

WRM

**ERIE RAILROAD COMPANY**

**WESTERN DISTRICT**

**Marion Division**

Time Table No. 40

Effective 12.01 A. M.

**SUNDAY, APRIL 25, 1948**

**FOR EMPLOYEES ONLY**

**CENTRAL STANDARD TIME**

**40**

**THINK!  
THEN  
ACT  
SAFELY**

**F. J. MULLIGAN**  
Assistant Superintendent

**H. A. BOOKSTAVER**  
Superintendent

**H. V. BORDWELL**  
Assistant General Manager

**A. E. KRIESIEN**  
General Manager

TABLE SHOWING RATE OF SPEED REQUIRED PER MILE TO EQUAL A GIVEN NUMBER OF MILES PER HOUR

Time per Mile	Miles per Hour	Time per Mile	Miles per Hour	Time per Mile	Miles per Hour	Time per Mile	Miles per Hour	Time per Mile	Miles per Hour
0 min. 48 sec.	75.00	0 min. 55 sec.	65.45	1 min. 20 sec.	45.00	2 min. 11 sec.	27.48	3 min. 25 sec.	17.56
0 min. 49 sec.	73.47	1 min. 0 sec.	60.00	1 min. 30 sec.	40.00	2 min. 24 sec.	25.00	4 min. 0 sec.	15.00
0 min. 50 sec.	72.00	1 min. 5 sec.	55.38	1 min. 42 sec.	35.29	2 min. 40 sec.	22.50	4 min. 48 sec.	12.50
0 min. 51 sec.	70.59	1 min. 12 sec.	50.00	2 min. 0 sec.	30.00	3 min. 0 sec.	20.00	6 min. 0 sec.	10.00

COMPANY SURGEONS

Dr. W. E. Mishler, Chief Surgeon, Cleveland, Ohio

LOCATION	NAME	OFFICE	PHONE	RESIDENCE	PHONE
Marion	D. M. Murphy	132 E. Church St.	3166	524 E. Church St.	1866
Marion	Clovis J. Altmaier	336 W. Center St.	7251	278 Merchant Ave.	2129
Marion	E. L. Brady Oculist	235 S. Main St.	3183	483 Vernon Hgts. Blvd.	3187
Marion	C. J. Altmaier	336 W. Center St.	7251	424 S. Prospect St.	4202
Marion	A. E. Morrison	344 E. Center St.	3190	663 Virginia Ave.	7290
Kenton	R. G. Schutte	110 E. Columbus St.	2289	408 N. Main St.	5170
Kenton	B. L. Johnson	223 N. Main St.	9147	223 N. Main St.	9147
Lima	L. C. Thomas	620 National Bank Bldg.	29191	1626 Lakewood Ave.	75881
Lima	Ira D. Baxter	209 N. Main	69171	310 S. Nixon	69841
Decatur	Gerald J. Kohne	134 S. Third St.	445	304 W. Adams St.	388
Huntington	S. M. Casey	408 E. Market St.	479	408 E. Market St.	479
Huntington	Thomas James, Jr.	302 U. B. Bldg.	676	242 George St.	766
Huntington	M. G. Erehart Oculist	232 W. Market St.	299	Maple Grove Road	866
Huntington	J. B. Eviston	34 E. Washington St.	51	1362 Poplar St.	783
Huntington	R. D. Meiser Oculist	612 N. Jefferson St.	236	1738 Cherry St.	1127
Rochester	M. O. King	110½ E. Eighth St.	14	110½ E. Eighth St.	14
Rochester	Dean K. Stinson	816 Main St.	531	1318 Main St.	699J
North Judson	Albert Fisher	306 Lane	76	306 Lane	76
Kouts	S. E. Dittmer	Railroad St.	22	Railroad St.	22
Crown Point	C. R. Pettibone	224 S. Court St.	43	158 N. Main St.	499
Griffith	F. A. Malmstone	Main & Lafayette Sts.	133-R	Main & Lafayette Sts.	133-R
Hammond	C. A. McVey	5231 Hohman Ave.	Hammond 1024	252 Humfer Ave.	Hammond 1027
Hammond	W. H. Howard	5231 Hohman Ave.	Hammond 68	29 Kenwood Ave.	Hammond 1012
Hammond	E. M. Shanklin Oculist	Citizen's Bank Bldg.	517	14 Ruth St.	569
Chicago	A. T. G. Remmert	166 W. Jackson Blvd.	Wabash 6420	3547 W. Adams St.	Kedzie 1787
Chicago	E. J. Gallagher	753 E. 79th St.	Hudson 2340	7824 S. Colfax	S. Shore 3081
Chicago	Virgil Wescott Oculist	30 N. Michigan Blvd.	Dearborn 3127	526 Eighth St. Willmette, Ill.	Willmette 4611

**SPECIAL INSTRUCTIONS.**

**RULES OF THE OPERATING DEPARTMENT  
EFFECTIVE JULY 1, 1930.**

**STANDARD CLOCKS.**

Marion .....	{ Manifest Yard Office Terminal Bldg. Kenton Ave. Westward Hump Office	
Huntington .....		{ Train Dispatchers' Office Yard Office
Hammond .....		

**TIME TABLES.**

Trains operating over another railroad will be subject to rules, special instructions and time-tables of that railroad. Normal operation involves operating over the Chicago and Western Indiana Railroad between Hammond and Chicago.

Between Griffith and Hammond the tracks of the C. & O. R. R. and Erie R. R. will be operated as joint double track. Erie R. R. rules and time table will govern.

**SIGNS. Additional to Rule 6.**

- D. Day train order office.
- N. Day and night train order office.
- B. Stop at Englewood (5:34 P.M.)
- C. Stop at Englewood (10:09 P.M.)
- E. Stop at Englewood (6:50 A.M.)
- G. Stop at Englewood (11:35 P.M.) to discharge passengers from east of Hammond.
- H. Stop at Englewood (9:49 A.M.)
- J. Stop at Englewood (3:55 P.M.)
- K. Reduce speed to 25 miles per hour to discharge U. S. mail.
- M. Reduce speed to 40 miles per hour to discharge U. S. Mail.
- Q. Reduce speed to 30 miles per hour to discharge U. S. mail.

Trains scheduled to make flag stops at stations where no employe is on duty to give the necessary signal, will approach such points prepared to stop and will come to a full stop if there are any persons on the platform.

**MARKERS.**

Rule D-19 is amplified as follows:

Yellow or green lights to the front and side and red lights to the rear must be displayed before a train fouls the main track on which the current of traffic is in the direction the train is moving.

**CLASSIFICATION SIGNALS.**

The display of two white flags and two white lights, as required under Operating Department Rule 21 will be omitted in single track territory where no trains are scheduled, and in double and multiple track territory.

