....	.....	.....	8.55	12.15	.....
85.6	DN	G.T. WELLSBORO P.M.	140	F 5.40	6.22	6.59	12.13	3.13	.....	.....	.....	.....	9.12	12.30	.....
92.8	DN	C.I.&L. ALIDA	140	5.54	6.34	7.06	12.24	3.25	.....	.....	.....	.....	9.35	12.45	.....
95.3		COBURG	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
98.6		SUMAN	.....	6.00	6.41	7.12	12.30	3.31	.....	.....	.....	.....	9.55	1.05	.....
106.8	DN	E.J.&E. McCOOL M.C.	144	6.10	6.50	7.20	12.39	3.40	.....	.....	.....	.....	10.15	1.25	.....
108.7		WILLOW CREEK	.....	6.14	6.53	7.23	12.42	3.43	.....	.....	.....	.....	10.20	1.40	.....
113.2		MILLER	131	6.20	6.59	7.27	12.47	3.48	.....	.....	.....	.....	10.30	1.47	.....
116.8		GARY	.....	S 6.26	H 7.03	7.30	F12.53	F 3.52	.....	.....	.....	.....	.....	.....	.....
118.9		CURTIS YARD	.....	6.30	7.06	7.32	12.57	3.56	.....	.....	.....	.....	10.45	2.05	.....
121.0	DN	B.&O.C.T. PINE JUNCT. N.Y.C.	.....	A 6.35	A 7.10	A 7.35	A 1.00	A 4.00	.....	.....	.....	.....	A11.00	A 2.15	.....
131.0		SOUTH CHICAGO	.....	S 6.46	S 7.21	S 7.46	S 1.11	S 4.11	.....	.....	.....	.....	.....	.....	.....
140.7		SIXTY THIRD STREET,	.....	S 7.05	S 7.40	S 8.05	S 1.30	S 4.30	.....	.....	.....	.....	.....	.....	.....
150.4	DN	CHICAGO	.....	7.30	8.05	8.30	1.55	4.55	.....	.....	.....	.....	.....	.....	.....
				A. M.	A. M.	A. M.	P. M.	P. M.					P. M.	A. M.	
		Time over Sub-Division.....		2.35	2.18	2.00	2.23	2.19					5.15	5.30	
		Average speed per hour.....		46.8	52.6	60.5	50.7	52.2					23.0	22.0	

Passenger trains will not exceed a speed of 70 miles per hour.

Speed as shown in Special Instructions 5, and such other restrictions as may be in effect, will not be exceeded.

