

# Pennsylvania System

NORTHWESTERN REGION

ILLINOIS DIVISION

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## Fort Wayne Division

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TIME TABLE No. 3.

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IN EFFECT 12:01 A. M. SUN., SEPT. 25, 1921

Superseding Time Table No. 2-A

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T. B. HAMILTON,  
General Manager.

J. W. ROBERTS,  
Gen'l Sup't Transportation.

W. B. WOOD,  
General Superintendent.

T. A. ROBERTS,  
Acting Superintendent

C. L. HAMILTON,  
Asst. Superintendent



# Pennsylvania System

## NORTHWESTERN REGION

### ILLINOIS DIVISION

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## Fort Wayne Division

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### TIME TABLE No. 3.

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IN EFFECT 12:01 A. M., SUNDAY, SEPT. 25, 1921.

Superseding Time Table No. 2A.

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T. B. HAMILTON,  
General Manager.

J. W. ROBERTS,  
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W. B. WOOD,  
General Superintendent,

T. A. ROBERTS  
Acting Superintendent

C. L. HAMILTON,  
Asst. Superintendent

Distance From Pittsburgh	STATIONS	Distance Between Stations	Car Capacity of Siding	FIRST CLASS	
				501	115
				DAILY	DAILY
172.6	O. X. BLOCK STA.....	DN		A. M.	A. M. 12.22
174.3	M. S. BLOCK STA.....	DN	1.7		12.25
175.2	MANSFIELD.....		0.9		s 12.35
181.8	TOLEDO JUNC.....	DN	6.6		12.47
188.4	D. S. BLOCK STA.....	DN	6.6	158	12.59
188.7	CRESTLINE.....	DN	0.3		s 1.00
	CRESTLINE.....				12.10
190.4	WEST YARD.....	DN	1.7		12.15
195.0	ROBINSON.....		4.6	95	12.21
201.2	BUCYRUS.....	DN	6.2		s 12.30
202.9	K. N. BLOCK STA.....		1.7	91 88	12.34
207.9	V. A. BLOCK STA.....		5.0	151 94	12.40
209.7	NEVADA.....		1.8		
218.0	UPPER SANDUSKY.....	DN	8.3		s 12.55
219.4	D. Y. BLOCK STA.....		1.4		12.58
224.8	KIRBY.....		5.4		
226.8	B. SIDING.....		2.0	149 179	1.08
229.7	FOREST.....	DN	2.9		1.12
236.9	DUNKIRK.....	DN	7.2		1.21
239.2	DOLA.....	DN	2.3	97 148	1.24
246.1	ADA.....	DN	6.9		1.33
252.8	LAFAYETTE.....	DN	6.7	96 99	1.41
260.2	SUGAR STREET.....	DN	7.4		1.49
260.9	LIMA.....	DN	0.7		s 1.56
264.0	A. Y. BLOCK STA.....		3.1	96 95	2.02
267.0	ELIDA.....		3.0		
275.0	DELPHOS.....	DN	8.0	64 93	a 2.16
280.3	MIDDLEPOINT.....		5.3	97 120	2.24
288.0	VAN WERT.....		7.7		s 2.36
288.4	C. N. BLOCK STA.....	DN	0.4		2.37
292.8	RICHEY.....		4.4	87 97	2.43
295.3	CONVOY.....		2.5		
304.8	MONROEVILLE.....	DN	9.5	80 98	2.58
315.1	ADAMS.....	DN	10.3		1.15 3.11
318.1	PIQUA ROAD.....	DN	3.0		1.20 3.15
320.4	FORT WAYNE.....	DN	2.3		s 1.30 s 3.25 A. M. A. M.
					501 115

FIRST CLASS

25	5	1405	29	507		
DAILY	DAILY	DAILY	DAILY	DAILY		
A. M.	A. M.	A. M.	A. M.	A. M.		
1.39	2.37	3.28	4.33			
1.41	2.40	3.30	4.36			
		s 3.42				
1.51	2.50	3.57	4.48			
2.04	3.04		4.59			
s 2.05 <sup>n</sup>	3.05		5.00			
1.15	2.15		4.05			
1.20	2.20		4.08			
1.26	2.26		4.14			
1.33	2.33		4.21			
1.35	2.35		4.23			
1.41	2.41		4.28			
1.52	2.51		4.39			
1.54	2.53		4.41			
2.03	3.02		4.49			
2.07	3.06		4.52			
2.15	3.14		4.59			
2.18	3.17		5.02			
2.27	3.26		5.10			
2.34	3.33		5.17			
2.41	3.40		5.24			
2.46 <sup>n</sup>	3.45		5.27			
2.52	3.51		5.32			
3.04	4.03		5.43			
3.10	4.09		5.49			
3.19	4.18		5.58			
3.24	4.23		6.03			
3.37	4.36		6.15			
3.48	4.47		6.25	9.46		
3.52	4.51		6.28	9.50		
s 4.00 <sup>s</sup>	s 5.00 <sup>s</sup>		s 6.36 <sup>s</sup>	s 10.00 <sup>s</sup>		
A. M.	A. M.	A. M.	A. M.	A. M.		
25	5	1405	29	507		



## FIRST CLASS

	401	1007	503	609	9	19
	DAILY	DAILY	DAILY EXCEPT SUNDAY	DAILY EXCEPT SUNDAY	DAILY	DAILY
	A. M.	A. M.	P. M.	P. M.	P. M.	P. M.
		10.02		12.45	12.57	1.55
		10.04		12.47	12.59	1.57
	s 9.35	s 10.12		s 12.57	s 1.07	s 2.04
	9.45	10.24		f 1.09	1.20	2.15
		10.35		1.21	1.33	2.26
		s 10.36		s 1.22	s 1.35	s 2.27
		9.46			12.45	1.37
		9.51			12.52	1.42
		9.57			12.59	1.48
		s 10.06			s 1.10	s 1.57
		10.10			1.15	2.02
		10.16			1.22	2.08
		s 10.28			s 1.37	2.18
		10.31			1.41	2.20
		10.41			1.51	2.29
		10.45			s 1.57	2.32
		10.53			2.08	2.40
		10.56			2.11	2.43
		s 11.08			s 2.23	2.53
		11.17			2.33	3.00
		11.25			2.41	3.08
		s 11.34			s 2.50	s 3.15
		11.41			2.57	3.22
		s 11.55			s 3.12	3.34
		12.02			3.20	3.40
		s 12.14			s 3.32	v 3.50
		12.16			3.34	3.52
		12.22			3.40	3.58
		12.36			3.55	4.11
		12.49	4.05		4.07	4.23
		12.52	4.09		4.11	4.27
		s 1.00	s 4.20		s 4.20	s 4.35
	A. M.	P. M.	P. M.	P. M.	P. M.	P. M.
	401	1007	503	609	9	19