**GENERAL SPEED RESTRICTIONS. Miles per Hour.**

Passenger trains on tangent track .....	75
Passenger trains on curved track not otherwise restricted .....	70
All trains, including passenger and express trains, when using freight engines ..	50
Express and equipment trains with freight cars .....	50
Freight trains .....	50
Class R-1 and R-2 engines handling trains	40
Engines 4212 and 4219 when handling trains .....	45
Class S-2, S-3 and S-4 engines when handling trains .....	40
Class "R" and "S" engines over Bridges	
Bridges 23.90 in eastward passing siding	
Kenton; 25.73 in westward passing siding	
Kenton; and 64.25 in eastward and westward passing sidings Spencerville .....	20
Class S-1 engines, except engines 3300 to 3314 inclusive; Class S-2 engines, except engines 3325 to 3335 inclusive, and engines 3339, 3344, 3346 and 3347; Class S-3 and Class S-4 engines will not operate west of Mile Post 249.00 located four-tenths of a mile west of Hammond Station.	
Light engines, or with cabooses only, are restricted to 15 miles per hour below the permissible speed when handling a train, with a maximum of .....	45
Freight trains handling loaded covered hopper cars, loaded self-clearing hopper cars, loaded series 37000, and freight cars with six-wheel trucks .....	40
Loaded cars carded Form 5432 .....	30
Trains hauling dead engines .....	20
Trains hauling wrecking derrick .....	30
Trains handling 8-wheel swivel truck cranes, steam shovels and other similar pivoted machinery .....	30
Trains handling spreader cars .....	30
(Spreader cars will be handled with blades in trailing position unless otherwise authorized by Superintendent).	
Conductors will notify engineers before leaving terminals whether or not such equipment in train, and engineers will not leave terminals until so notified.	
All trains entering or leaving sidings or yards, passing from double to single track or single to double track or through crossovers, except as otherwise provided .....	10
All trains passing through No. 15 crossovers at the following locations: Eastward and Westward, HN. Tower, SJ. Tower, DA. Tower, Kingsland, Bolivar, Newton, RS. Tower, Delong, Wilders and Kouts; Westward Griffith, Eastward Griffith C & O trains only, Eastward HY. Tower .....	30

Engines must not be operated backward at a speed to exceed 15 miles per hour on curves, or over grade crossings, and must not exceed 25 miles per hour at other points.

Engines must not be operated backward beyond a point where a turntable or wye is located, without special authority from Superintendent.

Engines without engine trucks must not be operated to exceed a speed of 15 miles per hour.

### FIRST SUB-DIVISION.

(Between C. & O. R. R. Crossing, Marion, and Huntington Station)

Curves 1, 2 and 4, Marion Yard, MP 0.29 to MP 0.77 eastward track -----	35
Curve 3, Marion Yard, MP 0.37 to MP 0.53 westward track -----	30
Curves 5, 6, 7, 10 and 11, MP 0.96 to MP 3.53 eastward track -----	60
Curves 8 and 9, MP 2.45 to MP 2.55 westward track -----	60
Curve 24, S.J. Tower, MP 50.75 to MP 51.00 eastward and westward tracks -----	60
Curve 25, Lima, MP 52.15 to MP 52.26 eastward and westward tracks -----	40
Curve 37, East of Decatur, MP 95.15 to MP 95.46 eastward track -----	60
Curve 38, East of Decatur, MP 95.64 to MP 95.89 eastward and westward tracks --	60
Curve 46, East of Huntington, MP 124.86 to MP 125.35 eastward track -----	50
Curve 46, East of Huntington, MP 124.85 to MP 125.34 westward track -----	60

### SECOND SUB-DIVISION.

(Between Huntington Station and State Line Tower)

Curve 47, West of Huntington, MP 126.77 to MP 127.04 eastward track -----	30
Curve 47, West of Huntington, MP 126.77 to MP 127.04 westward track -----	30
Curve 48, West of Huntington, MP 127.29 to MP 127.49 eastward track -----	40
Curve 48, West of Huntington, MP 127.29 to MP 127.49 westward track -----	40
Curve 49, West of Huntington, MP 128.47 to MP 128.75 eastward track -----	60
Curve 49, West of Huntington, MP 128.49 to MP 128.74 westward track -----	50
All trains over Railroad Crossings at North Judson, Westward track -----	45
All trains over Railroad Crossings at North Judson, eastward track -----	55
All trains over Railroad Crossings at Griffith, westward track -----	45
All trains over Railroad Crossings at Griffith, eastward track -----	40
All trains through interlocking limits at Michigan Central Crossing, Hammond ----	20
All trains through interlocking limits at Hammond Drawbridge -----	20

### CLEARING OF TRAINS.

First Class trains will not leave Marion or Huntington without Clearance Form A.

First Class trains will not leave Dearborn Station, Chicago, without combined Erie-C. & W. I. Clearance Form 902.

Eastward first class trains originating at Chicago (except Dearborn Station), or Hammond, will not leave HY. Tower without Clearance Form A.

Westward C. & O. first class trains will not leave Griffith without Clearance Form A.

No train, except first class, will leave Marion (westward), Huntington (eastward and westward), Griffith (westward C. & O. trains only), or Hammond (eastward) without permission from train dispatcher.

Trains (except first class) leaving Huntington, Griffith, or Hammond through interlocking plants, will accept proceed signal as permission to leave.

### TRAIN REGISTERS.

Marion ....	{ Terminal Bldg., first class trains. Westward Hump Office, except first class trains.
Huntington—	Yard Office.
Hammond ...	Yard Office, except first class trains.
Chicago -	{ 51st St. Yard Office except first class trains. Dearborn Station, Dispatchers' Office, first class trains.

Trains not scheduled to stop at stations at which train registers are located, may register by throwing off train register slip, except when displaying signals for a following section when train must stop and the conductor register the train in person. When registering trains, write out in full the color of the signals displayed. When not displaying signals, write out in full, "No signals," sign name and initials and use no ditto marks. It will be the duty of the employe in charge of the register station at points where trains are authorized to throw off train register slips, to enter the information on the Train Register and preserve the slip.

### SPECIAL ORDER BOOKS AND BULLETIN BOARDS.

Marion .....	{ Manifest Yard Office Terminal Bldg. Westward Hump Office. Kenton Ave.
Lima .....	Freight Agent's Office
Huntington .....	Yard Office.
Griffith .....	C. & O. Cabin
Hammond .....	{ HY. Tower Yard Office.
Chicago .....	{ Dearborn Station Train Dispatchers' Office.

Conductors and Enginemen when registering in Special Order Books, are required to sign their name and initials and to enter in column headed "time" the date and time they examined each special order. It is forbidden for employees, other than those authorized, to make entries of any nature in Special Order Books.

