

**THE BALTIMORE AND OHIO  
RAILROAD COMPANY  
WESTERN REGION**

**TOLEDO-INDIANAPOLIS  
DIVISION**

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**TIME TABLE No. 1**

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**Effective 3:01 A. M. Eastern Standard Time  
Effective 2:01 A. M. Central Standard Time**

**SUNDAY, APRIL 27, 1969**

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**DESTROY ALL TIMETABLES OF PREVIOUS DATE**

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**Read The Instructions**

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**FOR INFORMATION OF EMPLOYES ONLY**

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**A. W. JOHNSTON,**  
*General Manager.*

**E. C. MOORMAN,**  
*Superintendent.*

**T. W. GROSE,**  
*Assistant General Manager.*

**Book of Rules, dated April 27, 1969, governs**

## DIVISION OFFICERS

### DAYTON, OHIO

B. A. Dickerson .....	T.M.
J. D. Davidson .....	R.F.E.
J. R. McAllister .....	C.T.D.
H. L. Bowen .....	A.T.T.M.
R. K. Riley .....	A.T.T.M.
G. Perko .....	Div. Engr.
C. R. Stevens .....	Asst. Div. Engr.

### TOLEDO, OHIO

H. F. Seurkamp .....	A.R.F.E.
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### LIMA, OHIO

G. J. Hendrian .....	A.T.T.M.
R. C. Fisher .....	A.T.T.M.

### HAMILTON, OHIO

W. O. Reynolds .....	T.T.M.
P. Banks .....	A.T.T.M.
R. L. Postlewaite .....	A.T.T.M.

### INDIANAPOLIS, INDIANA

B. M. Thomas .....	T.M.
K. L. Carius .....	A.R.F.E.
E. O. Howard .....	C.T.D.
P. E. Washam .....	A.T.T.M.
C. H. K. Taylor .....	Asst. Div. Engr.

### TUSCOLA, ILLINOIS

R. W. Savage .....	A.T.M.
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### DECATUR, ILLINOIS

V. E. Gogerty .....	A.T.T.M.
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## INDEX OF SPECIAL INSTRUCTIONS

INSTRUCTION:	Page
Timetable abbreviations . . . . .	12
T-A.—Designation and use of main tracks . . . . .	12
T-A-1 & T-A-2.—Joint use of tracks . . . . .	12-13
T-B.—Location of standard clocks, bulletin books, etc. . . . .	13
T-S.—Maximum authorized speed . . . . .	14
T-S-1.—Speed restrictions . . . . .	14-15-16
T-S-1(a).—Speeds—diesel units . . . . .	17
T-S-1(b).—Speed restrictions—light engines . . . . .	17
T-S-1(c).—Checking speedometer on engine . . . . .	18
T-S-2.—Speed restrictions—equipment . . . . .	18
T-S-2(a).—Pivoted Cranes . . . . .	18
T-S-3.—Engine and equipment restrictions—General . . . . .	18-22
T-19.—Markers . . . . .	23
T-71.—Superiority of trains . . . . .	23
T-83.—Train clearance . . . . .	23
T-93.—Yards . . . . .	24
T-98.—Automatic and semi-automatic RR crossings . . . . .	24
T-98-1.—Non interlocked RR crossings . . . . .	24-25
T-99.—Flagging . . . . .	25
T-103-C.—Highway and street crossings . . . . .	25-27
T-104.—Hand operated switches . . . . .	27
T-105.—Use of sidings and specified tracks . . . . .	27-28
T-105-A.—Directional Passing Sidings . . . . .	28
T-151.—Movement against current of traffic . . . . .	28
T-206.—Use of foreign line engines . . . . .	28
T-221.—Train order signals . . . . .	28-29
T-501.—Additional instructions Automatic Block Signal rules . . . . .	29
T-605.—Interlocking rules . . . . .	29
T-702.—Location and use of spring switches . . . . .	30
T-725.—Speed Limit Signs . . . . .	30
T-727.—Temporary Speed Signs . . . . .	30
Changes in operating, train handling and motor car rules . . . . .	30-32
Movement of MofW cars . . . . .	33
Miscellaneous . . . . .	34-35
Medical department . . . . .	36-37
Division maps . . . . .	38-39

**Note.**—Additional instructions, distances, passing sidings, office hours, junctions, etc., may be found on schedule and station pages.