STATIONS	FIRST CLASS		
	411	93	111
	DAILY	DAILY	DAILY
	P. M.	P. M.	P. M.
O. X. BLOCK STA.....		2.40	3.10
M. S. BLOCK STA.....		2.43	3.12
MANSFIELD.....	s 2.15 u	2.57 s	3.20
TOLEDO JUNCTION.....	2.25	3.08	3.33
D. S. BLOCK STA.....		3.19	3.44
CRESTLINE.....		u 3.20 s	3.45
CRESTLINE.....		2.30	2.55
WEST YARD.....		2.86	3.00
ROBINSON.....		2.43 s	3.08
BUCYRUS.....		u 2.51 s	3.20
K. N. BLOCK STA.....		2.54	3.24
V. A. BLOCK STA.....		3.00	3.30
NEVADA.....			s 3.35
UPPER SANDUSKY.....		u 3.12 s	3.51
D. Y. BLOCK STA.....		3.15	3.54
KIRBY.....			s 4.03
B. SIDING.....		3.24	4.07
FOREST.....		3.28 s	4.15
DUNKIRK.....		3.36 s	4.30
DOLA.....		3.39 s	4.37
ADA.....		3.49 s	4.50
LAFAYETTE.....		3.57 s	5.01
SUGAR STREET.....		4.05	5.10
LIMA.....		u 4.24 s	5.25
A. Y. BLOCK STA.....		4.31	5.32
ELIDA.....			
DELPHOS.....		4.44 s	5.49
MIDDLEPOINT.....		4.51	5.57
VAN WERT.....		5.01 s	6.10
C. N. BLOCK STA.....		5.03	6.12
RICHEY.....		5.09	6.18
CONVOY.....			
MONROEVILLE.....		5.24	6.32
ADAMS.....		5.38	6.42
PIQUA ROAD.....		5.42	6.46
FORT WAYNE.....		u 5.50 s	6.55
	P. M.	P. M.	P. M.
	411	93	111

FIRST CLASS

1909 117 629 1013

DAILY  
EXCEPT  
SUNDAY

DAILY

DAILY

DAILY

P.M.  
4.10

P.M.  
4.20

P.M.  
9.12

P.M.  
11.53

4.12

4.22

9.15

11.56

s 4.15 s

4.34 s

9.20

gu 12.10

4.46

12.23

12.33

gu 12.40

11.50

11.55

12.01

g 12.09

12.13

12.19

g 12.34

12.37

12.45

12.49

12.57

1.00

1.09

1.17

1.25

g 1.40

1.46

g 2.03

2.11

g 2.24

2.26

2.32

2.46

2.57

3.01

gu 3.10

P.M.

P.M.

P.M.

A.M.

1909 117 629 1013







Distance from O. X. Block Sta.	STATIONS	Distance Between Stations	Car Capacity of Siding	FIRST CLASS	
				29	
				DAILY	
				A. M.	
147.8	FORT WAYNE..... D N			S 6.40	
149.2	JUNCTION..... D N	1.4		6.48	
156.2	ARCOLA.....	7.0	141 146	6.52	
167.3	COLUMBIA CITY..... D N	11.1		7.04	
169.2	U. O. BLOCK STA.....	1.9			
174.4	LARWILL.....	5.2			
175.8	W. I. BLOCK STA.....	1.4	145 147	7.14	
178.8	PIERCETON.....	3.0			
181.7	KOSCIUSKO.....	2.9	143 140	7.20	
185.2	WINONA LAKE.....	3.5			
186.8	WARSAW..... D N	1.6			
189.1	SELBY.....	2.3	129 145	7.29	
193.6	ATWOOD..... D N	4.5			
201.3	BOURBON..... D N	7.7	138 147	7.41	
205.6	INWOOD.....	4.6	88	7.46	
211.9	PLYMOUTH..... D N	6.0		7.53	
214.0	O. M. BLOCK STA.....	2.1		7.57	
222.2	GROVERTOWN.....	8.2	142		
226.0	HAMLET..... D N	3.8	150 146	8.09	
233.6	DAVIS.....	7.6	112	8.18	
236.9	HANNA..... D N	3.3	75	8.22	
241.0	MORGANS.....	4.1	142 85	8.27	
243.1	WANATAH..... D N	2.1			
248.6	MONTDALE.....	5.5	88	8.35	
252.6	VALPARAISO..... D N	4.0	72	8.40	
258.9	WHEELER.....	6.3			
261.9	HOBART.....	3.0	94 92	8.50	
264.9	NEW CHICAGO.....	3.0			
265.6	LIVERPOOL..... D N	0.7		8.54	
268.1	GARY.....	2.5			
271.7	CLARKE..... D N	3.6	185	9.04	
296.0	CHICAGO.....	24.3		S 9.55 A. M.	
				29	







STATIONS	FIRST CLASS			
	93	111		
	DAILY	DAILY		
...FORT WAYNE.....	u P.M. 6.10	s P.M. 7.05		
...JUNCTION.....	6.15	7.10		
...ARCOLA.....	6.27 f	7.22		
...COLUMBIA CITY.....	u 6.41 s	7.42		
...U. O. BLOCK STA.....	6.45	7.46		
...LARWILL.....		s 7.56		
...W. I. BLOCK STA.....	6.55	7.59		
...PIERCETON.....	6.59 s	8.05		
...KOSCIUSKO.....	7.02	8.09		
...WINONA LAKE.....	7.07 s	8.15		
...WARSAW.....	u 7.14 s	8.22		
...SELBY.....	7.19	8.25		
...ATWOOD.....	7.25 f	8.32		
...BOURBON.....	7.35 s	8.47		
...INWOOD.....	7.40	8.54		
...PLYMOUTH.....	u 7.55 s	9.09		
...O. M. BLOCK STA.....	8.00	9.14		
...GROVERTOWN.....		m 9.23		
...HAMLET.....	8.13 m	9.27		
...DAVIS.....	8.22	9.35		
...HANNA.....	8.26 m	9.39		
...MORGANS.....	8.32	9.45		
...WANATAH.....	8.35 w	9.47		
...MONTDALE.....	8.42	9.54		
...VALPARAISO.....	8.50 s	10.03		
...WHEELER.....				
...HOBART.....	9.05 s	10.16		
...NEW CHICAGO.....				
...LIVERPOOL.....	9.11	10.22		
...GARY.....		s 10.28		
...CLARKE.....	9.25	10.35		
.....				
.....				
.....				
.....				
...CHICAGO.....	10.20 s P.M.	11.30 P.M.		
	93	111		





STATIONS	FIRST CLASS		
	504	136	106
	DAILY	DAILY	DAILY
CHICAGO	A. M.	P. M. S 11.30	A. M. S 12.05
CLARKE		12.23 f	1.10
GARY			S 1.18
LIVERPOOL		12.33 f	1.23
NEW CHICAGO			f 1.25
HOBART		12.38 S	1.31
WHEELER			f 1.38
VALPARAISO		12.50 S	1.52
MONTDALE			
WANATAH		1.03 f	2.07
MORGANS		1.06	2.10
HANNA		1.11 f	2.16
DAVIS		1.15	2.21
HAMLET		1.24 f	2.31
GROVERTOWN		1.28	2.37
O. M. BLOCK STA.		1.37	2.50
PLYMOUTH		1.40 S	2.58
INWOOD			f 3.09
BOURBON		1.54 f	3.16
ATWOOD		2.03 f	3.30
SELBY		2.08	3.36
WARSAW		2.11 S	3.42
WINONA LAKE		2.13 f	3.46
KOSCIUSKO		2.17	3.52
PIERCETON		2.21 f	3.57
W. I. BLOCK STA.		2.25	4.03
LARWILL			f 4.06
U. O. BLOCK STA.		2.34	4.14
COLUMBIA CITY		2.37 S	4.20
ARCOLA		2.50 f	4.40
JUNCTION	12.55	3.00	4.50
FORT WAYNE	S 1.00	S 3.06	S 4.55
	A. M.	A. M.	A. M.
	504	136	106