#### SIDINGS.

Car Capacity  
Based on 45 feet to the car allowing for engine and caboose.

	Eastward	Westward
Decliff .....	0	130
KN. Siding .....	163	0
Kenton .....	0	135
HD. Siding .....	79	0
KP. Siding .....	137	137
Spencerville .....	138	134
Ohio City .....	148	137
Kingsland .....	0	132
Markle .....	138	0
WO. Siding .....	124	0
Rochester .....	143	164
North Judson .....	0	138
Crown Point .....	139	94
Griffith .....	93	132

#### RAILROAD CROSSINGS AT GRADE.

Except where interlocking signals are in operation, trains and engines must come to a full stop not less than 200 feet nor more than 800 feet from railroad crossings at grade in Ohio and not less than 40 feet nor more than 500 feet from railroad crossings at grade in Indiana.

The position of targets at night will be indicated by two red lights.

#### LIMA.

B. & O. R. R. and N. Y. C. & St. L. R. R. target horizontal, proceed on Erie R. R. Target vertical, no train will proceed.

#### CROSSOVER MOVEMENTS.

When necessary to enter upon main track or cross over from one main track to another, permission will be first obtained except in Marion and Hammond yards, crossovers between lead and westward main track Market Street, and between westward and eastward main tracks at west water crane, and from track 25 to eastward main track, Huntington. This does not relieve enginemen and trainmen from protecting the movements as per Rule 99.

Permission to use main tracks or crossovers operated by interlocking plants will be given by signal indication.

#### YARD LIMITS. Indicated by signs.

Marion	Lima
Huntington	Hammond

#### SPRING SWITCHES.

##### Marion-Griffith

The pull-out switch connecting C. & E. lead with westward main track at west end of Marion Yard, and switch at the east end of eastward passing siding at Griffith are equipped with spring switch stands set normal for main track movements. Trains or engines may pull out of these tracks to main track without opening or closing switch by hand.

Extreme care must be taken to prevent back-up movements, slack running out of trains, or taking slack over spring switch before forward movement is completed. If necessary to make such movements, switch must be hand operated.

The switch at west end Marion Yard is protected by a semaphore type signal located 4600 feet west of the switch to govern the movements of trains operating against the current of traffic on westward main track, and the switch at east end of eastward passing siding at Griffith is protected by approach lighted color-light dwarf signal located 8400 feet east of the switch to govern movement of trains operating against the current of traffic on eastward main track. These signals will indicate as follows:

Clear—Proceed over spring switch.

Approach—Proceed to point of switch, then stop, examine switch points and make certain points are properly set before proceeding. If found out of order, use hand-throw switch and restore to normal position after using, reporting condition immediately to the Superintendent.

Trains moving against current of traffic on clear indication will pass over spring switches with entire train at a speed not to exceed 20 miles per hour.

These switches are equipped with electric switch signals which indicate as follows:

Green—Switch points properly lined for main track movement. Proceed over spring switch in accordance with special instructions.

Red—Switch points not properly lined for main track movement. Trains moving on main track, stop and examine switch points, using hand-throw to correct alignment of switch, if necessary, and proceed only when switch is properly secured, reporting any improper conditions immediately to the Superintendent.

Trains authorized by train dispatcher to occupy main track, may proceed over spring switches without opening or closing the switch by hand when switch signal displays "Green" indication.

If electric switch signal displays "Red" indication, switch must be reversed by hand before movement is made and restored to normal position after entire train has passed.

These switches also equipped with switch key-operated color light dwarf signals:

1. To operate dwarf signal, a member of crew will first secure permission from train dispatcher and then operate signal by inserting switch key in switch key operated controller located adjacent to switch, turning key to right as far as possible and remove key.
  - a. When approach circuit is not occupied, signal will immediately display proper indication to leave siding.
  - b. With approach circuit occupied, signal will display proper indication to leave siding after a time interval of four minutes.
2. If the intended movement out of the siding is not made after the controller has been actuated, signals must be restored to normal position by operating push-button located at key controller.

### REMOTE CONTROL INTERLOCKING PLANTS.

The interlocking at Wilders is controlled by the operator at Kouts Tower.

The interlocking at KN. is controlled by the operator at HN. Tower.

1. Trains or engines must not enter nor foul main track, nor re-enter such track after having cleared it without proper indication of the governing signal and permission of the operator. Protection must then be provided in accordance with Rule 99.
2. When switching movements are to be made over switches equipped with power operated switch machines, an understanding must be had with the operator.
3. When a train is delayed after a "PROCEED" signal has been displayed the operator must be notified promptly as to cause and probable duration of delay.
4. When a train is stopped by a "STOP" signal, a member of crew will immediately communicate with the operator.
5. A train or engine must not make a reverse movement after accepting a controlled signal for straight-away movement, excepting under flag protection or when movements are being made in accordance with Paragraph 1.
6. Trains stopped or delayed after passing distant signal displaying "CLEAR" indication, must approach controlled signal expecting to find the signal displaying its most restrictive indication.
7. A white light known as "Maintainer's Call Signal" is located on the instrument housings near power operated switches. Crews on trains or engines working in the vicinity and observing the signal lighted, will immediately call the operator as this signal may be used to call train employees to the telephone.
8. When moves are to be made through remote control interlocking plants and proper signal indication cannot be displayed, a member of crew will call operator and request permission for the move.

- a. Instructions or permission received must be repeated to the operator, stating name and occupation of employee and train or engine identification.
- b. After permission has been received, the movement through the interlocking may be made without signal indication after member of crew has ascertained that signals governing other railroads are in stop position and that switches are properly lined for the movement.
- c. Permission received from the operator will be acted upon in lieu of Clearance Form B.

### INSTRUCTIONS COVERING HAND OPERATION OF REMOTE CONTROLLED SWITCHES.

When necessary to operate a power operated switch by hand, following instructions will govern:

1. Communicate with operator by telephone.
2. After receiving permission, remove crank from holder located in telephone booth in instrument house.
3. Raise cover which is painted white on top of switch machine and place crank on square shaft located at that point and crank switch to desired position.
4. Examine switch points to be sure they fit up to rail properly, then spike and block point securely. Crank must not be removed from switch machine until train movement is completed and switch restored to normal.
5. Crank cover should then be locked and crank restored to holder in telephone booth in instrument house.
6. Switch should not be hand operated except in emergency and Maintainer notified.
7. Switch blocks, spikes, spike maul and claw bar will be found in the instrument house and should be returned to the booth after being used.

### RULES GOVERNING MANUAL AND CONTROLLED MANUAL BLOCK SYSTEMS, AUTOMATIC BLOCK SYSTEM AND INTERLOCKING, EFFECTIVE JULY 30, 1930.