FIRST, SECOND AND

THIRD SUBDIVISIONS

TIMETABLE No. 1	NORTHWARD FIRST CLASS	NORTHWARD SECOND CLASS		
		54 Daily	92 Daily	94 Daily
In Effect 3:01 a.m. (E.S.T.) Sunday, April 27, 1969				
<i>Cincinnati CUT</i> 15.0	L 910	.....	.....	
Glendale 10.4	9 41	102	730	
Hamilton 1.1	S 957	.....	.....	
Old River Jct. 5.9	959	119	820	
Trent (NEDT) 5.1	.....	.....	.....	
Middletown 17.4	S 1012	.....	.....	
SD Cabin (SEDT) 4.3	1029	.....	.....	
Dayton 3.2	A 1035 L 1050	.....	.....	
North Dayton (NEDT) 16.8	1058	.....	.....	
Troy 8.1	S 1117	.....	.....	
Piqua Crossing 9.2	S 1128	.....	.....	
Sidney Jct. (SEDT) 1.3	.....	.....	.....	
Sidney 4.8	S 1149	.....	.....	
SW Cabin (NEDT) 15.1	.....	.....	.....	
Wapakoneta 11.5	S 1209	.....	.....	
Erie Jct. (SEDT) 1.5	1223	.....	.....	
Lima 3.0	A 1226 L 1240	.....	.....	
North Lima (NEDT) 31.1	1244	.....	.....	
Deshler 16.8	A 115 L 132	.....	.....	
Tontogany 12.0	.....	.....	.....	
Perry (SEDT) 2.9	.....	.....	.....	
Bates (NEDT) 5.0	213	645	450	
Toledo	230	.....	.....	
	A PM	A PM	A AM	

SOUTHWARD FIRST CLASS	SOUTHWARD SECOND CLASS	
	53 Daily	99 Daily
A 610	A 1030	A 455
S 514	.....	.....
507	1005	415
.....	.....	.....
F 456	.....	.....
438	.....	.....
L 432	.....	.....
A 422	.....	.....
.....	.....	.....
414	.....	.....
S 355	.....	.....
S 343	.....	.....
.....	.....	.....
S 330	.....	.....
.....	.....	.....
S 301	.....	.....
247	.....	.....
L 243	.....	.....
A 235	.....	.....
229	.....	.....
L 150	.....	.....
A 132	.....	.....
.....	.....	.....
.....	.....	.....
101	430	900
1250	.....	.....
L PML	L PML	L PM

SECOND CLASS		TIMETABLE No. 1 In Effect 3:01 a.m. (E.S.T.) April 27, 1969	SECOND CLASS			
<b>90</b> Daily	<b>96</b> Daily		<b>91</b> Daily	<b>95</b> Daily		
<b>L</b>	<b>PM</b>		<b>A</b>	<b>PM</b>	<b>A</b>	<b>AM</b>
350	1155	<b>HAMILTON</b> 1.5	915	325		
358	1208	<b>Belt Jct.</b> 6.3	907	317		
418	1227	<b>McGonigle</b> 15.0	858	307		
447	1252	<b>Cottage Grove</b> 14.7	835	243		
514	117	<b>Lyonsville</b> 4.4	810	217		
522	124	<b>Connersville</b> 1.5	800	210		
528	129	<b>Salters</b> 6.9	757	208		
543	143	<b>Hurricane</b> 3.3	747	158		
548	148	<b>Mauzy</b> 6.1	742	148		
600	157	<b>Rushville</b> 7.0	730	139		
611	208	<b>Arlington</b> 6.9	719	128		
622	218	<b>Morristown</b> 4.6	709	118		
630	227	<b>Fountaintown</b> 9.9	702	111		
647	242	<b>Julietta</b> 8.4	647	1256		
705	255	<b>Pine Jct.</b> 0.5	630	1240		
.....	.....	<b>State Street</b> 2.1	.....	.....		
.....	.....	<b>Indianapolis</b> 2.1	.....	.....		
805	400	<b>Moorefield</b>	530	1140		
<b>A</b>	<b>PM</b>		<b>L</b>	<b>PM</b>	<b>L</b>	<b>PM</b>

SECOND CLASS		TIMETABLE No. 1 In Effect 2:01 a.m. (C.S.T.) April 27, 1969	SECOND CLASS			
<b>96</b> Daily	<b>90</b> Daily		<b>91</b> Daily	<b>95</b> Daily		
<b>L</b>	<b>AM</b>		<b>A</b>	<b>AM</b>	<b>A</b>	<b>PM</b>
945	1130	<b>MOOREFIELD</b> 6.0	415	540		
1005	1150	<b>Mitchellville</b> 27.2	401	529		
1100	1245	<b>Roachdale</b> 9.7	313	441		
1123	108	<b>Russellville</b> 9.1	251	417		
1138	123	<b>Bethany</b> 2.3	226	351		
1143	128	<b>Marshall</b> 11.0	221	346		
1202	147	<b>Montezuma</b> 0.8	147	316		
1204	149	<b>Hillsdale</b> 6.5	144	314		
1219	204	<b>Dana</b> 1.6	134	301		
1222	207	<b>West Dana</b> 8.2	131	258		
1239	221	<b>Chrisman</b> 6.9	119	243		
1254	234	<b>Metcalf</b> 3.4	107	231		
101	240	<b>Hume</b> 2.8	102	225		
107	245	<b>McCown</b> 3.3	1258	220		
114	252	<b>Newman</b> 4.8	1252	215		
124	300	<b>Murdock</b> 4.8	1244	208		
133	308	<b>Camargo</b> 6.4	1236	201		
150	320	<b>Tuscola</b> 3.6	1225	150		
159	330	<b>Ficklin</b> 3.7	1217	145		
206	336	<b>Garrett</b> 2.0	1157	139		
209	339	<b>Atwood</b> 6.9	1153	136		
223	352	<b>Hammond</b> 6.6	1139	123		
235	404	<b>La Place</b> 7.9	1126	112		
249	417	<b>Antioch</b> 5.2	1111	1256		
355	500	<b>Decatur</b> 8.3	1100	1245		
.....	520	<b>Boody</b> 11.4	952	.....		
.....	548	<b>Mt. Auburn</b> 18.9	928	.....		
.....	626	<b>SANGAMON JCT.</b>	851	.....		
<b>A</b>	<b>PM</b>		<b>L</b>	<b>PM</b>	<b>L</b>	<b>PM</b>