EASTWARD

Distance from Chicago	Train Order Stations	WEST SUB-DIVISION TIME-TABLE No. 35 Effective 12.01 A.M. Central Standard Time September 25, 1938	Passing siding capacity in 45 foot cars	FIRST CLASS						SECOND CLASS		
				10	14	6	8	32	92	96	94	
				DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY
				A. M.	A. M.	P. M.	P. M.	P. M.	A. M.	P. M.	P. M.	
0.0	DN	CHICAGO 9.7	.....	10.00	10.30	3.30	10.00	11.00	.....	.....	.....	.....
9.7		SIXTY THIRD STREET 9.7	.....	S 10.23	S 10.53	S 3.53	S 10.23	S 11.23	.....	.....	.....	.....
19.4		SOUTH CHICAGO 10.0	.....	S 10.41	S 11.11	S 4.11	S 10.41	S 11.43	.....	.....	.....	.....
29.4	DN	B.&O.C.T. PINE JUNCT. 2.1 N.Y.C.	.....	10.55	11.25	4.25	10.55	11.55	.....	10.10	6.30	10.15
31.5		CURTIS YARD 2.1	88	10.57	11.27	4.27	10.57	11.58	.....	10.13	6.34	10.18
33.6		GARY 3.6	.....	K 10.59	S 11.30	K 4.29	S 11.01	S 12.02	.....	.....	.....	.....
37.8		MILLER	.....	11.03	11.34	4.33	11.05	12.06	.....	10.21	6.43	10.27
41.7		M.C. WILLOW CREEK 4.5 Wabash	.....	11.07	11.39	4.37	11.10	12.11	.....	10.26	6.50	10.32
45.6	DN	E.J.&E. McCOOL 1.9	142	11.09	11.41	4.39	11.13	12.14	.....	10.29	6.54	10.35
51.8		SUMAN 3.2	.....	11.18	11.50	4.47	11.21	12.23	.....	10.39	7.08	10.45
55.1		COBURG 3.3	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
57.8	DN	C.I.&L. ALIDA 7.2 G.T.	142	11.24	11.56	4.53	11.27	12.30	.....	10.50	7.20	10.56
64.8	DN	P.M. WELLSBORO 6.5	134	11.34	F 12.05	5.00	11.35	12.41	.....	10.59	7.31	11.05
71.3		UNION CENTRE 8.0	.....	11.40	12.11	5.07	11.42	12.48	.....	11.08	7.40	11.14
79.3	DN	N.Y.C. WALKERTON 5.7 L.E.&W.	154	11.48	F 12.21	5.14	11.50	F 12.56	.....	11.18	7.50	11.24
85.0		TEEGARDEN 3.7	.....	11.54	12.27	5.19	11.56	1.04	.....	11.26	8.00	11.32
88.7		LAPAZ 0.6	.....	11.58	F 12.31	K 5.23	.....	1.09	.....	.....	.....	.....
89.3	DN	Penna. LAPAZ JUNCT. 7.8	182	11.59	12.32	5.24	12.02	1.10	.....	11.35	8.09	11.42
97.1		BREMEN 7.5	.....	12.07	S 12.41	5.31	12.10	G 1.18	.....	11.54	8.33	12.01
104.8	DN	W.T.Ry. NAPPANEE 8.2 Big Four	.....	12.14	S 12.51	5.38	12.18	S 1.28	.....	12.06	8.42	12.11
118.8		MILFORD JUNCT. 5.1	150	12.22	1.01	5.46	12.26	1.38	.....	12.22	8.54	12.26
117.9		SYRACUSE 2.2	.....	12.27	S 1.09	5.51	12.31	X 1.44	.....	12.33	9.01	12.38
120.1		WAWASEE 4.9	142	12.29	F 1.12	5.53	12.33	1.48	.....	12.37	9.05	12.42
125.0		CROMWELL 3.4	.....	.....	1.18	.....	.....	.....	.....	.....	.....	.....
128.4		KIMMELL 6.6	144	12.37	1.22	6.01	12.41	1.58	.....	12.50	9.16	12.53
135.0		ALBION 5.6	.....	12.43	S 1.32	6.08	12.48	2.05	.....	1.00	9.25	1.01
140.6		RIPLEY 4.6	142	12.49	1.40	6.14	12.54	2.11	.....	1.10	9.35	1.11
145.8	DN	Penna. AVILLA 5.2	.....	12.54	1.46	6.19	12.59	2.16	.....	1.18	9.45	1.20
150.4	DN	GARRETT	.....	A 1.01	A 1.54	A 6.26	A 1.07	A 2.25	.....	A 1.30	A 10.00	A 1.30
				P. M.	P. M.	P. M.	A. M.	A. M.		P. M.	P. M.	A. M.
		Time over Sub-Division.....		2.06	2.29	2.01	2.12	2.30		3.20	3.30	3.15
		Average speed per hour.....		57.6	48.7	59.9	55.0	48.4		36.3	34.6	37.2

Passenger trains will not exceed a speed of 70 miles per hour.

Speed as shown in Special Instructions 5, and such other restrictions as may be in effect, will not be exceeded.