Automatic Block System Rules will govern as follows:

With the current of traffic: Westward track between Automatic Signal 717-1 at Marion and westward home signal at State Line Tower, Hammond. Eastward track between eastward home signal at State Line Tower, Hammond and the eastward home signal at C. & O. crossing, Marion.

Against the current of traffic: Both eastward and westward tracks between Wilders and Kouts Tower; and between Griffith Interlocking and HY Tower.

### SUPERIORITY OF TRAINS.

Trains operating in automatic block signal districts governed by telephone train order signals, may run with the current of traffic upon signal indication, which signal indication supersedes time table superiority.

## TRAFFIC ROUTE CONTROL DISTRICTS.

Eastward and westward tracks between interlocking plants at Bolivar and Newton, Wilders and Kouts, and Griffith and HY. Tower, are equipped with traffic route control. Trains or engines may proceed on proper signal indication without regard to train or time table rights, against opposing trains or following superior trains. It is forbidden to accept the proceed indication if there is any known cause that will prevent making usual running time. When a train accepts a proceed indication and for any cause is unable to make usual running time, the train must be protected as prescribed by Rule 99.

Switch in westward main track at Griffith leading to Michigan Central interchange, is equipped with electric lock. Before using this switch permission must be secured over telephone from the leverman at Griffith Tower, who will unlock the electric lock.

Switch in eastward main track at HY. Tower leading to C. & O. industrial district, is equipped with electric lock. Before using this switch permission must be secured over telephone from operator at HY. Tower, who will unlock the electric lock.

Switch in the westward main track to the E. J. E. just east of State Line Interlocking is equipped with an electric lock. Before using the switch, permission must be secured over the telephone from the leverman at Hammond Drawbridge.

Switch in eastward main track to I. H. B. connection east of Hammond Drawbridge is equipped with an electric lock. The derails on I. H. B. connection are bolt locked and connected with Erie eastward main track switch and C. I. & L. crossing gate. Before using this switch, permission must be secured over the telephone from leverman at M.C. Tower to cross over C. I. & L. and from leverman at Hammond Drawbridge to enter Erie eastward main track. The leverman will then unlock the electric lock. After the electric lock is unlocked, move electric lock lever to the left. Switch indicator will then go to forty-five (45) degrees above horizontal. Line switch for movement to Erie eastward main track which will unlock derails; then move crossing gate across the C. I. & L. track and this will remove derails and set tilting board against C. I. & L. The C. I. & L. crossing gate must not be restored to normal until entire movements is completed.

To line switch to normal position, return C. I. & L. crossing gate to normal position; line and lock Erie main track switch in normal position, and restore electric lock lever to normal position by moving the lever to the right. Switch indicator should then go to horizontal position.

In making movements from Erie to I. H. B. the same procedure is followed, except that the switch and crossing gate must not be lined for movement through I. H. B. connection before train or engine passes dwarf signal governing westward movements on Erie eastward main track through M. C. interlocking.

## POINTS WHERE INTERLOCKING SIGNALS ARE USED AS TRAIN ORDER SIGNALS.

See Rule 221-A, Rules of the Operating Department effective July 1, 1930.

HN. Tower	Bolivar
SJ. Tower	Newton
RE. Tower	RS. Tower
DA. Tower	Delong
Kingsland	Kouts
WR. Tower	HY. Tower

## TELEPHONE TRAIN ORDER SIGNALS.

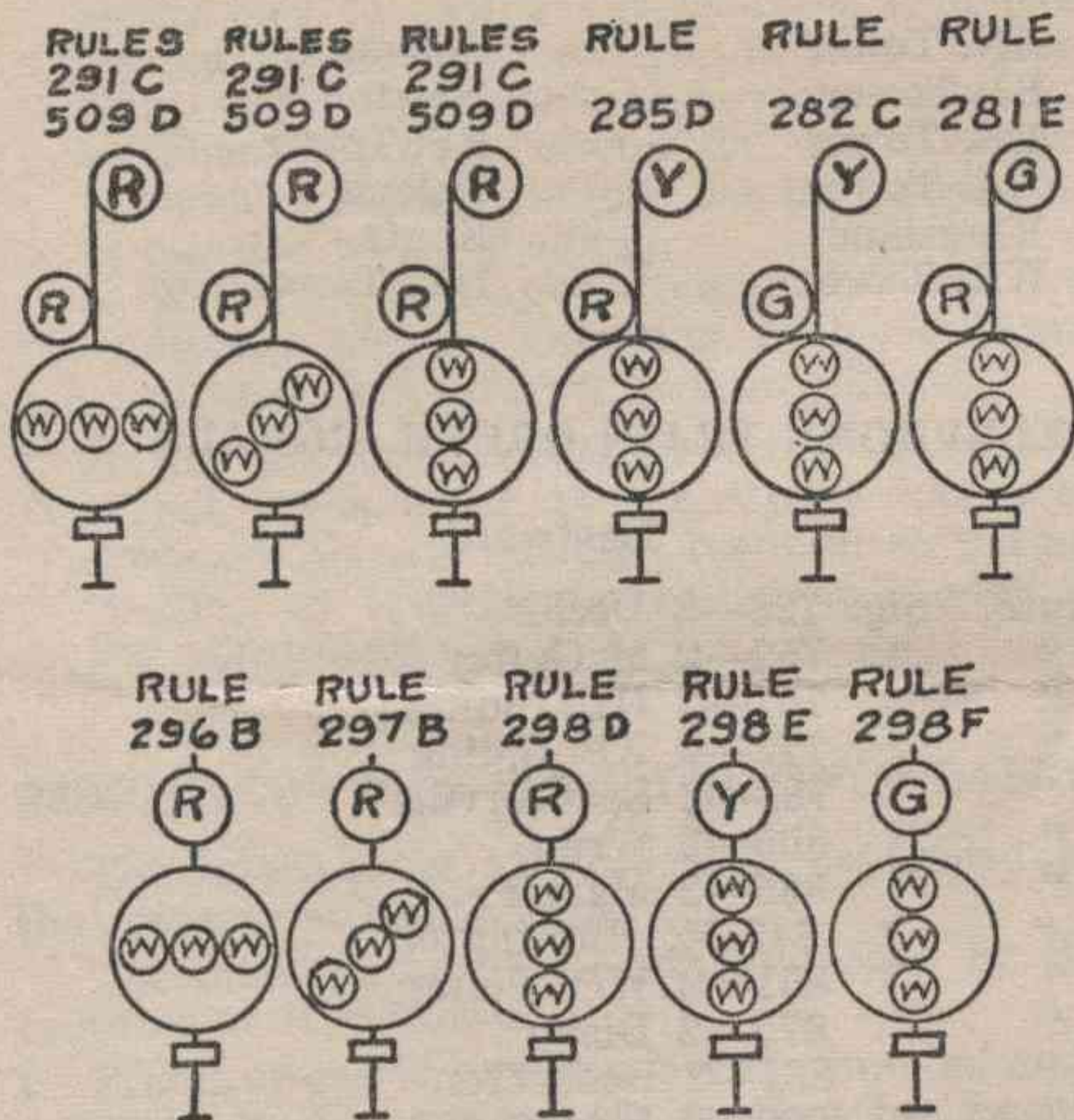
		Eastward	
Auto.	Sig.	728—2	Decliff
"	"	752—2	McGuffey
"	"	761—2	HD. Siding
"	"	772—2	KP. Siding
"	"	783—2	Spencerville
"	"	805—2	Wren
"	"	835—2	Markle
"	"	845—2	Huntington
"	"	851—2	WO. Siding
"	"	870—2	Disko
"	"	887—2	Rochester
"	"	902—2	Monterey
"	"	950—2	Crown Point
		Westward	
Auto.	Sig.	717—1	Kenton Ave., Marion
"	"	728—1	Decliff
"	"	752—1	McGuffey
"	"	760—1	HD. Siding
"	"	771—1	KP. Siding
"	"	781—1	Spencerville
"	"	795—1	Ohio City
"	"	805—1	Wren
"	"	835—1	Markle
"	"	841—1	Huntington
"	"	851—1	WO. Siding
"	"	870—1	Disko
"	"	884—1	Rochester
"	"	900—1	Monterey
"	"	915—1	North Judson
"	"	937—1	Boone Grove
"	"	948—1	Crown Point
"	"	956—1	Griffith