## NORTHWARD

## STATIONS, ETC.

Distance	Passing Siding Capacity in Cars (45 ft.)	FIRST SUBDIVISION	OFFICE HOURS		Office Call	Jct. or Crossing
			From	To		
0.0	Yard	<b>CINCINNATI (SEDT)</b>	15.0		GC	CUT
15.0		<b>Glendale</b>	6.9		G	Cinti-Term Div.
21.9	Yard	<b>Wayne</b>	3.5			
25.4	Yard	<b>Hamilton</b>		Con	HD	Hamilton SD
26.5		<b>Old River Jct.</b>	1.1		DJ	PC
28.0	202 Yard	<b>New River Jct.</b>	1.5	Con	WR	Middle-town SD PC
30.4		<b>Overpeck Jct.</b>	2.4			
32.4		<b>Trent (NEDT)</b>	2.0			
33.8		<b>Trenton</b>	1.4			
37.5		<b>Middletown</b>	3.7		RN	
44.0	275	<b>Carlisle</b>	6.5			
48.9		<b>Miamisburg</b>	4.9		CR	PC
54.9		<b>SD Cabin (SEDT)</b>	6.0		MG	
58.5		<b>Miami City Jct.</b>	3.6		A	DU RR
59.2	Yard	<b>DAYTON</b>	0.7		DE	DU RR

## SECOND SUBDIVISION

59.2	Yard	<b>DAYTON</b>	0.8		DE	DU RR
60.0		<b>Second Street</b>	2.4			DU RR
62.4	Yard	<b>North Dayton (NEDT)</b>	1.0	Con	BC	
63.4	205	<b>Needmore</b>	4.5			
67.9	N 176 So 198	<b>Vandalia</b>	6.1		BU	
74.0	124	<b>Tipp City</b>	5.2		US	
79.2	146 Yard	<b>Troy</b>	8.1		RY	P&T SD PC
87.3	N 145 So 142 Yard	<b>Piqua Crossing</b>	5.2	Con	NA	PC
92.5		<b>Kirkwood</b>	4.0		KR	
96.5		<b>Sidney Jct. (SEDT)</b>	1.3			
97.8		<b>Sidney</b>	4.8		SD	
102.6		<b>SW Cabin (NEDT)</b>	2.9		SW	
105.5		<b>Anna</b>	5.0		AY	
110.5	95	<b>Botkins</b>	6.6		BO	
117.1	172	<b>AK Tower</b>	0.6		AK	PC
117.7		<b>Wapakoneta</b>	6.3		BK	
124.0	N 87 So 93	<b>Cridersville</b>	5.2		CV	
129.2	210	<b>Erie Jct. (SEDT)</b>	1.5	Con	BY	EL-N&W
130.7	Yard	<b>LIMA</b>		Con	NS	PC-N&W

Con.-Continuous.

## NORTHWARD

## STATIONS, ETC.

Distance	Passing Siding Capacity in Cars (45 ft.)	THIRD SUBDIVISION	OFFICE HOURS		Office Call	Jct. or Crossing
			From	To		
130.7	Yard	<b>LIMA</b>	3.0	Con	NS	PC-N&W
133.7		<b>North Lima (NEDT)</b>	0.8		NY	
134.5		<b>DT&amp;I Jct.</b>	2.1			DT&I
136.6	N 144 So 149	<b>Cairo</b>	5.9		CA	
142.5	147	<b>CG Tower</b>	0.5	Con	CG	AC&Y
143.0		<b>Columbus Grove</b>	6.9			
149.9	N 152 So 161	<b>Ottawa</b>	1.6			
151.5		<b>Kleman</b>	3.7			
155.2	157	<b>XN Tower</b>	1.6		XN	DT&I
156.8	155	<b>Leipsic Jct.</b>	8.0	Con	RO	N&W
164.8	N 145 N 151 So 158 Yard	<b>Deshler</b>		Con	DR	Akron-Chgo Div.
171.0	152	<b>Custar</b>	6.2		S	
175.8	154	<b>Weston</b>	4.8		RA	
181.6	181	<b>Tontogany</b>	5.8	Con	W	Bowling Green SD
185.2	154	<b>Haskins</b>	3.6		HN	
192.8		<b>Perrysburg</b>	7.6		P	
193.6		<b>Perry (SEDT)</b>	0.8			
196.5		<b>Bates (NEDT)</b>	2.9			
200.0		<b>PC Interchange</b>	3.5	Con	BS	Tol. Term.
200.4		<b>PC Jct.</b>	0.4			PC
201.5	Yard	<b>TOLEDO</b>	1.1	Con	XD	