FIRST CLASS

118	96	514	852			
DAILY	DAILY EXCEPT MONDAY	DAILY EXCEPT SUNDAY	DAILY EXCEPT SUNDAY			
A. M.	A. M.	A. M.	A. M.			
b 1.50	2.06		s 5.45			
2.43	2.55		f 7.00			
k 2.49			s 7.11			
2.53	3.05		s 7.17			
			f 7.19			
2.59	3.10		s 7.26			
			s 7.34			
b 3.14	3.23		s 7.49			
3.27	3.35		s 8.06			
3.30	3.37		8.09			
3.35	3.44		s 8.17			
3.39	3.48		f 8.23			
3.48	3.58		s 8.35			
3.52	4.02		s 8.42			
4.02	4.12		8.56			
b 4.09	u 4.25		s 9.07			
			s 9.18			
4.24	4.43		s 9.27			
4.32	4.53		s 9.43			
4.37	4.59		9.49			
b 4.43	5.04		s 9.56			
h 4.46	5.06		s 9.59			
4.52	5.13		f 10.05			
4.55	5.17		s 10.11			
4.59	5.21		10.16			
			s 10.20			
5.07	5.30		10.30			
b 5.13	5.32		s 10.40			
5.30	5.45		s 11.00			
5.40	5.55	11.50	11.10			
b 5.45	u 6.00	s 11.55	s 11.15			
A. M.	A. M.	A. M.	A. M.			
118	96	514	852			





STATIONS	FIRST CLASS	
	908	2
	DAILY EXCEPT SUNDAY	DAILY
	P.M.	P.M.
CHICAGO	s 4.10s	s 5.30
CLARKE	5.10	6.25
GARY	s 5.20d	6.31
LIVERPOOL	5.25	6.36
NEW CHICAGO	f 5.26	
HOBART	s 5.32	6.41
WHEELER	s 5.39	
VALPARAISO	s 5.50	6.53
MONTDALE		
WANATAH		7.05
MORGANS		7.07
HANNA		7.12
DAVIS		7.16
HAMLET		7.25
GROVERTOWN		7.29
O. M. BLOCK STA.		7.39
PLYMOUTH		a 7.42
INWOOD		
BOURBON		7.57
ATWOOD		8.05
SELBY		8.10
WARSAW		8.13
WINONA LAKE		8.16
KOSCIUSKO		8.20
PIERCETON		8.24
W. I. BLOCK STA.		8.27
LARWILL		
U. O. BLOCK STA.		8.36
COLUMBIA CITY		8.39
ARCOLA		8.53
JUNCTION		9.03
FORT WAYNE		s 9.08
	P.M.	P.M.
	908	2

FIRST CLASS

808	506	124	142		
DAILY EXCEPT SUNDAY	DAILY	DAILY	DAILY		
P.M.	P.M.	P.M.	P.M.		
s 5.45		s 8.00	s 8.10		
f 6.48		8.53	9.03		
s 6.55		bb 8.59	s 9.09		
f 7.00		9.04	9.14		
f 7.03					
s 7.11		9.09	9.19		
s 7.18					
s 7.31		9.21	s 9.32		
s 7.45		9.32	9.44		
7.49		9.34	9.46		
s 7.56		9.39	9.51		
f 8.03		9.43	9.55		
s 8.15		9.52	10.04		
s 8.21		9.56	10.08		
8.35		10.06	10.18		
s 8.44		s 10.11	s 10.24		
s 8.55					
s 9.05		10.24	10.37		
s 9.19		10.32	10.45		
9.25		10.37	10.50		
s 9.31		r 10.42	s 10.56		
s 9.37		r 10.46	f 11.00		
f 9.44		10.51	11.05		
s 9.51		10.54	11.08		
9.56		10.58	11.11		
s 9.59					
10.08		11.06	11.19		
s 10.15		11.08	11.21		
f 10.35		11.20	11.34		
10.45	10.50	11.29	11.43		
s 10.50	s 10.55	s 11.33	s 11.48		
P.M.	P.M.	P.M.	P.M.		
808	506	124	142		

STATIONS	FIRST CLASS		
	504	126	136
	DAILY	DAILY	DAILY
FORT WAYNE.....	A. M. s 1.15	A. M.	A. M. s 3.16
PIQUA ROAD.....	1.23		3.23
ADAMS.....	1.28		3.27
MONROEVILLE.....			3.38
CONVOY.....			
RICHEY.....			3.50
C. N. BLOCK STA.....			3.55
VAN WERT.....			
MIDDLEPOINT.....			4.05
DELPHOS.....			4.11
ELIDA.....			
A. Y. BLOCK STA.....			4.24
LIMA.....			s 4.34
SUGAR STREET.....			4.36
LAFAYETTE.....			4.47
ADA.....			4.54
DOLA.....			5.04
DUNKIRK.....			5.07
FOREST.....			5.15
B SIDING.....			
KIRBY.....			
D. Y. BLOCK STA.....			5.25
UPPER SANDUSKY.....			5.27
NEVADA.....			
V. A. BLOCK STA.....			5.39
K. N. BLOCK STA.....			5.45
BUCYRUS.....			h 5.52
ROBINSON.....			6.02
WEST YARD.....			6.08
CRESTLINE.....			s 6.13
CRESTLINE.....			7.18
D. S. BLOCK STA.....			7.19
TOLEDO JUNCTION.....		3.08	7.30
MANSFIELD.....		s 3.20	s 7.47
M. S. BLOCK STA.....		3.30	7.52
O. X. BLOCK STA.....		3.34	7.55
	A. M.	A. M.	A. M.
	504	126	136