Rule 509-d, paragraph (b) is amplified as follows:

When Telephone Train Order Signals are set at 45 degrees above horizontal or yellow light, indicating that the train should take siding and siding cannot be used or there is no siding making it necessary to back the train over to the opposite track, this signal may be passed without first bringing the train to a stop and may proceed at restricted speed until the rear end of train clears the crossover. After permission has been received from the train dispatcher or signalman in charge, the train may back over to the opposite track, protecting the movement as prescribed by Rule 99.

## POSITION LIGHT TELEPHONE TRAIN ORDER SIGNAL.

A position light unit attached to pole below upper unit.



Where position light telephone train order signals are in service, Rules 509b, 509c and 509d will be observed the same as where other types of signals are in use.

## ROUTE SIGNALS.

Route Signals are the middle unit on 3-unit home signals at HN. Tower, SJ. Tower, DA. Tower and Kingsland both eastward and westward; Bolivar eastward; Newton westward; RS. Tower and Delong both eastward and westward; Wilders eastward; Kouts westward; Griffith eastward for C. & O. trains only.

Normal position of route arm is horizontal, red light by night. Forty-five degrees above horizontal, yellow light by night indicates that the route from one main track to the other has been set up.

Route Signals at the above locations (except Griffith) will be used only to permit trains operating with current of traffic to cross over to the opposing main track.

The provisions of Rule 221, Rules of the Operating Department, effective July 1, 1930, are amplified as follows to apply only at the above named locations: (except Griffith). After train orders have been transmitted, and made complete and train order signal displayed, operators will then set up the route for crossover movement and line the route signal without first waiting for approaching train to acknowledge the combination of signals.

All the other provisions of Rule 221 remain in effect.

When acting on route signal indication at above named locations (except Griffith) no train or engine will proceed on opposing track without having received necessary train orders and clearance card Form A.

## INSTRUCTIONS GOVERNING CROSSOVER AND OTHER MOVEMENTS AT OHIO CITY.

When either eastward or westward trains are to be operated against the current of traffic from Ohio City, following procedure will govern:

Interlocking signals will be displayed at stop and train order indicating light will be displayed.

**EASTWARD**—Approaching trains will acknowledge this combination of signals and after receiving restricted speed signal may proceed into interlocking limits where operator will deliver necessary train order and permission to use crossover. Conductor will see that switches are properly lined after being used.

When restricted speed signal is displayed at eastward home signal, and train order indicating light is not displayed, trains will proceed looking out for instructions to enter siding.

**WESTWARD**—Trains will come to a stop to clear east switch of crossover and trainman will call on phone located on outside of east end of tool house for instructions and permission to use crossover. After permission is given, train will then cross over and proceed into interlocking limits on proper signal indication where necessary train orders will be delivered. Conductors will see that switches are properly lined after being used.

## TONNAGE RATINGS.

Train tonnage will be determined by the Chief Train Dispatcher.

Trains will be given maximum rating unless otherwise directed.

## MISCELLANEOUS.

When a car is set out of a train at any point on account of a hot journal, trainmen will extinguish fire before leaving the car.

Unless otherwise instructed all trains and engines, except first class trains, arriving Huntington will not pass College Road Crossover, or crossover at east end of Yard A, without calling on telephone for instructions.

## SIGNAL WIRE CLEARANCES.

The clear space between the lowest signal line conductor and the surface of track rails at the following locations is less than 27 feet. Employees must not ride on top of freight cars at these locations:

**Kenton**  
 MP 24.17 North N. Y. C. R. R. Interchange Track  
 MP 24.79 Runkle Chocolate Co. Industrial Track  
 MP 25.42 Ohio Machine Tool Co. Industrial Track



**Lima**

MP 51.89 Consumers Coal Co. Industrial Track  
 MP 52.06 Fargo Track—tail track to elevator track

**Laketon**

MP 147.38 Indiana Pipe Line Co. private siding

**Akron**

MP 157.61 Winona R. R. interchange track

**RS Tower**

MP 167.90 N. Y. C. & St. L. wires over main tracks

**Delong**

MP 179.61 P. R. R. interchange track

**Bass Lake**

MP 189.97 Team track

**Kouts**

MP 213.76 P. R. R. interchange track

**Crown Point**

MP 232.70 Standard Oil Co. track

**Hammond**

MP 247.37 Track lead to Conkey Publishing Co. and Calumet Coal & Supply Co.

**AUTOMATIC TRAIN STOP****Instructions for Enginemen with Locomotives Equipped with Automatic Train Stop Open Inductors**

Locomotives are now operating over Western District in through line service with automatic train stop cut in.

Open inductors are now in service on engine dispatching track at Marion Diesel Shop.

Enginemen are required to take a brake application passing over the first of these inductors and to acknowledge passing over the other.

Engines not equipped with Automatic Train Stop, or with such device not in working order, will not be handled over train stop territory except under following restrictions:

1. Double-headed behind an engine the train stop device of which is in working order.
2. Dead, in freight train.
3. When train stop device fails between terminals, seal will be broken on cut out cock, train stop device cut out, and report will be made to Superintendent at first point of communication and train will proceed in accordance with instructions received. In the event prevailing weather conditions interfere with visibility of signals, trains will proceed under caution from point where device fails to point of communication with Superintendent.
4. Crews of engines of foreign lines handling detoured trains between points intermediate to division terminals, under protection of Erie pilot, will be governed by instructions of Superintendent as to extra precautions to be taken to safeguard movement.