## MIDDLETOWN SUBDIVISION

0.0		<b>MIDDLETOWN JCT.</b>				1st SD HC&I
1.3		<b>HM Jct.</b>	1.3			
2.8		<b>Woodsdale Jct.</b>	1.5			
4.4		<b>Rockdale</b>	1.6			
5.8		<b>LeSourdsville</b>	1.4			
8.4		<b>South Excello</b>	2.6			
8.9		<b>North Excello</b>	0.5	*Con	NX	
9.5		<b>Armco Jct.</b>	0.6	Con		
11.4		<b>EAST MIDDLETOWN</b>	1.9			PC

Con.-Continuous.

\*-Except 7:00 a.m. to 3:00 p.m. Sunday.

## EASTWARD

## STATIONS, ETC.

Distance	Passing Siding Capacity in Cars (4.5 ft.)	WELLSTON SUBDIVISION	OFFICE HOURS		Office Call	Jct. or Crossing
			From	To		
STATIONS						
0.0		DAYTON			DE	DU RR
0.9		Second Street				DU RR
1.9		East Dayton				
2.8		Tates Point	Con	Con	SI	
6.6	85	Lebanon Jct.				
17.4	21	Cemetery				
18.3		WY Tower	Con	Con	WY	PC
18.6		Xenia			X	
22.7	150	MN Siding				
25.6		New Jasper				
29.8		Jamestown	*701 A *101 P	901 A 401 P	JA	
38.7		Milledgeville				
44.2	151	Fayne				
47.6	Yard	Washington C. H.	Con	Con	WH	Ohio Nwk Div. PC-DT&I
49.4	76	Carton				
56.2	73	Fairview				
62.4		Austin			AU	
65.9		Frankfort			FR	
69.2		MUSSELMAN	Con	Con	MS	Ohio Nwk Div

## DAYTON AND UNION SUBDIVISION

0.0		GREENVILLE	6.2			PC
6.2		Delisle	2.2			
8.4		Arcanum	0.3			
8.7		P. & E. Crossing	4.5			PC
13.2		Gordon	2.2			
15.4		Verona	5.1			
20.5		Dodson	14.0			PC
34.5		MIAMI CITY JCT.				PC-DURR

Con.-Continuous.

\*-Daily except Saturday and Sunday.

## NORTHWARD

## STATIONS, ETC.

Distance	Passing Siding Capacity in Cars (4.5 ft.)	BOWLING GREEN SUBDIVISION	OFFICE HOURS		Office Call	Jct. or Crossing
			From	To		
STATIONS						
0.0		NORTH BALTIMORE			BI	Akron-Chgo Div.
8.0		Rudolph	8.0		RU	
11.7	130	Christy	3.7			
13.5		Bowling Green	1.8			
18.9		TONTOGANY	5.4	*700 A Con	400 P Con	BG W Third SD
P. and T. SUBDIVISION						
0.0		TROY			RY	2nd SD PC
3.9		Eldean	3.9			
8.5		PIQUA	4.6			

Con.-Continuous.

\*-Daily except Saturday and Sunday.

## WESTWARD

## STATIONS, ETC.

Distance from Cincinnati	Passing Siding Capacity in Cars (45 ft.)	HAMILTON SUBDIVISION	OFFICE HOURS		Office Call	Jct. or Crossing
			From	To		
		STATIONS				
25.4	Yard	HAMILTON	1.5	Con	Con	HD First SD
26.9		Belt Jct.	6.3			
33.2	E 60 W 23	McGonigle				MN
39.5		Oxford	3.3	*700 A	400 P	OX
42.8		Donald	2.2			
45.0		College Corner	3.2			AN
48.2		Cottage Grove	4.8			CG C&O
53.0		Liberty	6.1	*700 A	400 P	BR
59.1		Brownsville	3.8			RN
62.9	82	Lyonsville	4.4			NS
67.3	43 Yard	Connersville		*800 A	500 P	CV
68.8	80	Salters	6.9			SA
75.7	70	Hurricane	1.3			HU
77.0		Glenwood	2.0			GN
79.0	80	Mauzy	6.1			F
85.1	31	Rushville		*700 A	400 P	RS PCE-PCW N&W
92.1	86	Arlington	4.1			AR
96.2		Gwynneville	2.8			GI
99.0	43	Morristown	4.6	*700 A	400 P	MS
103.6	56	Fountaintown	2.4			FO
106.0		Reedville	3.7			RD
109.7		New Palestine	3.8			P
113.5	95	Julietta	6.2			JU
119.7		Irvington	2.2			IR
121.9		Pine Jct.	0.5			IU RR
122.4	Yard	State St.	2.1	615 P	315 A	AD
124.5		Indianapolis	2.1			DS
126.6	Yard	MOOREFIELD		Con	Con	W IU RR Dec. SD