CENTRAL TIME

EASTERN TIME

FIRST CLASS

628	1908	400	106	118	512
DAILY	DAILY EXCEPT SUNDAY	DAILY	DAILY	DAILY	DAILY EXCEPT SUNDAY
A. M.	A. M.	A. M.	A. M.	A. M.	A. M.
			s 5.05	b 6.05	6.15
			5.12	6.13	6.21
			5.17	6.18	6.25
			s 5.33	6.30	
			s 5.53		
			5.59	6.43	
			fh 6.05	6.48	
			s 6.11	b 6.53	
			s 6.24	7.03	
			s 6.37	b 7.11	
			f 6.50	h 7.20	
			6.55	7.24	
			s 7.05	b 7.34	
			7.07	7.36	
			s 7.22	7.45	
			s 7.37	b 7.56	
			s 7.49	8.06	
			s 7.57	b 8.13	
			s 8.10	h 8.23	
			8.15	8.27	
			s 8.20		
			<del>8.35</del> 118	<del>8.35</del> 106	
			s 8.46	b 8.43	
			s 9.02		
			9.07	8.57	
			9.14	9.03	
			s 9.23	b 9.10	
			s 9.38	9.21	
			9.48	9.27	
			s 9.55	bg 9.33	
			11.05	10.48	
			11.06	10.49	
		10.45	11.16	10.59	
s 6.30	s 7.15	s 10.55	s 11.40	bg 11.15	
6.32	7.17		11.44	11.18	
6.35	7.20		11.48	11.22	
A. M.	A. M.	A. M.	A. M.	A. M.	A. M.
628	1908	400	106	118	512



STATIONS	FIRST CLASS		
	96	514	40
	DAILY EXCEPT MONDAY	DAILY EXCEPT SUNDAY	DAILY
FORT WAYNE.....	A. M. 6.25	P. M. 12.15 s	P. M. 12.20
PIQUA ROAD.....	6.35	12.21	12.27
ADAMS.....	6.40	12.28	12.31
MONROEVILLE.....	6.54		12.43
CONVOY.....			
RICHEY.....	7.09		12.58
C. N. BLOCK STA.....	7.16		1.01
VAN WERT.....	u 7.23		s 1.03
MIDDLEPOINT.....	7.35		1.13
DELPHOS.....	u 7.45		p 1.22
ELIDA.....			
A. Y. BLOCK STA.....	8.00		1.36
LIMA.....	u 8.20		s 1.45
SUGAR STREET.....	8.22		1.47
LAFAYETTE.....	8.38		1.58
ADA.....	u 8.48		p 2.06
DOLA.....	8.59		2.16
DUNKIRK.....	9.02		2.19
FOREST.....	9.11		2.27
B SIDING.....	9.15		2.30
KIRBY.....			
D. Y. BLOCK STA.....	9.23		2.37
UPPER SANDUSKY.....	u 9.30		s 2.44
NEVADA.....			
V. A. BLOCK STA.....	9.46		2.58
K. N. BLOCK STA.....	9.53		3.04
BUCYRUS.....	u 10.01		s 3.10
ROBINSON.....	10.14		3.22
WEST YARD.....	10.22		3.30
CRESTLINE.....	u 10.27		s 3.35
CRESTLINE.....	11.39		4.40
D. S. BLOCK STA.....	11.42		4.41
TOLEDO JUNCTION.....	11.54		4.53
MANSFIELD.....	u 12.20		s 5.09
M. S. BLOCK STA.....	12.22		5.12
O. X. BLOCK STA.....	12.25		5.15
	P. M.	P. M.	P. M.
	96	514	40

CENTRAL TIME

EASTERN TIME

FIRST CLASS

1450	852	22	28	516		
DAILY	DAILY EXCEPT SUNDAY	DAILY	DAILY	SUNDAY ONLY		
P. M.	P. M.	P. M.	P. M.	P. M.		
	s 12.30	s 1.47	s 3.49	s 5.30		
	12.39	1.54	3.56	5.36		
	f 12.44	1.58	4.01	5.40		
	s 1.01	2.09	4.12			
	s 1.17					
	1.21	2.21	4.24			
	1.26	2.26	4.29			
	s 1.30					
	s 1.41	2.35	4.37			
	s 1.50	2.41	4.43			
	s 2.03					
	2.08	2.53	4.55			
	s 2.18	s 3.02	4.59			
	2.20	3.04				
	s 2.31	3.15	5.09			
	s 2.41	3.22	5.16			
	s 2.51	3.31	5.24			
	s 2.57	3.34				
	s 3.09	3.41	5.34			
	3.14	3.43				
	s 3.19					
	3.28	3.51	5.44			
	s 3.31	3.53	5.46			
	s 3.48					
	3.52	4.05	5.58			
	<sup>22</sup> 4.10	<sup>852</sup> 4.10	6.03			
	s 4.20	4.13	6.06			
	s 4.34	4.21	6.14			
	4.42	4.27	6.20			
	s 4.48	s 4.31	6.24			
	6.08	5.36	7.29			
	6.09	5.37	7.30			
	5.33 f 6.20	5.47	7.40			
	s 5.50	s 6.40	s 6.02			
	5.58	6.42	6.05	7.51		
	5.59	6.45	6.08	7.55		
P. M.	P. M.	P. M.	P. M.	P. M.		
1450	852	22	28	516		

STATIONS	FIRST CLASS		
	420	8	2
	DAILY	DAILY	DAILY
FORT WAYNE	P. M.	P. M.	P. M.
PIQUA ROAD	s	7.35 s	9.18
ADAMS		7.44	9.26
MONROEVILLE		7.49	9.32
CONVOY		a 8.03	9.44
RICHEY		8.19	9.57
C. N. BLOCK STA.		8.25	10.03
VAN WERT	s	8.30	
MIDDLEPOINT		8.41	10.14
DELPHOS	s	8.50	10.21
ELIDA			
A. Y. BLOCK STA.		9.05	10.34
LIMA	s	9.21	dd10.42
SUGAR STREET		9.23	10.44
LAFAYETTE	t	9.36	10.55
ADA	s	9.46	11.03
DOLA		9.57	11.13
DUNKIRK	a	10.04	11.16
FOREST	a	10.15	11.25
B. SIDING		10.21	11.28
KIRBY			
D. Y. BLOCK STA.		10.31	11.37
UPPER SANDUSKY	s	10.38	11.39
NEVADA			
V. A. BLOCK STA.		10.54	11.53
K. N. BLOCK STA.		11.01	12.00
BUCYRUS	s	11.07	12.03
ROBINSON		11.20	12.12
WEST YARD		11.27	12.19
CRESTLINE	s	11.33	dd12.25
CRESTLINE		12.50	1.30
D. S. BLOCK STA.		12.51	1.31
TOLEDO JUNCTION		8.10	1.02
MANSFIELD	s	8.20 s	1.42 h
M. S. BLOCK STA.		1.44	1.57
O. X. BLOCK STA.	P. M.	A. M.	A. M.
		1.48	2.00
	420	8	2

CENTRAL TIME

EASTERN TIME

FIRST CLASS

124	142				
DAILY	DAILY				
P.M. s 11.43	P.M. s 11.58				
11.50	12.06				
11.56	12.12				
12.08	12.24				
12.20	12.37				
12.25	12.42				
	p 12.44				
12.35	12.54				
12.41	1.01				
12.54	1.14				
s 1.01	s 1.22				
1.03	1.24				
1.13	1.35				
1.21	1.43				
1.30	1.52				
1.33	1.55				
1.41	2.03				
1.45	2.07				
1.53	2.15				
1.55	2.17				
2.09	2.30				
2.15	2.36				
2.18 <sup>h</sup>	2.40				
2.27	2.50				
2.35	2.57				
o 2.40	s 3.02				
3.45	4.12				
3.46	4.13				
3.59	4.24				
4.09	s 4.40				
4.12	4.43				
4.15	4.47				
A.M.	A.M.				
124	142				