DIVISIONAL STAFF

SUPERINTENDENT

W. C. BAKER

TRAIN MASTER

J. M. MENDELL

ASSISTANT TRAIN MASTER

P. J. O'LEARY

TERMINAL TRAIN MASTER

H. R. PURKHISER, Willard

ASSISTANT TERMINAL TRAIN MASTER

R. J. CANNON, Willard

ROAD FOREMAN OF ENGINES

W. E. FRAZIER

CHIEF TRAIN DISPATCHERS

C. M. TRUSSELL

A. R. MOORE

J. M. GRIFFIN

TRAIN DISPATCHERS

J. M. TRIMBLE

W. G. SMITH

J. H. HAUN

J. A. PHELPS

J. M. GARNER

C. C. ROBINSON

W. R. HANEY

A. O. FAIR

H. C. WILCOX

DIVISION MASTER MECHANIC

W. F. HARRIS

DIVISION ENGINEER

A. H. WOERNER

CLAIM AGENTS

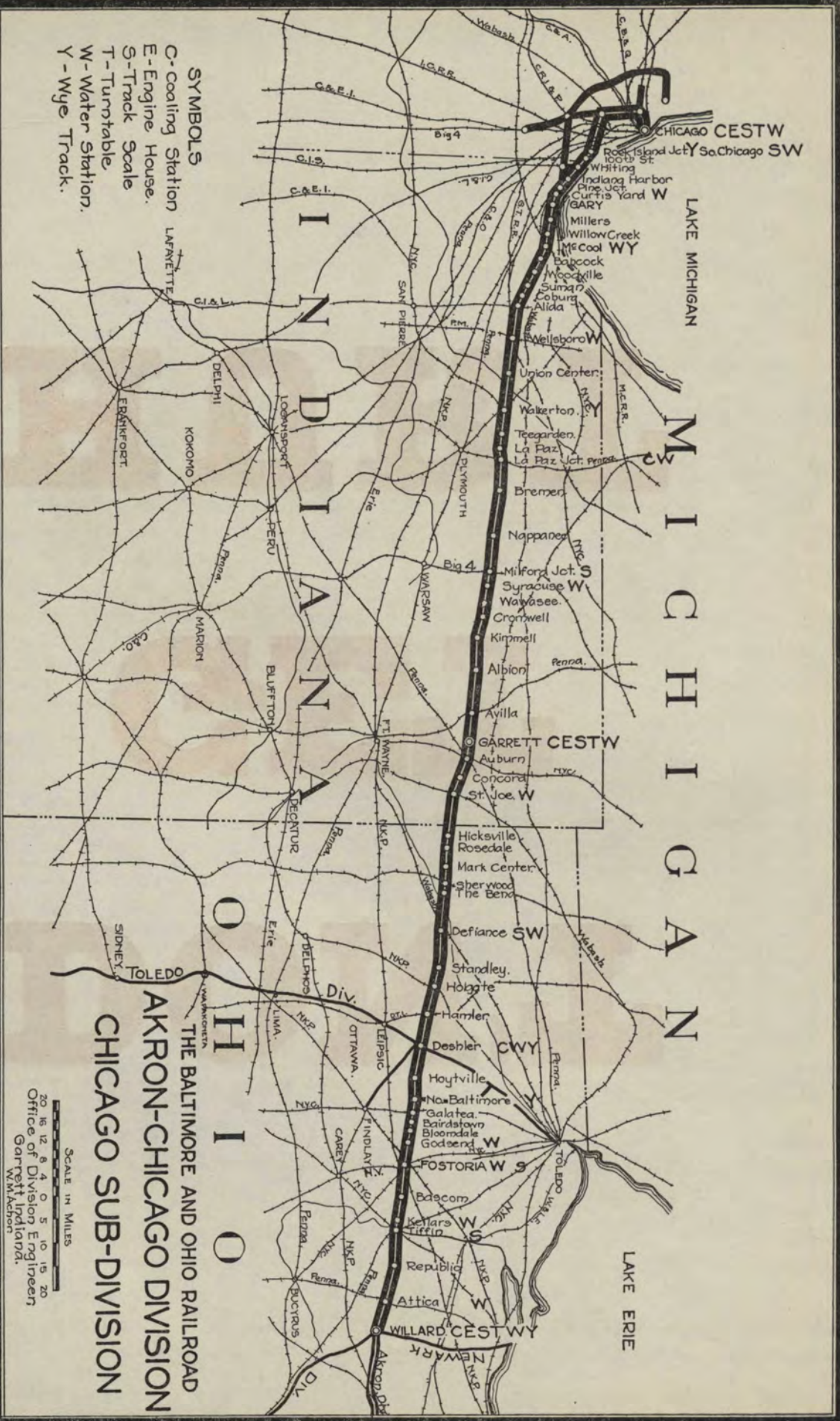