## DECATUR SUBDIVISION

126.6	Yard	MOOREFIELD		Con	Con	W	Hamilton SD
132.6	56	Mitchellville	7.3			MV	
139.9		Tilden	3.8			KY	
143.7		Maplewood	7.8				
151.5		North Salem	2.8			NS	
154.3		Barnard	5.5			BD	
159.8	55	Roachdale	4.7	*600 A	300 P	RD	Monon
164.5		Raccoon	5.0			RA	
169.5		Russellville	2.9	*600 A	300 P	RV	
172.4		MILLIGAN	6.2			Q	

Con.-Continuous.

\*-Daily except Saturday and Sunday.

## WESTWARD

## STATIONS, ETC.

Distance from Cincinnati	Passing Siding Capacity in Cars (45 ft.)	DECATUR SUBDIVISION —Continued	OFFICE HOURS		Office Call	Jct. or Crossing
			From	To		
		STATIONS				
178.6	56	BETHANY	2.3			
180.9		Marshall	3.5			MR
184.4		Bloomington	7.5			BO
191.9	Yard	Montezuma	0.8	*800 A	500 P	MO
192.7		Hillsdale	6.5			H
199.2		Dana	1.6			DA
200.8	62	West Dana	4.1	Con	Con	XN Milw.
204.9		Scotland	4.1			
209.0	55	Chrisman	2.5			C
211.5		Cherry Point	2.7			CP
214.2		Garnes	1.7			
215.9		Metcalfe	3.4			CF
219.3	33	Hume	2.8			HU
222.1		McCown	3.3			
225.4	32	Newman	4.8	*800 A	500 P	NE
230.2		Murdock	4.8			CK
235.0		Camargo	6.4			CM
241.4	44	Tuscola	0.2			SK
241.6		TY Tower	3.4	Con	Con	TY C&E-IC
245.0		Ficklin	3.7			FK
248.7		Garrett	2.0			GR
250.7	29	Atwood	3.5	*700 A	400 P	A
254.2		Pierson	3.4			S
257.6		Hammond	2.0	*700 A	400 P	HX N&W
259.6		Burrowsville	2.0			BV
261.6		Lintner	2.6			
264.2		La Place	4.0	*700 A	400 P	AS
268.2		Casner	2.7			
270.9		Long Creek	1.2			
272.1		Antioch	5.2			
277.3	Yard	Decatur		**800 A 730 P	400 P 330 A	DC N&W IC-PC N&W
285.6		Boody	8.3			BY
288.6		Blackland	3.0			
292.5		Osbornville	3.9			SF
297.0	36	Mt. Auburn	4.5	*700 A	400 P	AU
304.5		Roby	7.5			RO
307.1		Buckhart	2.6			BU
311.9		Derry Farm	4.8			
315.9		SANGAMON JCT.	4.0			St. Louis Div.

Con.-Continuous.

\*-Daily except Saturday and Sunday.

\*\*-Daily except Sunday.

# SPECIAL INSTRUCTIONS

## TIMETABLE ABBREVIATIONS:

TT.....Timetable  
TO.....Train Order

Any reference to "Rule/s" in Special Instructions refers to "Operating Rule/s" unless otherwise noted.

## T-A.—DESIGNATION AND USE OF MAIN TRACKS.

SUBDIVISION OR TRACK SECTION BETWEEN	RULES IN EFFECT	TRACK/S
Glendale and Old River Jct.	D-251, D-252	Two
Old River Jct. and Trent	271-276	
Trent and SD Cabin	271-276	Single
SD Cabin and Miami City Jct.	D-251, D -252	Two
Miami City Jct. and Second Street	DU RR	Multiple
Second Street and North Dayton	D-251, D-252	Two
North Dayton and Sidney Jct.	271-276	Single
Sidney Jct. and SW Cabin	271-276	Two
SW Cabin and Erie Jct.	271-276	Single
Erie Jct. and North Lima	D-251, D-252	Two
North Lima and Perry	271-276	Single
Perry and Bates	271-276	Two
Bates and PC Jct.	271-276	Single
PC Jct. and Toledo	PC	Two
Dayton and Tates Point	93-A	Single
North Dayton and Tates Point	93-A	Single
Tates Point and Musselman	TTTO	Single
Middletown Jct. and East Middletown	TTTO (See Note 1)	Single
North Baltimore and Tontogany	230 237 TTTO	Single
P&T SD	93-A	Single
Miami City Jct. and Dodson	PC	Single
Dodson and Greenville	S-241	Single
Hamilton and Belt Jct.	271-276	Single
Belt Jct. and Davidson St.	501-519, APB	Single
Davidson St. and West St.	IURR	Two
West St. and Moorefield	PC	
Moorefield and MP-240, and MP-247 and Decatur (See T-97)	TTTO	Single
Decatur and Boody	N&W	Two
Boody and Sangamon Jct.	TTTO	Single