**U. S. MAIL WORK ON TRAINS  
AT NON-STOP STATIONS**

WESTWARD				EASTWARD					
1013	111	19	23	STATIONS	136	118	22	8	2
			X	MANSFIELD					
			X	CRESTLINE					X
				ROBINSON		X			
				BUCYRUS			X		
		X	X	NEVADA		X			
				UPPER SANDUSKY			X		
				KIRBY		X			
X		X	X	FOREST		X	X		
		X	X	DUNKIRK					
				DOLA		X			
X		X	X	ADA			X		
				LAFAYETTE		X			
	X	X		ELIDA		X			
		X	X	DELPHOS			X		
	X	X		MIDDLEPOINT		X			
				VAN WERT	X		X		
		X		CONVOY		X	X		
		X		DIXON		X			
				MONROEVILLE		X	X	X	
		X		COLUMBIA CITY			X		
		X		LARWILL					
X		X		PIERCETON		X			
		X		WINONA LAKE			X	X	
			X	WARSAW			X		
		X		ATWOOD				X	
X		X		ETNA GREEN		X		X	
				INWOOD				X	
X		X		BOURBON		X	X		
			X	PLYMOUTH			X		
				DONALDSON		X			
				WANATAH				X	
		X	X	VALPARAISO			X		
X				HOBART			X	X	
			X	GARY					

X—Receiving or Dispatching points for Mail.

**EASTWARD TRAINS—ADDITIONAL STOPS AND FLAG STATIONS**

<b>STATIONS</b>	<b>106</b>	<b>988</b>	<b>852</b>	<b>918</b>	<b>908</b>	<b>808</b>			
	A. M.	A. M.	A. M.	P. M.	P. M.	P. M.			
FIFTH AVE.....					f 5.14				
LOUCKS CROSSING.....		f 8.50		s 2.45					
DONALDSON.....			s 8.48	s 3.52		s 8.28			
ETNA GREEN.....	f 3.24		s 9.34			s 9.11			
COESSE.....	f 4.30		s 10.49			f 10.23			
MAPLES.....			s 12.51						
DIXON.....	f 5.43		s 1.08						
AUGLAIZE.....			f 1.56						
LEESVILLE.....			f 4.39						
	A. M.	A. M.	P. M.	P. M.	P. M.	P. M.			

WESTWARD TRAINS—ADDITIONAL STOPS AND FLAG STATIONS

STATIONS	919	929	909	809	839	999	111	819
	A. M.	A. M.	A. M.	A. M.	P. M.	P. M.	P. M.	A. M.
LEESVILLE								f 7.22
AUGLAIZE								f 9.49
DIXON								s 10.40
MAPLES								s 10.58
COESSE				s 7.24	s 12.08		f 7.30	
ETNA GREEN				s 8.42	s 1.24		s 8.38	
DONALDSON	s 6.02			s 9.24	s 2.12		m 9.19	
LOUCKS CROSSING	s 7.56					f 6.54		
FIFTH AVE		f 5.19	f 6.06					
	A. M.	A. M.	A. M.	A. M.	P. M.	P. M.	P. M.	A. M.

SPEED TABLE					
Time Going One Mile		Miles Per Hour	Time Going One Mile		Miles Per Hour
Min.	Sec.		Min.	Sec.	
12	.....	5	1	30	40
6	.....	10	1	20	45
4	.....	15	1	12	50
3	.....	20	1	5	55
2	24	25	1	.....	60
2	.....	30	.....	55	65
1	43	35	.....	51	70

SPEED TABLE						
RUNNING						EQUALS
2 Miles	2½ Miles	3 Miles	3½ Miles	4 Miles	5 Miles	
Min. Sec.	Min. Sec.	Min. Sec.	Min. Sec.	Min. Sec.	Min. Sec.	
12 .....	15 .....	18 .....	21 .....	24 .....	30 .....	10 Miles Per Hr.
6 .....	7 30	9 .....	10 30	12 .....	15 .....	20 " " "
4 .....	5 .....	6 .....	7 .....	8 .....	10 .....	30 " " "
3 .....	3 45	4 30	5 15	6 .....	7 30	40 " " "
2 40	3 20	4 .....	4 40	5 20	6 40	45 " " "
2 24	3 .....	3 36	4 12	4 48	6 .....	50 " " "
2 10	2 43	3 15	3 48	4 20	5 25	55 " " "
2 .....	2 30	3 .....	3 30	4 .....	5 .....	60 " " "
1 50	2 18	2 45	3 13	3 40	4 35	65 " " "
1 42	2 8	2 33	2 59	3 24	4 15	70 " " "

## SPECIAL INSTRUCTIONS.

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**No. 1.**

On single track Southward trains are superior to Northward trains of the same class.

**No. 2.**

The four main tracks between O. X. Block Sta. and M. S. Block Sta. and between Upper Sandusky and D. Y. Block Sta., Adams and Piqua Road, between Winter Street and Junction, between Columbia City and U. O. Block Sta. between Plymouth and O. M. Block Sta. are numbered 3, 1, 2 and 4 consecutively. The most northerly track is track No. 3.

Track No. 3 is for Westward freight trains.

Track No. 1 is for Westward passenger trains.

Track No. 2 is for Eastward passenger trains.

Track No. 4 is for Eastward freight trains.

**No. 3.**

a—Stop on signal to receive or discharge passengers for or from Chicago and Pittsburgh.

aa—Stop on signal to receive passengers for Englewood or Chicago.

b—Regular stop. No baggage carried.

bb—Stop on signal to receive passengers for Alliance and beyond.

c—Stop on signal to discharge passengers from points east of Pittsburgh and to receive passengers for Englewood and beyond.

d—Stop on signal to receive or discharge passengers for or from Pittsburgh and beyond.

dd—Stop on signal to discharge passengers from Chicago and receive passengers for Pittsburg and beyond.

e—Stop on signal to discharge passengers from east of Pittsburgh.

g—Stop for mail.

h—Reduce speed to exchange mail.

k—Reduce speed to 6 miles per hour to exchange mail, or when quantity of mail is too large to exchange at this speed, stop will be made on request from Chief Mail Clerk on train.

- m—Stop on signal, Sunday only.
- n—Stop on signal to discharge passengers from Pittsburgh and beyond and to receive passengers for Fort Wayne or Chicago.
- o—Stop on signal to discharge passengers.
- p—Stop on signal to discharge passengers from Chicago and to receive passengers for Mansfield and East.
- r—Stop on signal to receive passengers for Alliance and beyond.
- t—Stop on signal Saturday only to discharge passengers.
- u—Stop for express.
- v—Stop on signal to discharge passengers from Pittsburgh and beyond, and to receive passengers for Chicago.
- w—Stop, Sunday only.
- x—Stop on signal to discharge passengers from Cleveland, Akron, Pittsburgh or points East.
- DN—Telegraph Office, open continuously day and night.
- D—Telegraph Office open as follows:
- |                  |                           |
|------------------|---------------------------|
| Denver.....      | 6:30 A. M. to 10:30 P. M. |
| Roann.....       | 8:00 A. M. to 5:00 P. M.  |
| North Manchester | 7:00 A. M. to 11:00 P. M. |
| Churubusco.....  | 7:00 A. M. to 8:00 P. M.  |
| Auburn.....      | 8:00 A. M. to 5:00 P. M.  |
| Butler.....      | 7:00 A. M. to 11:00 P. M. |

#### No. 4.

The General Order putting a siding into use will specify the direction in which it is to be operated, and trains must not use it in the reverse direction without instructions from the Superintendent.