**To Place Equipment in Operation: (STEAM)**

1. Headlight generator must be running.
2. Main reservoir must be pumped up.
3. Reset button must be depressed for two seconds.
4. Brake valve must be moved to full service position to latch up handle to rotary valve.

**To Place Equipment in Operation (DIESEL)**

1. Have Diesel engines running with throttle in idle position.
2. See that cutout cock in EP valve pipe is in "IN" position and sealed.
3. Close switch that starts A.T.S. motor generator set.
4. Operate acknowledging lever to full acknowledging position and hold for two seconds. Governor check light will light when A.T.S. is reset.
5. Place brake valve handle in lap position until application pressure (AP) is equal to main reservoir pressure or nearly so, then brakes can be released in the usual manner and power control (PC) switch must be reset manually on Electro-Motive locomotives.

**Operation: (STEAM)**

The actuator moves the rotary in the brake valve to service position only when A.T.S. application occurs, but the brake valve handle does not move. The engineman can manually go from service position to emergency position. When an A.T.S. application has been received, the train will come to a stop and it will be necessary for the engineman to press the reset button located on the right side of the tender frame for two seconds; this will reset the system and indicator on top of the actuator will again go to the reset position, arrow pointing to "R".

Brake valve handle can then be relatched with the rotary by moving the handle to service position; after relatching, brake valve can be moved to any position desired.

**Operation: (DIESEL)**

Brakes are applied with an application valve which causes no movement of the brake valve handle or rotary; engineman can obtain an emergency application in the usual way after receiving an A.T.S. application but brakes cannot be released until train comes to a stop.

To release brakes, it is necessary to pull acknowledger handle all the way over for about two seconds; the check light will then light and brake valve must be moved to lap position until Application Pressure (AP) builds up, then brakes can be released in the usual way and (PC) switch must be reset manually on Electro-Motive locomotives.

**Broken Air Pipes: (STEAM)**

If pipe on actuator cylinder is broken or leaking, plug it. It will then be necessary to break seal and raise cutout cock handle to cutout position.

When air pipe to whistle valve breaks, same should be plugged and automatic train stop not cut out.

**Acknowledging Contactor:**

When required to acknowledge, acknowledger handle must be pulled down before passing a signal displaying other than "Proceed". If held down more than fifteen seconds, an automatic application will result.

Acknowledger handle must be released when whistle stops blowing or inductor has been passed.

Failure of acknowledging whistle to blow while acknowledging should be reported on Form 5322-A.

Enginemen must not acknowledge until after signal indication has been observed and is being obeyed.

#### **Control Cutout Cock:**

This is to be used only in case of a failure of automatic train stop apparatus on locomotive.

**STEAM:** This is under left hand actuator cylinder and when handle is in horizontal position the apparatus is cut in and when raised to the vertical position, it is cut out.

**DIESEL:** This is in the "EP" valve pipe in the nose of the locomotive and seal must be broken and handle turned to "out" position to cut the apparatus out.

#### **Over-Speed Governor: (DIESEL)**

Speed warning whistle will sound at approximately 86 M.P.H. on passenger locomotives and approximately 62 M. P. H. on freight locomotives and will continue to sound until speed is reduced below that value.

An over-speed brake application will occur at approximately 89 M.P.H. on passenger and approximately 65 M.P.H. on freight locomotives and can be released by placing the throttle in idle position, the brake handle in lap until the application valve in the brake system is reset.

Operation of acknowledger handle is not required after an over-speed brake application but "PC" switch must be reset manually on Electro-Motive locomotives before throttle is opened.

#### **Light Defect: (STEAM)**

When Automatic Train Stop is in service, and a short occurs in the light circuit, it causes a drop in voltage until fuse on light circuit is blown, which as a rule, will cause an application of the brakes. If such occurs, engineman will push reset button, which will develop the condition of generator and automatic stop circuit, and if both prove to be in working condition, engineman will proceed without cutting out Automatic Train Control.

#### **Governor Check Light: (DIESEL)**

This light is provided to indicate that Automatic Train Stop is reset and only burns while locomotive is standing and goes out soon after locomotive starts to move.

#### **Defects or Failures of Apparatus:**

These shall be reported on regular engineer's defect Form 5322-A immediately upon arrival at terminal. Improper applications at clear signals or other points should be reported at first telegraph office.

#### **Safety Control (Dead Man): (DIESEL)**

Each engineman's station in the operating cab of Diesel road locomotives is equipped with a foot pedal operated safety control. This feature is connected in with application portion of brake valve.

When brakes are applied, either automatic or straight air, so that brake cylinder pressure is in excess of 35 lbs., the safety control feature is suppressed and then only can foot be removed from foot pedal.

In normal operation, the foot pedal must be depressed at all times the engine is in service. Should engineman's foot slip off or should he be incapacitated and unable to depress the foot pedal, a warning whistle immediately sounds for approximately 4-1/2 seconds and if the foot pedal is not again depressed within this time, the application portion of the brake valve operates and an automatic brake application is effected.

At the start of an Automatic Train Stop, Over-Speed Governor, Safety Control or Emergency Brake Application, the power control (PC) switch opens which in turn moves all Diesel engine governors to idle position, shuts off fuel pumps and removes all power from the traction motors and power cannot again be applied after a Safety Control application until foot pedal has been depressed and Automatic Brake Valve handle moved to lap position and application pressure nearly equals main reservoir pressure, then "PC" switch must be reset manually on Electro-Motive locomotives, then brakes can be released in the usual manner.

It is absolutely forbidden to nullify the operation of this Safety Control Equipment in any way except when it becomes defective enroute then it should be cut out at the regular cutout cock and reported at the next terminal.

A. H. Specker, Train Master.

J. M. Moonshower, Chief Train Dispatcher.

J. R. Michael, Asst. Chief Train Dispatcher.

G. W. Brodbeck, Asst. Chief Train Dispatcher.

## STATION LIST

For the use of Agents, Conductors and Others,  
for reporting movements of Trains,  
Locomotives and Cars.