*Note 1.—Middletown Subdivision.—Rule 93-A in effect between Oxford State Road, North Excello and East Middletown.*

*Note 2.—Where more than one main track is in service, tracks are numbered from west to east.*

## JOINT USE OF TRACKS

T-A-1.—B&O trains and engines will use the tracks of other railroads in accordance with their timetables, rules and regulations as follows:

Cincinnati Union Station and Terminal Jct.....CUT  
Miami City Jct. and Second Street.....DURR

## T-A-1.—Concluded.

Bates and Hallett.....TTRR  
PC Jct. and Toledo.....PC  
Miami City Jct. and Dodson.....PC  
Davidson St. and West St., Indianapolis.....IURR  
West St. and Moorefield.....PC  
Decatur and Boody.....N&W

T-A-2.—Trains and engines of other railroads will be governed by B&O timetables, rules and regulations as follows:

Glendale and Cottage Grove.....C&O  
Old River Jct. and New River Jct.....PC  
Erie Jct. and Lima.....N&W  
DT&I Jct. and XN Tower.....DT&I

## T-B.—STANDARD CLOCKS, WATCH REGISTER FORMS, BULLETIN AND NOTICE BOOKS.

STATION	LOCATION OF CLOCK AND FORM CDT-43	LOCATION OF BULLETIN AND NOTICE BOOKS
Hamilton	Wayne Yard Office	Wayne Yard Office
	Pit Yard Office	Pit Yard Office
	TO Office	South Hamilton Yard Office
	.....	Enginehouse
	.....	New River Yard Office
East Middletown	.....	B Street Yard Office
	Agent's Office	Agent's Office
East Dayton	Crew Caller's Office	Crew Caller's Office
Dayton	.....	Union Station
	.....	Leo St. Yard Office
	.....	Needmore Yard Office
	.....	South Dayton Yard Office
	.....	TO Office
North Dayton	TO Office	TO Office
Piqua	Agent's Office	Agent's Office
Lima	Crew Caller's Office	Crew Caller's Office
North Lima	Trainmen's Register Room	Trainmen's Register Room
Deshler	TO Office	TO Office
Tontogany	TO Office	.....
	Hump Yard Office	Hump Yard Office
	Oregon Road Office	Crew Register Room-Enginehouse
Toledo	.....	Dock Jct. Yard Office
	Crew Caller's Office	Union Station
	Union Station Baggage Room	Baggage Room
Connersville	TO Office	TO Office
State Street	.....	Yard Office
	TO Office	.....
Moorefield	Chief Caller's Office	Chief Caller's Office
Tuscola	Depot	Depot
Decatur	TO Office	TO Office
Washington CH	.....	TO Office

T-S.—MAXIMUM AUTHORIZED SPEED.

BETWEEN	PSGR. TRAINS	MFST TRAINS	OTHER FRT.
	MPH	MPH	MPH
Glendale and Toledo	70	50	50
Middletown SD	25	25	25
Dayton and Union SD	20	20	20
Wellston SD	40	40	40
P and T SD	20	20	20
Bowling Green SD	40	35	35
Hamilton and Cottage Grove	50	50	40
Cottage Grove and East City Limits of Indianapolis	40	40	40
East City Limits of Indianapolis and Sangamon Jct.	30	30	30

T-S-1.—SPEED RESTRICTIONS.

LOCATION AND CONDITION	PSGR. TRAINS	MFST TRAINS	OTHER FRT.
	MPH	MPH	MPH
<i>First Subdivision:</i>			
Laurel Ave. Hamilton and Old River Jct.	25	25	25
Hamilton Belt	15	15	15
Overpeck Jct. and HM Jct.	10	10	10
Trent—Entering or leaving double track	60	50	40
Pole 48-44 and Pole 49-24	45	45	40
Pole 52-13 and Mile Post 53	65	50	40
Pole 53-15 and SD Cabin	45	45	45
SD Cabin—Entering or leaving double track	45	45	40
Pole 56-46 and Washington St.	40	40	40
Washington St. and Miami City Jct.	25	25	25
<i>Second Subdivision:</i>			
Second St. and Keowee St.	30	30	30
Keowee St. and Leo St.	40	40	40
North Dayton—Entering double track	25	25	20
Pole 73-14 and Pole 74-10	25	25	25
Pole 75-20 and Pole 76-24	50	50	40
Pole 78-30 and Pole 79-42	20	20	20
Pole 79-42 and Pole 80-13	35	35	35
Pole 87-21 and Pole 88-6	45	45	40
Sidney Jct—Entering or leaving No. 1 track	30	30	20
Miami River Bridge Sidney Jct. and Sidney Station	55	50	40
SW Cabin—Entering or leaving No. 1 track	30	30	20
AK Tower and Pole 117-38	20	20	20
Breese Rd. and 4th St. Lima	45	45	40
4th St. Lima and Lima	25	25	25

T-S-1.—Continued.