#### No. 5.

When a schedule or a section of a schedule is annulled, operators at register stations will receive and must inscribe on the register an order of the annulment, signed by the Superintendent. Such orders must be repeated, "Complete" received and inscribed thereon, as in the case of any other train order.

When a section is annulled, the order must not be entered on the register until the section ahead, displaying signals, has arrived at the station.

An order so entered on the register will be accepted by conductors and enginemen as though addressed to them individually.

**No. 6.**

Extra trains may run ahead of, or between sections of, second-class trains.

**No. 7.**

When a train order is to be delivered to a train, the fixed signal (Rule 221), the home block signal, or the home interlocking signal, must be displayed at stop for the track and in the direction of the approaching train, and before the "X" response is given, or the order repeated, a flag or light must be displayed in the place provided for the purpose, a red flag or light indicating "31" orders, a yellow flag or light indicating "19" orders. This combination of signals must be acknowledged by the enginemen by two short sounds of the engine whistle.

In delivering "31" orders, the block or other fixed signal must remain at stop until the engineman and conductor have signed the orders.

In delivering "19" orders, the operator must, after the signal has been acknowledged, place the home signal or other fixed signal at its proper position, go on the ground and hand the orders to the engineman and conductor. When the "19" train order signal is displayed, the speed of the train must be reduced sufficiently to enable the operator to deliver the orders, and the train must not leave the station until signaled by the conductor to do so. If the engineman fails to catch the order or to receive a proceed signal from the conductor or if the order is illegible or not addressed to the train receiving it, the train must be stopped and not proceed until a proper train order or clearance card (Form A) has been delivered to it.

When a train is stopped by a train order signal, it must not proceed until the conductor and engineman receive train orders, or clearance card (Form A).

**No. 9.**

On single track, approaching meeting points, enginemen will, after giving the station whistle signal, give two short sounds of the engine whistle to indicate the meeting point.

**No. 11.**

A train order directing that the superior train will take siding at a meeting point is effective only at the point designated in the order. If the meeting point is changed, the inferior train will take siding unless otherwise directed.

**No. 13.**

Rule 17, Book of Rules, is modified to read as follows:

The headlight will be displayed to the front of every train by night.

## No. 15.

Rule No. 91, The Book of Rules is modified as follows:

Between Logansport and Butler a train following a passenger train must not be permitted to leave an open telegraph office until the passenger train has passed the first open telegraph office in advance. When a train is passed by a passenger train at a non-telegraph office or outlying siding, it must not follow the passenger train until ten (10) minutes have elapsed and must then proceed with caution to the next open telegraph office. Should the telegraph fail, following trains may proceed with caution ten (10) minutes after the departure of the passenger train, but must confer with the telegraph operator before doing so. Trains leaving Logansport will be permitted to follow a passenger train after ten (10) minutes have elapsed and will proceed with caution to the first open telegraph office.

## No. 19

Rule 99, Book of Rules, is changed to read as follows:

99. When a train stops under circumstances in which it may be overtaken by another train, the flagman must go back immediately with flagman's signals a sufficient distance to insure full protection, placing two torpedoes, and when necessary, in addition, displaying lighted fuseses.

When signal 14 (d), 14 (da), 14 (e), or 14 (ea), has been given to the flagman and safety to the train will permit, he may return. When the conditions require he will leave the torpedoes and a lighted fusee.

The front of the train must be protected in the same way when necessary by the fireman.

When a train is moving under circumstances in which it may be overtaken by another train, the flagman must take such action as may be necessary to insure full protection. By night, or by day when the view is obscured, lighted fusees must be thrown off at proper intervals.

When day signals cannot be plainly seen, owing to weather or other conditions, night signals must also be used.

Conductors and enginemen are responsible for the protection of their trains.

## Flagman's Signals:

Day Signals—A red flag,  
Torpedoes and  
Fusees.

Night Signals—A red light,  
A white light,  
Torpedoes and  
Fusees.



## No. 20.

The Book of Rules is modified as follows:

## Rule 10.

Paragraph (b) Green changed to Yellow	} as specified in the following paragraphs:
Paragraph (c) White changed to Green	

Note—When not so specified in the following paragraphs, the colors White and Green will continue in use as prescribed by the Rules.

Rules 19, 19a, 19b and portions of diagrams in connection therewith illustrating the display of markers:

By Day: "Green flags" changed to—

"Marker lamps (unlighted) or yellow flags."

By Night:

"Green" changed to "Yellow."

Block Signals and Interlocking Signals and Hand Signals in connection therewith:

"White" changed to "Green."

"Green" changed to "Yellow."

## No. 21.

On tracks Nos. 1 and 2 between O. X. Block Sta. and Clarke Automatic Block Signal Rules 501 to 508, inclusive, as modified by pamphlet dated Sept. 1st, 1917, are in effect.

On tracks Nos. 1 and 2 between O. X. Block Sta. and Clarke modification of Block Signal and Interlocking Rules of May 29th, 1910, for the Government of Transportation Department, as shown in pamphlet dated Sept. 1st, 1917, is in effect.

When trains are running against the current of traffic, Manual Block System Rules 301 to 375, inclusive, except Rules 317, 318 and 318-A, are in effect on this division.

All stations designated on the Time Table as Telegraph Offices except Crestline are Block Stations for trains running against the current of traffic.

Rules 317-A and 317-B apply to the following kinds of trains, the same as applied to passenger trains:

Trains carrying passengers.	} Will be blocked the same as a passenger train.
Trains carrying officers.	
Pay trains.	
Wreck trains.	
Circus trains.	
Relief trains.	
Laborers' trains.	

## No. 22.

On double, three or more tracks, trains will run with the current of traffic by Automatic Block Signals whose indications will supersede Time Table superiority; but a train having work to do or being

delayed from any other cause between passing stations must conform to Rule 86.

No. 23.

Not applicable to this division.

No. 24.

Trains between O. X. Block Sta. and Clarke will be governed by Rule 21-A.

No. 25.

Not applicable to this division.

No. 26.

Extra trains, other than passenger extras, may run over Double, Three or more tracks without orders from the Superintendent or Yard Master.

No. 27.

The engine whistle must be sounded as per Rule 14-M for stations where mail is received or discharged.

No. 28.

A train order signed by the Superintendent of the Grand Rapids Division will be authority for a train to display classification signals between Adams and Junction.

No. 29.