### FIRST SUB-DIVISION

Marion -----	718
Swan Creek -----	721
DeCliff -----	728
Hepburn -----	735
Kenton -----	743
Foraker -----	750
McGuffey -----	753
Alger -----	756
Harrods -----	760
Westminster -----	763
Lima -----	770
Hercules Torpedo Spur -----	773
Kemp -----	776
Spencerville -----	782
Converse -----	786
Elgin -----	789
Ohio City -----	797
Glenmore -----	801
Wren -----	805
Decatur -----	814
Preble -----	818
Tocsin -----	823
Kingsland -----	828
Uniondale -----	830
Markle -----	836
Simpson -----	840
Huntington -----	844

### SECOND SUB-DIVISION.

Bippus -----	853
Servia -----	859
Bolivar -----	862
Newton -----	863
Laketon -----	864
Disko -----	870
Akron -----	876
Athens -----	881
Rochester -----	886
Leiters -----	895
DeLong -----	898
Monterey -----	901
Ora -----	905
Bass Lake -----	908
Aldine -----	912
North Judson -----	918
Lomax -----	922
Wilders -----	924
Clanricarde -----	927
Kouts -----	932
Boone Grove -----	938
Palmer -----	944
Crown Point -----	951
Griffith -----	958
Highlands -----	961
H. Y. Tower -----	965
Hammond -----	966
State Line (E. J. E.) -----	967
Hegewisch (C. & C. R.) Ill. -----	969
112th St. (So. Deering) (C. S. L.) -----	972
Pullman Jct. (95th St.) -----	975
81st St. (C. & W. I.-Belt) -----	979
Englewood (63rd St.) -----	981
51st St. -----	982
47th St. -----	983
40th St. -----	986
22nd St. -----	9908
18th St. -----	9909
14th St. -----	9910
Chicago (Dearborn Station) -----	987

### INTERCHANGE POINTS IN FOREIGN YARDS

Calumet City (I. H. B.) -----	2967
East Chicago (B. & O. C. T.) -----	2969
87th St. (B. R. C.) -----	2977
Clearing (B. R. C.) -----	2983
Loomis St. (C. J.) -----	2984
Leavitt St. (C. R. & I.) -----	2987
18th St. (A. T. & S. F.) -----	2988

FIRST SUB-DIVISION

WESTWARD TRAINS

FIRST CLASS

Distance from Marion	STATIONS AND SIDINGS	FIRST CLASS		
		1	5	7
		Daily	Daily	Daily
	Eastern Standard Time NEW YORK ....L..	A.M. 8.30	P.M. 7.15	P.M. 11.30
	Central Standard Time	A.M.	P.M.	P.M.
0.0	P.R.R. MARION C.&O. L N	1.24	11.25	6.26
3.5	3.5 MJ. CROSSOVER	1.29	11.30	6.31
10.7	7.2 DECLIFF			
17.3	6.6 HEPBURN			
25.0	N.Y.C. 7.7 KENTON	S 1.55	11.49	6.50
25.2	C.C.C.&St.L 0.2 HN. TOWER N			
32.3	7.1 FORAKER			
34.9	2.6 McGUFFEY			
38.1	3.2 ALGER			
42.3	4.2 HARRODS			
43.2	0.9 HD. CROSSOVER			
51.0	D.T.&I. 7.8 SJ. TOWER N	2.22	12.11	7.13
52.0	B.&O. 1.0 N.Y.C.&St.L LIMA	S 2.30	S 12.15	S 7.26
54.5	2.5 KP. CROSSOVER			
64.8	10.3 SPENCERVILLE	2.44	12.27	7.39
71.8	7.0 ELGIN			
79.3	C.C.C.&St.L 7.5 N.Y.C.&St.L OHIO CITY N	M 3.00	12.40	S 7.55
83.8	4.5 GLENMORE			
87.9	4.1 WREN			
96.0	8.1 DECATUR	S 3.23	12.55	S 8.15
96.3	P.R.R. 0.3 DA. TOWER N			
100.8	4.5 PREBLE			
105.8	5.0 TOCSIN			
109.3	N.Y.C.&St.L 3.5 KINGSLAND N	3.37	1.07	8.28
112.6	3.3 UNIONDALE			
117.8	5.2 MARKLE			
126.6	WAB. 8.8 HUNTINGTON A N	3.55 A.M.	1.23 P.M.	8.46 P.M.
269.5	CHICAGO A N Central Standard Time	7.05 A.M.	4.10 P.M.	11.50 P.M.

**FIRST SUB-DIVISION**

**EASTWARD TRAINS**

**FIRST CLASS**

Distance from Huntington	STATIONS AND SIDINGS	FIRST CLASS		
		8	6	2
		Daily	Daily	Daily
	Eastern Standard Time	P.M.	A.M.	P.M.
	..... NEW YORK .....A...	11.19	7.43	6.27
	Central Standard Time	A.M.	P.M.	P.M.
126.6	P.R.R. MARION .....A N C.&O.	3.11	2.14	10.49
123.1	..... MJ. CROSSOVER ..... <sup>3.5</sup>	3.06	2.09	10.44
115.9	..... DECLIFF ..... <sup>7.2</sup>			
109.3	..... HEPBURN ..... <sup>6.6</sup>			
101.6	N.Y.C. KENTON ..... <sup>7.7</sup>	S 2.43	1.48	M 1021
101.4	C.C.C.&St.L. HN. TOWER .....N <sup>0.2</sup>			
94.3	..... FORAKER ..... <sup>7.1</sup>			
91.7	..... McGUFFEY ..... <sup>2.6</sup>			
88.5	..... ALGER ..... <sup>3.2</sup>			
84.3	..... HARRODS ..... <sup>4.2</sup>			
83.4	..... HD. CROSSOVER ..... <sup>0.9</sup>			
75.6	D.T.&I. SJ. TOWER .....N <sup>7.8</sup>	2.12	1.23	9.54
74.6	B.&O. LIMA ..... N.Y.C.&St.L. <sup>1.0</sup>	S 2.11	S 1.22	S 9.53
72.1	..... KP. CROSSOVER ..... <sup>2.5</sup>			
61.8	..... SPENCERVILLE ..... <sup>10.3</sup>	1.50	1.10	9.34
54.8	..... ELGIN ..... <sup>7.0</sup>			
47.3	C.C.C.&St.L. OHIO CITY .....N <sup>7.5</sup> N.Y.C.&St.L.	1.37	12.58	S 9.19
42.8	..... GLENMORE ..... <sup>4.5</sup>			
38.7	..... WREN ..... <sup>4.1</sup>			
30.6	..... DECATUR ..... <sup>8.1</sup>	1.21	12.43	S 8.59
30.3	P.R.R. DA. TOWER .....N <sup>0.3</sup>			
25.8	..... PREBLE ..... <sup>4.5</sup>			
20.8	..... TOCSIN ..... <sup>5.0</sup>			
17.3	N.Y.C.&St.L. KINGSLAND .....N <sup>3.5</sup>	1.09	12.32	8.42
14.0	..... UNIONDALE ..... <sup>3.3</sup>			
8.8	..... MARKLE ..... <sup>5.2</sup>			
0.0	WAB. HUNTINGTON ..L N <sup>8.8</sup>	12.52 A.M.	12.15 P.M.	8.24 P.M.
	..... CHICAGO .....L N	9.55 P.M.	9.35 A.M.	5.20 P.M.
	Central Standard Time			

