

TOLEDO, OH

Main Line-Buffalo to Chicago	<u>East</u> -MP 283.7, Vickers <u>West</u> -MP 295.36, CP 295
Eastern Branch	MP 15.8, end of track
Western Branch	MP 7.71
Toledo Branch	MP 48.7, Vienna
Carrothers Branch	<u>North</u> -MP 86.7, Galena Street <u>South</u> -MP 79.9, Main Street, Walbridge, OH
Clinton Secondary	MP 312.1

ELKHART, IN

Main Line-Buffalo to Chicago	<u>East</u> -MP 418 <u>West</u> -MP 426.7, 1,800 ft. west of "WG"
E&W Industrial	MP 3.5
Kalamazoo Branch	MP 1.9, Division Post

ELKHART, IN

CHICAGO, IL

Chicago Line	MP 503, Hick
Main Line-Pittsburgh to Chicago	MP 443.8, Dunes
Bernice Secondary	MP 287.8, Bernice (SC&S Branch)
SC&S Branch	MP 9.3, Bernice (Bernice Secondary Track)
Kensington Branch	Calmut Park, SC&S Branch Crossing

CLEVELAND, OHIO

Main Line-Buffalo to Chicago	East-MP 168.8, New Chase Brass Switch West-MP 197.0, Olmsted Falls, OH
Main Line-Alliance to Cleveland	MP 102.34, Summit Crushed Stone
Main Line-Cleveland to Indianapolis	MP 16.0, Westview, OH
Randall Secondary	MP 27.5

CONWAY, PA

Main Line-Pittsburgh to Chicago	East-One train length east of Leetsdale Block Station, including the right of yard crews to serve the Buncher Co. siding located 1,400 ft. west of Shields Passenger Station MP 14. West -MP 30.0 + 1,372 ft.
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Bellevue, Ohio

**For trains from Columbus, and Portsmouth, on the Sandusky side, the switching limits are listed under Article 16 of the Engineers agreement, and Article 31 of the conductors. The switching limits for these trains are MP93, with CP Shriver defined in timetable as MP92.9, and numbers increase towards Bellevue, with Flat Rock being defined as MP95.5. (MP93 is in the middle of the interlocking)

**The limit for trains coming east on the Toledo main, is MP50.7 with CP Klins being defined as MP50.7.

**The limit for trains coming in from Route 99 is MP240.5, with CP Kimball being defined as MP240.2, with numbers increasing as going towards RT. 99. (Kimball is next CP east of Rt. 99.)

**For trains recrew on the Fostoria side, Rt. 18, trains 272, etc, the limits are defined as MP251.35. RT 18, which is the typical recrew point, is defined as MP249.8. The numbers get bigger as you go away from Bellevue, or west.

Peru, Indiana

With the recrew point defined as MP200.3, the switching limits are defined per the agreement as being MP205 west of Peru, and 709 feet west of MP 199 for the east end.

Detroit Line

For trains going North, CP "K" is defined as MP51.4, CP Alexis defined as MP50.3. Ohio/Michigan state line is defined as MP49.3. The switching limits are defined as "Vienna", as listed in the agreement as MP 48.7.

**These switching limits are important, as far as claiming a "UA" claim, or in recrewing trains.