A train order signed by the Superintendent of the Eastern or Fort Wayne Division will be authority for a train to display classification between Crestline and O. X. Block Sta.

## PERMANENT INSTRUCTIONS

## No. 1.

## Standard Clocks.

Mansfield.	{ Tower, Erie Crossing. Yard Office.
Crestline.	{ Telegraph Office. Yard Office. Engine House.
Lima.	Yard Office, Cole Street.
Fort Wayne.	{ Yard Office. Telegraph Office.
Plymouth	Block Sta.
Valparaiso	Block Sta.
Logansport	Telegraph Office.
Butler	Telegraph Office.

## No. 2.

## Bulletin Boards.

Mansfield.	{ Engine House. Tower, Erie Crossing. Yard Office.
Crestline.	{ Yard Office. Engine House. Passenger Conductors' Room
Upper Sandusky.	Telegraph Office.
Lima.	Yard Office, Cole Street.
Allegheny	{ Yard Office. Engine House. Passenger Conductors' Room.
Toledo	{ Outer Yards. Passenger Conductors' Room. Engine House.
Fort Wayne	{ Yard Office, Wayne Trace. Yard Office, Lafayette Street. General Yard Office. Engine House. Passenger Conductors' Room.
Plymouth	Block Sta.
Valparaiso	Freight Office.
Chicago	{ Ticket Receivers' Office. 14th Street Engine House. Garfield Boulevard Yard Office. Garfield Blvd. Engine House.

Logansport	Telegraph Office.
C. U. Block Sta.	Telegraph Office.
Butler	Telegraph Office.

## No. 3.

## Register Stations.

Logansport	} Telegraph Office.
C. U. Block Sta.	
Butler	

On single track trains will register at C. U. Block Sta. by Blank "R."

## No. 4.

## Railroad Surgeons.

Mansfield, Ohio.....	Dr. C. G. Brown	
	Office and Residence, 190 Park Ave. West.	
Telephone .....		352
Mansfield, Ohio.....	Dr. W. E. Loughridge, Asst.	
	Office and Residence, 17 N. Mulberry St.	
Telephone .....		269
Mansfield, Ohio.....	Dr. R. C. Wise, Oculist	
	Office, 11 W. 4th St., Telephone.....	Ring 2—351
	Residence, 15 Brinkerhoff Ave.	
Telephone .....		351
Crestline, Ohio.....	Dr. C. A. Marquart	
	Office, Opera House Block, Telephone.....	24
	Residence, 316 Thoman St., Telephone.....	97
Bucyrus, Ohio.....	Dr. W. L. Yeomans	
	Office and Residence, 329 S. Sandusky Ave.	
Telephone .....		5279
Upper Sandusky, Ohio.....	Dr. G. W. Sampson, Jr.	
	Office, 206 S. Sandusky Ave.	
Telephone.....	(Bell) Main 366R, (Home) 66	
	Residence, 326 S. Sandusky Ave.	
Telephone.....	(Bell) Main 113W, (Home) 90	
Lima, Ohio.....	Dr. J. B. Vail	
	Office, 405 Opera House Block.	
Telephone .....		Main 4154
	Residence, 1525 Lakewood Ave.	
Telephone .....		Main 4479
Van Wert, Ohio.....	Dr. C. A. Files	
	Office and Residence, 311 E. Main St.	
Telephone .....		1026
Fort Wayne, Ind.....	Dr. B. Van Sweringen	
	Office and Residence, 208 West Washington Blvd.	
Telephone .....	(Home) 399	
Fort Wayne, Ind.....	Dr. D. R. Benninghoff, Asst.	
	Office, 1241 E. Lewis St., Telephone... (Home) 1435	
	Residence, 1009 E. Lewis St.	
Telephone .....	(Home) 1492	

- Fort Wayne, Ind.....Dr. S. H. Havice, Oculist  
Office, 130 W. Wayne St., Telephone (Home) 252  
Residence, 328 W. Jefferson St.  
Telephone ..... (Home) 1117
- Warsaw, Ind.....Dr. A. C. McDonald  
Office, 212 South Indiana St., Telephone.....84  
Residence, 218 South Indiana St., Telephone....60
- Plymouth, Ind.....Dr. N. B. Aspinall  
Office, Lauer Bldg. (second floor), Telephone..683  
Residence, North Michigan St. (no number).  
Telephone .....3362
- Valparaiso, Ind.....Dr. R. D. Blount  
Office, 23 Main St., Telephone.....160  
Residence, Pioneer Apartments, Telephone.... 78
- Gary, Ind.....Dr. Wm. J. White  
Office, 790 Broadway, Telephone..... 25  
Residence, 772 Van Buren St., Telephone.....772
- Logansport, Ind.....Dr. J. P. Hetherington  
Logansport, Ind.....Dr. R. E. Troutman (Asst.)  
Office, 418 Fourth St., Telephone.....269  
Logansport, Ind.....Dr. C. L. Thomas (Oculist)  
Logansport, Ind.....Dr. H. B. Hill (Asst.)  
Office, 415 Fourth St., Telephone.....(Home) 386
- Denver, Ind.....Dr. J. W. Newell  
Office and Residence, two blocks north of station.  
Telephone (no number); call by name.
- Columbia City, Ind.....Dr. D. S. Linvill  
Office, 120 East Van Buren St.  
Telephones .....(Home) 65; (Farmers) 21  
Residence Telephone...(Home) 65; (Farmers) 124
- Auburn, Ind.....Dr. L. N. Gelsinger  
Office and Residence, 311 South Main St.  
Telephone .....14
- Butler, Ind.....Dr. F. D. Fanning  
Office and Residence, West Oak St., Telephone 27

## No. 5.

Trains must not leave Crestline, West Yard, East Yard or Fort Wayne and on Single Track must not leave initial station without train orders or clearance card (Form A.)

## No. 6. Between O. X. Block Sta. and Clarke

Speeds indicated below must not be exceeded:

	Miles per hour
Passenger trains	
{ With passenger engines .....	70
{ With freight engines .....	50
{ In which freight car equip- ment is moved.....	35
On Curves: { Against current of traffic.....	50
{ With current of traffic.....	60
Freight trains except as otherwise specified.....	35
Arranged Service Freight Trains:	
FW-8, FW-11, CMB, PF-8, PF-2, PF-10.....	45
Circus trains .....	20
Wreck trains with wrecking derrick—	
On curves .....	35
On straight track .....	40
Trains hauling derrick cars, including industrial derrick cars. Derrick cars to be placed as near the rear of train as practicable—	
On curves .....	20
On straight track .....	30
Locomotives with "trailer" trucks, when running backward, except where lower speed is required..	25
N-1-S Engines .....	} 25
N-2-S Engines .....	
L-1-S Engines .....	
Engines without trucks, or without side rods.....	15
Engines taking water from track tanks.....	40
On sidings .....	20
On freight main tracks .....	35
Through main tracks turnouts at Toledo Junction when "proceed at restricted speed" indication is given .....	30
Through all other main track turnouts.....	10
Mansfield—Westward train approaching Erie Rail- road crossing .....	5
<b>On Curves:</b>	
Crestline—C. C. C. & St. L. Ry. Crossing... )	} 40
Upper Sandusky—H. V. Ry. Crossing..... )	
Van Wert—Just west of station..... )	
Over Wabash R. R. Crossing, Fort Wayne .....	10
On siding over reverse curve just east of 5th Ave., Gary .....	10
Wye track, southeast angle of railroad crossing, Columbia City .....	5