**SECOND SUB-DIVISION**

**WESTWARD TRAINS**

**FIRST CLASS**

Distance from Marion	STATIONS AND SIDINGS	FIRST CLASS			
		<b>1</b>	<b>119</b> C. & O. No. 19	<b>5</b>	<b>7</b>
		Daily	Daily Except Sunday	Daily	Daily
	Eastern Standard Time ..... NEW YORK .....L	A.M. 8.30		P.M. 7.15	P.M. 11.30
	Central Standard Time	A.M.		P.M.	P.M.
126.6	WAB. HUNTINGTON ..L N	4.05		1.33	8.56
133.7	7.1 ..... WO. SIDING .....				
135.5	1.8 ..... BIPPUS .....				
141.8	6.3 ..... SERVIA .....				
144.3	C.C.C.&St.L 2.5 ..... BOLIVAR .....N K	4.24		1.50	9.16
146.0	P.R.R. 1.7 ..... NEWTON .....N				
146.6	0.6 ..... LAKETON .....				
152.8	6.2 ..... DISKO .....				
157.9	5.1 ..... AKRON .....Q				
163.3	5.4 ..... ATHENS .....				
167.9	N.Y.C.&St.L 4.6 ..... RS. TOWER .....N				
168.3	0.4 ..... ROCHESTER .....S	4.55		S 2.14	S 9.44
177.8	9.5 ..... LEITERS .....				
179.7	P.R.R. 1.9 ..... DELONG .....N	5.07		2.25	9.56
183.6	3.9 ..... MONTEREY .....M				
187.4	3.8 ..... ORA .....				
190.0	2.6 ..... BASS LAKE .....				
193.8	3.8 ..... ALDINE .....				
199.4	C.&O. N.Y.C. 5.6 P.R.R. ..... NORTH JUDSON .....N F	5.28		2.43	10.15
205.1	5.7 ..... LOMAX .....				
206.3	C.I.&L. 1.2 ..... WILDERS .....				
213.7	P.R.R. 7.4 ..... KOUTS .....N	5.43		2.56	10.29
220.0	6.3 ..... BOONE GROVE .....				
232.9	12.9 ..... CROWN POINT .....S	6.04		3.14	10.48
240.2	C.&O. E.J.&E. 7.3 G.T. M.C. ..... GRIFFITH .....N	6.13	P.M. S 4.14	3.21	10.56
243.2	8.0 ..... HIGHLAND .....				
243.6	N.Y.C. 0.4 ..... ND. TOWER .....N				
246.8	3.2 ..... HY. TOWER .....N S	6.23	4.23	3.30	11.06
248.6	1.8 ..... HAMMOND .....S	6.28	4.25 P.M.	S 3.33	S 11.13
269.5	MC NYC&StL 20.9 B&OCT CI&L ..... CHICAGO .....A N E	7.05 A.M.		J 4.10 P.M.	G 11.50 P.M.

**SECOND SUB-DIVISION**

**EASTWARD TRAINS**

**FIRST CLASS**

Distance from Chicago	STATIONS AND SIDINGS	FIRST CLASS			
		120 C. & O. No. 20	6	2	8
		Daily Except Sunday	Daily	Daily	Daily
	Eastern Standard Time		A.M.	P.M.	P.M.
.....	NEW YORK .....A..		7.43	6.27	11.19
	Central Standard Time		P.M.	P.M.	A.M.
142.9	WAB. HUNTINGTON ..A N		12.05	8.14	12.45
135.8	7.1 WO. SIDING				
134.0	1.8 BIPPUS				
127.7	6.3 SERVIA				
125.2	C.C.C.&St.L. 2.5 BOLIVAR .....N		11.49	7.56	12.27
123.5	P.R.R. 1.7 NEWTON .....N				
122.9	0.6 LAKETON				
116.7	6.2 DISKO				
111.6	5.1 AKRON			M.	
106.2	5.4 ATHENS				
101.6	N.Y.C.&St.L. 4.6 RS. TOWER .....N				
101.2	0.4 ROCHESTER		S 11.27	S 7.31	F 12.02
91.7	9.5 LEITERS				
89.8	P.R.R. 1.9 DELONG .....N		11.15	7.15	11.46
85.9	3.9 MONTEREY				
82.1	3.8 ORA				
79.5	2.6 BASS LAKE				
75.7	3.8 ALDINE				
70.1	C.&O. N.Y.C. 5.6 P.R.R. NORTH JUDSON .....N		10.59	F 6.56	11.27
64.4	5.7 LOMAX				
63.2	C.I.&L. 1.2 WILDERS				
55.8	P.R.R. 7.4 KOUTS .....N		10.46	6.40	11.14
49.5	6.3 BOONE GROVE				
36.6	12.9 CROWN POINT		10.30	S 6.20	10.55
29.3	C.&O. E.J.&E. 7.3 G.T. M.C. GRIFFITH .....N	A. M. S 9.30	10.24	6.11	10.48
26.3	3.0 HIGHLAND				
25.9	N.Y.C. 0.4 ND. TOWER .....N				
22.7	3.2 HY. TOWER .....N	9.19	10.18	6.05	10.41
20.9	1.8 HAMMOND	9.15	S 10.13	S 6.00	S 10.36
	MC NYC&StL 20.9 B&OCT CI&L	A. M.			
0.0	CHICAGO .....L N Central Standard Time		H 9.35 A.M.	B 5.20 P.M.	C 9.55 P.M.

SECOND SUB-DIVISION  
NORTHWARD TRAINS

FIRST CLASS

STATION	100	0	2	8	RELATIONS AND NOTES	TIME
CHICAGO					Central Standard Time	0.0
WYOMING						1.0
WYOMING						2.0
WYOMING						3.0
WYOMING						4.0
WYOMING						5.0
WYOMING						6.0
WYOMING						7.0
WYOMING						8.0
WYOMING						9.0
WYOMING						10.0
WYOMING						11.0
WYOMING						12.0
WYOMING						13.0
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WYOMING						91.0
WYOMING						92.0
WYOMING						93.0
WYOMING						94.0
WYOMING						95.0
WYOMING						96.0
WYOMING						97.0
WYOMING						98.0
WYOMING						99.0
WYOMING						100.0



ERIE RAILROAD COMPANY

Marion Division

Huntington, Indiana,  
April 21, 1948.

All Concerned:

Account error in Marion Division Time Table No. 40, effective at 12.01 A. M., Sunday, April 25th, 1948, showing train No. 5 departing Marion at 11.25 PM, instead of 11.25 AM, we are issuing Supplement No. 1 to cover the correction.

This Supplement should be in the mail April 22nd, 1948.

H. A. Bookstaver,  
Superintendent.