

S A F E T Y F I R S T

WABASH FRISCO AND
PACIFIC
ASSOCIATION



Time Table No.3

In effect
Sunday, September 16, 1945
at 12:01 A.M.

Central Standard Time

NOT IN EFFECT

3

Previous Time-Tables are void
and must be destroyed

This Time-Table is for the Govern-
ment and Information of Members
only. It is not intended for
the Public. The Manage-
ment Reserves the
Right to Vary from
it at Pleasure.

C. Schade
Superintendent

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Time Table issued thru courtesy
of the Wabash Railroad

MAIN LINE

SOUTHWARD TRAINS			Telegraph Calls	Miles	TIME TABLE NO. 3 In Effect Sept. 16, 1945 STATIONS	Symbols	Cap'y of Sidings	NORTHWARD TRAINS		
Third Class	Second Class	First Class						First Class	Second Class	Third Class
	91	11						12	92	
	Sun. only	Sun. only				Sun. only	Sun. only			
	AM	PM					PM	AM		
		4:02	FA	.02	Fairacres		YD	4.28		
				.02						
10:30		4:03	S	.04	Shops	CWY	YD	4:27	11:05	
				.08						
10:35		f4:04		.12	Meyersville		10	f4:26	11:02	
				.06						
10:36		4:05		.18	SJ		11	4:25	11:00	
				.05						
.....		f4:06		.23	South Park			f4:24	
				.03						
10:38		4:07		.26	HU		11	4:23	10:57	
				.11						
.....		f4:09		.37	Oaks			f4:21	
				.12						
10:42		4:10	W	.49	Powell	T	YD	4:20	10:53	
				.06						
.....	53	End of Track		YD	
	0:12	0:08			Scheduled Time			0:08	0:12	

Passengers may be carried on all Extra Trains, including Work Extras. Northward Trains are superior to Southward trains of the same class in accordance with Rule S-72 except that No. 91 is Superior to No. 92.

GENERAL INSTRUCTIONS

The Rules and Regulations of the Standard Code of Operating Rules of The Association of American Railroads, adopted November 1938, and The Standard Code of Block Signal and Interlocking Rules of the Association of American Railroads, adopted November 1938 will govern the rights of trains on this Time Table.

The Officers of this association direct that the Time Table, Book of Rules, General Orders and Bulletin Orders must be rigidly observed, and the claim of customary variance therewith will not be accepted as an excuse for violation.

Speed of Trains

All trains will reduce speed around sharp curves.

All trains must run at reduced speed whenever regulations or Safety require. The Following is Maximum Speed of Trains:

Main Line	12 mph
Fairacres to and across highway crossing just south of Fairacres . . .	4 mph
Main Line, between North Wye Switch and South Switch of Passing Siding at Shops	6 mph
Around Curves, south of Meyersville	10 mph
Around Curves between SJ and HU	6 mph
Around Curve at Oaks . .	4 mph
Around Curve between MP .4 and Powell	6 mph
On Wye Track at Shops . .	4 mph
All Other Tracks	6 mph
All Engines Backing, unless otherwise restricted	6 mph

SPECIAL INSTRUCTIONS

Clock, indicating standard time, is located in Dispatcher's Office at Shops.

Torpedoes will not be used, Rule 35 is modified accordingly.

Trains or Engines must not operate over the Cut-off track between SJ and HU without train orders or under flag protection.

All train or engine movements over grade crossing just north of Fairacres Station must be made under the protection of a competent flagman who will flag all road traffic.

The switch connecting the engine house lead track with the passing siding, at Shops, will be left set for the passing siding except when in use.

The switch at the east end of the Wye, at Shops, may be left in position of last use.

All cars, when left standing on grades, must be blocked or otherwise made secure, to prevent runaways.

Passengers and freight may be picked up or discharged at the road crossing just north of Meyersville, if this will expedite the handling of traffic.

Trainmen must see that no passengers are allowed to stand on any cars while the latter are in motion.

Yard Limits extend from end of track at Fairacres to Yard Limit Board south of Shops.

Yard Limits extend from end of track at Powell to Yard Limit Board at mile post .45.

Southward trains must not leave shops without a Clearance.

S A F E T Y F I R S T

**WABASH FRISCO AND PACIFIC
ASSOCIATION**

Board of Governors

Howard Baggett
President

Fred Semple
Vice President

Carlisle Schade J. D. Hardcastle
Secretary Treasurer

J. A. Hess
Ass't. Treas.

Harold Schneider Don. Miller

DON'T GET HURT

S A F E T Y

should be the first consideration of every employe. Every employe should report promptly to his foreman, some member of the Safety Committee or other proper person, every unsafe condition.

Following signals will be used to notify crews of passing trains of defective conditions.

HOT JOURNAL . . . BY DAY.

Nose held with one hand with other hand pointing toward track.

BY NIGHT.

Lamp swung vertically in a small circle, lamp to be held by guard wire around globe.

BRAKES STICKING .BY DAY.

Hands shoved in sliding motion out from body.

BY NIGHT.

Lamp raised and held stationary.

**BROKEN WHEELS
DEFECTIVE TRUCK
DRAGGING BRAKE
CONNECTION
LADING SHIFTED OVER
SIDE OR END OF CAR
SWINGING CAR DOOR OR
ANY OTHER DANGEROUS
CONDITION**

} **Stop signal**

Operating Officers

Howard Baggett	President
Fred Semple	Vice President
Carlisle Schade	Superintendent
Fred Semple	Chief Mechanical Officer
J. A. Hess	Ass't. Chief Mechanical Officer
Donald Miller	Works Manager
Harold Schneider	Supt. Rolling Stock
Walter Schaffner	Supt. Motive Power
Howard Baggett	Chief Engineer
J. D. Hardcastle	Ass't. Chief Engineer
Harry Thayer	Supt. M of W
Melvin Schaffner	Supt. Shops
Kenneth Schoeneberg	Supt. Safety
Walter Gable	Acting Yardmaster
Carlisle Schade	Acting Dispatcher
Walter Schaffner	Acting Trainmaster

J. L. Christen	Passenger Traffic Manager
Carroll F. Neff	Executive General Agent
Clarence Meyer	Agricultural Agent