## ON BRIDGES:

Class of Engine	N-1-S	H-10	K-4-S	K-2-S	E-7-S
	N-2-S L-1-S		K-3-S		E-2-S
Bridge 151 OX Block Station..	15	30	45	50	60
Bridge 153 Mans- field west of MS Block Sta..	20	30	45	50	60
Bridge 164-A, Lima, west of Pas. Station....	10	25	40	45	45
Bridge 181, Aug- laise River.....	10	25	30	40	60
Bridge 186, East of Delphos.....	5	15		30	35
Bridge 212, Richey	5	20	25	30	45
Bridge 263, Illi- nois Road, west of Junction....	5	20	35	40	40
Gangwer-Hull Ditch, near Mile Post 332.	25	35	55	65	65
George Polk Rd., west of Winona Lake.....	25	35	55	65	65
Bridge 334, Co- lumbia Street, Warsaw, main tracks.....	25	50	60	65	
Bridge 381, near Mile Post 403, about 1 mile east of Davis..	25	50	65		
Bridge 383, near Mile Post 404, west of Davis..	25	50	55	65	65
Bridge 385, near Mile Post 404, west of Davis..	25	50	55	65	65
Bridge 434, near Mile Post 339, about 1 mile east of Gary...	25	25	55	65	60
Bridge 437, Clark.	25	25	65		

## Between Logansport and Butler.

	Miles per hour
Passenger trains: { With passenger engines.....	50
{ With freight engines.....	30
Freight trains .....	30
Circus trains .....	20
Wreck trains with wrecking derrick—	
On curves .....	20
On straight track .....	25
Trains hauling derrick cars .....	20
Engines with trailer trucks when running back- wards .....	20
All other engines when running backwards .....	25
Engines without trucks or without side rods .....	15

## Between Pettyville and Liberty Mills—

Passenger trains .....	35
Freight trains .....	20

## Between Columbia City and Butler—

Passenger trains .....	35
Freight trains .....	20

## On Curves:

Reverse curves two miles north of Logansport....	30
Through all main track turnouts.....	10
N-1-S Engines .....	10
H8, H9, H-10-S, N-2-S and L-1-S Engines.....	15
E2, E7, F25 and F27 Engines .....	15
H6 Engines—North of Columbia City .....	15

## Over bridges as follows:

## N-1-S Engines—

All bridges between Logansport and Mexico...	5
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21-08—Over Interurban at Chill .....	} 5
36-19—First bridge south of No. Man- chester .....	
45-04—Over Eel River 2 miles south of South Whitley .....	

H8, H9, H-10-S, N-2-S, L-1-S, E-2, E-7, F25 and  
F27 Engines:

6-22—near Mile Post 7 .....	} 10
13-17—½ mile south of Mexico .....	
36-19—First bridge south of North Man- chester .....	
45-04—Over Eel River 2 miles south of South Whitley .....	

## H6, E2, E7, F25 and F27 Engines:

81-01—at M. P. 81, south of Auburn Junct....	5
86-31—at M. P. 87, one and one-half miles south of Moore .....	10



## No. 7.

In accordance with Rule 98, stop must be made at the following non-interlocked railroad crossings:

The position of gates at these crossings will govern, as follows:

(At night the position of gate is indicated by red lights.)

Place	Railroad Crossing	Permits trains on tracks on this division to cross after stopping.
Lima	{ B. & O. R. R. L. E. & W. R. R. }	Vertical.
Fort Wayne.....	Wabash R. R.....	Vertical.
Denver .....	L. E. & W.....	Vertical.
South Whitley....	N. Y. C. & St. L.	Vertical.
North Manchester, C. C. C. & St. L.	{ No signal. It must be known that the crossing is clear before proceeding.	

## No. 8.

Engines on freight trains with more than ten cars must, in all cases, be cut off before taking coal or water. The air-brakes must be applied and the engine cut off not less than four car lengths from the point where coal or water is to be taken. The conductor or front brakeman must be on hand promptly to turn the air-cocks and uncouple the air-hose, and after taking water the engine must be coupled up and the cocks turned. This will release the air and will be a sufficient test of the air-brakes for the train to proceed. On grades trainmen must not depend upon the air to hold the train, but must also set a sufficient number of hand brakes to assist in holding the train.

Where water spouts are located, at, or within interlocking limits, the engine must be, in all cases, detached from the train before reaching the Home Interlocking Signal, regardless of the number of cars in the train.

## No. 9.

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

## Mansfield:

- R. Lean Mfg. Co.'s track.
- Syndicate track.
- New Method Stove Co.'s track.
- Freight House track.
- Richland Public Srv. Gas House.
- Humphreys Mfg. Co.
- Westinghouse Electric Prod. Co.
- Ohio Brass Co.
- Sewage Disposal Plant.

Engines with longer wheel base than B29.

## Crestline:

- Schill tracks.
- C., S. W., & C. Interchange track.

## Mansfield:

- Turn-out from No. 101 track  
to No. 1 track at Orange St.)

L-1-S engines.

Engines heavier than H-6 must not be operated between Columbia City and Butler.

N-1-S engines must not use side track over bridge 334 at Columbia Street, Warsaw. All other engines must not exceed a speed of five miles per hour on side track over bridge 334, Columbia Street, Warsaw, and must not use side track bridge while main track bridges are in use.

Engines heavier than H-10-S must not be used on Coal trestle at Morgans.

**No. 10.**

A train stopped or delayed after passing a clear distant signal must approach the home signal prepared to stop.

**No. 11.**

Employees must stand at least sixty (60) feet away from main track switch stands when trains are approaching or passing.

**No. 12.**

Electric headlights on locomotives used in road service shall be dimmed:

When entering, standing at, and leaving passenger station, Fort Wayne, Crestline and Mansfield.

When meeting trains, until engines have passed each other;

While moving through yards on other than main tracks;

When approaching telegraph offices where orders are to be received.

**No. 13.**

Telephones for emergency use, connected with adjoining block stations, are located at the water spouts at Bucyrus and Monroeville, and at the following Automatic Signal Locations:

1909	2428	2890	3361	3969
1927	2467	2942	3381	4008
1956	2486	2963	3421	4027
1975	2504	2983	3439	4076
1995	2549	3023	3458	4099
2046	2568	3062	3561	4118
2115	2586	3082	3578	4168
2135	2652	3113	3637	4186
2155	2671	3133	3674	4228
2208	2689	3154	3711	4256
2227	2708	3164	3760	4278
2254	2726	3208	3788	4297
2303	2757	3213	3817	4306
2313	2777	3233	3827	4325
3222	2818	3252	3883	4364
2343	2838	3302	3921	4392
2704	2857	3321	3950	4427