H. A. GATEWOOD, Willard

W. C. BOYER, Chicago

C. E. HICKS, Garrett

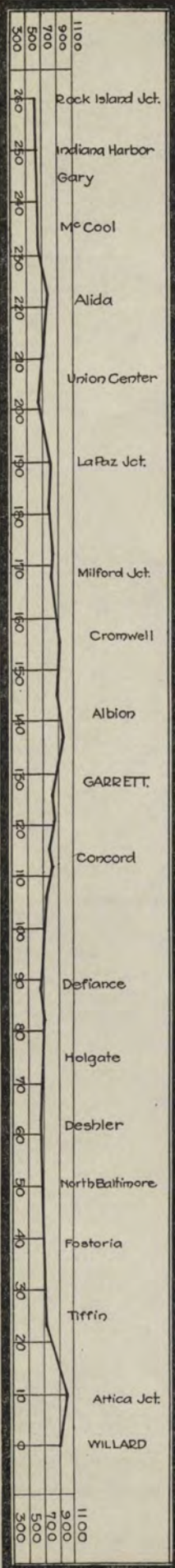
A. W. STEIN, Chicago

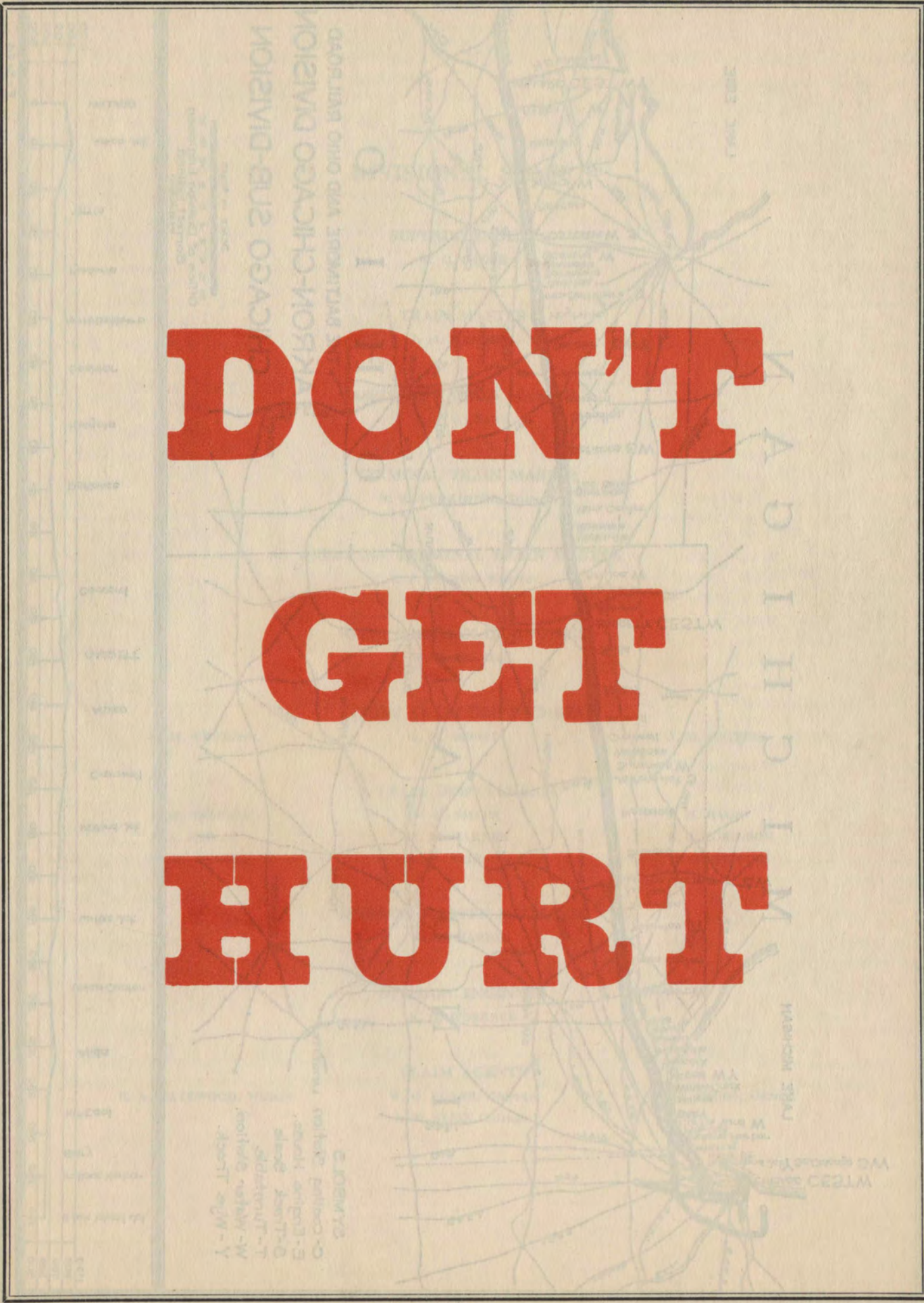
SYMBOLS
 C-Cooling Station
 E-Engine House.
 S-Track Scale
 T-Turntable
 W-Water Station.
 Y-Wye Track.



**THE BALTIMORE AND OHIO RAILROAD
 AKRON-CHICAGO DIVISION
 CHICAGO SUB-DIVISION**

SCALE IN MILES
 20 16 12 8 4 0 5 10 15 20
 Office of Division Engineer
 Garrett Indiana,
 W.M. Achon





**DON'T
GET
HURT**

A - Mrs. Lacey
M - Mrs. Lacey
J - Mrs. Lacey
D - Mrs. Lacey
E - Mrs. Lacey
G - Mrs. Lacey