LOCATION AND CONDITION	PSGR. TRAINS	MFST TRAINS	OTHER FRT.
	MPH	MPH	MPH
<i>Third Subdivision:</i>			
Lima and Robb Ave.	25	25	20
North Lima—Leaving double track	30	30	20
CG Tower and Columbus Grove	35	35	35
Pole 149-04 and Pole 150-24	35	35	35
Pole 155-36 and Pole 156-22	35	35	35
Deshler—Wye tracks	10	10	10
Deshler—Approaching Akron-Chicago Division crossing	35	35	35
Pole 192-03 and Pole 193-26	25	25	25
Perry—Entering or leaving No. 1 track	30	30	20
Bates—Entering double track	25	25	20
Bates—Wye tracks	10	10	10
Bates and Dock Jct.	45	30	30
Dock Jct. and PC Jct.	25	25	25
PC Jct.—Through turnout	10	10	10
<i>Middletown Subdivision:</i>			
LeSourdsville—Over crossing	10	10	10
<i>Dayton and Union Subdivision:</i>			
Through Greenville	8	8	8
<i>Wellston Subdivision:</i>			
North Dayton Cut-off	15	15	15
DU RR and Pole 4-20	10	10	10
Pole 4-20 and Pole 6-15	30	30	30
Pole 15-06 and East Switch Cemetery	20	20	20
Pole 17-22 and Pole 19-04	10	10	10
MN Siding—Spring switch, eastward movement	20	20	20
Pole 47-4 and Pole 48-30	10	10	10
Pole 58-32 and Pole 59-6	20	20	20
Austin Siding—Spring switch, eastward movement	20	20	20
Musselman—Through crossovers	25	25	25
<i>Bowling Green Subdivision:</i>			
North Baltimore—Wye Track	10	10	10
Pole 18-13 and Pole 18-22	25	20	20
Pole 5-02 and Pole 6-15	25	20	20
Tontogany—Wye track	10	10	10
<i>Hamilton Subdivision:</i>			
Hamilton and West End Bridge No. 2	15	15	15
West End Bridge No. 2 and Belt Jct.	20	20	20
Belt Jct. and Mile Post 30	35	35	35
Pole 52-20 and Pole 53-10	35	35	35
Mile Post 59 and Pole 60-21	35	35	35
Pole 66-01 and Pole 68-02	15	15	15
Mile Post 71 and Mile Post 73	35	35	35
Pole 84-20 and Pole 85-20	15	15	15
State St. and Belmont Ave.	15	15	15

LOCATION AND CONDITIONS	PSGR.	MFST	OTHER
	TRAINS	TRAINS	FRT.
	MPH	MPH	MPH
<b>Decatur Subdivision:</b>			
Bridge 172 at Pole 196-22	20	20	20
Bridge 173 at Pole 196-38	20	20	20
Bridge 180 at Pole 203-24	20	20	20
Bridge 181 at Pole 203-29	20	20	20
Bridge 183 at Pole 207-09	20	20	20
Mile Post 225 and Pole 225-27	15	15	15
Pole 242-30 and Pole 245-10	25	25	25
N&W crossing, Hammond	10	10	10
Pole 314-33 and Sangamon Jct.	20	20	20
Sangamon Jct.—Entering or leaving Toledo-Indianapolis Division	10	10	10

**General—All Subdivisions.**

Trains being diverted against the current of traffic.....	50	35	35
except when moving over facing point switches not interlocked.....	30	30	30
Entering, leaving, or through sidings or crossovers except those designated below	10	10	10
PC trains entering or leaving Old River Jct. and New River Jct.	10	10	10
Entering or leaving south end and through siding at Carlisle	30	30	30
Entering or leaving north end of siding at Carlisle	25	25	25
Leaving passing siding south end of Troy, North and South ends and Center crossovers at Piqua Crossing, North and South end Botkins, North and South end AK Tower, North and South ends both sidings at Cridersville and South end of Erie Junction	25	25	25
Entering or leaving B&O main track at DT&I Jct.	30	30	30
Entering B&O main track at DT&I connection XN Tower	20	20	20
Leaving B&O main track at DT&I connection XN Tower	30	30	30
Entering or leaving B&O tracks Kleman	10	10	10
Entering or leaving B&O tracks south end Ottawa Loop	10	10	10
Entering or leaving and through passing sidings, Cairo to Haskins, inclusive, except north switch Tontogany	25	25	25

Unless otherwise restricted to lower speeds, diesel units must not exceed the speed designated below. When units are intermixed in multiple control, the *lowest speed* applicable to any of the units must be observed.

DIESEL UNITS	MPH
1433-1467, 2414-2418, 4000-4030, RDC 1900-1912, 1951, 1960, 1961, 1970, 1972	80
2100-2103, 2500-2537, 3000-3047, 3300-3312, 3500-3584, 3684-3699, 3800-3899, 6600-6607, 6693-6699, 6900-6976, 7400-7494	70
1800-1840, 2007-2016, 4467-4652, 5420-5537, 5700-6263,* 6400-6599, 6608-6692, 6702-6708, 6800-6811, 7033-7095, 7503-7546, 8002-8013, 8502-8505, 9400-9428, 9600-9621	65
2200-2250, 9000-9278, 9500-9551, 9700-9726	60
5060-5113, 5200-5298, 9163-9179, 9552-9565, 9622-9625	50
8400-8422	45
8301-8303	35

\* Units 5829-5830, 5886-5897, 6083-6088 may be operated at a speed of 70 MPH when used in passenger service.

*Note.*—A maximum of six units may be used in a locomotive consist with multiple unit control. Tonnage for a six-unit consist must not exceed the tonnage rating of five four-axle units.

## T-S-1(b).—SPEED RESTRICTIONS—LIGHT ENGINES.—

Unless otherwise restricted to lower speeds, light diesel units operating in multiple control will not exceed the speeds shown below:

SUBDIVISION	MPH
First, Second and Third SD	60
Middletown SD	25
Dayton and Union SD	20
Wellston SD	40
P and T SD	20
Bowling Green SD	35
Hamilton SD	40
Decatur SD	30

*Single Units.*

UNLESS OTHERWISE RESTRICTED	MPH
Single Diesel Unit	30
Single Budd Car Unit	30

**T-S-1(c).—CHECKING SPEEDOMETER ON ENGINE**

In checking speedometers on engines for accuracy as required by Rule L-411 (CDT-30), the following Mile Posts only will be used for this purpose:

First SD.....	Mile Post 21 and 22
2nd and 3rd SD.....	{ Mile Post 121 and 122 Pole 138-40 and 139-40 Mile Post 183 and 184
Wellston SD.....	{ Pole 12-17 and 13-17 Pole 67-24 and 68-24
Hamilton SD.....	{ Pole 36-20 and 37-20 Pole 112-20 and 113-20
Decatur SD.....	{ Mile Post 137 and 138 Mile Post 272 and 273 Mile Post 313 and 314

**T-S-2.—SPEED RESTRICTIONS—EQUIPMENT.**

Unless Otherwise Restricted	MPH
Other than B&O Relief (Wreck) Cranes, unless otherwise restricted by Train Order, derrick cars, power shovels, cranes, ditchers and similar pivoted machinery moving on their own wheels.	On tangents.. 20 On curves..... 15
Foreign Line Short ore cars	On tangents.. 30 On curves..... 20

TRAINS HANDLING B & O RELIEF CRANES	FORWARD MOVT.	PUSHING TRAIN OR CRANE AHEAD OF ENGINE
	MPH	MPH
First, Second and Third SD	35	20
Middletown SD	25	20
Dayton and Union SD	20	15
Wellston SD	25	20
P and T SD	20	15
Bowling Green SD	25	20
Hamilton SD	35	20
Decatur SD	30	20

*Note.*—Trains Handling Relief Cranes will check Clearance before passing under PC Bridge at Barrs Station, MP 5, Wellston SD.

**T-S-2(a).—PIVOTED CRANES.**

Except relief or work trains, trains handling cranes moving on own wheels must have boom secured in trailing position.

**T-S-3.—ENGINE AND EQUIPMENT RESTRICTIONS.—**

**GENERAL.**—Where authority of Superintendent is required (except defective equipment) Superintendent must secure such authorization from Chief Engineer.

**T-S-3.—Continued**

(a).—*Handling Piggyback Cars.*—After spotting cars or after coupling to cars standing on piggyback ramp tracks, the employe in charge of crew must know that the slack is bunched and that all cars are securely coupled and hand brakes applied.

(b).—*Hauling Dead or Disabled Engine in Train.*—Dead or Disabled engines must not be dispatched or moved in any train, without authority of the Chief Train Dispatcher, who will secure instructions from the proper Mechanical Department Officer before authorizing movement. When for any reason lower speeds than specified in timetable are required, such speeds will be requested before engine is dispatched. When enroute and conditions require further speed restrictions, Chief Train Dispatcher should be so notified, who will advise whether to set engine out or reduce speed.

(c).—*Scale Tracks.*—Unless otherwise provided, engines must not be operated over live rail of scale tracks.

Cars with gross weight exceeding 220,000 lbs. must not be moved on track scales with capacity of less than 200 tons unless otherwise provided.

(d).—*Loaded Foreign Line Cars.*—Loaded foreign line cars of 70 tons or greater capacity with length of 37 feet 9 inches or less between pulling faces of coupler knuckles must not be operated without authority of the Superintendent.

(e).—*Heavy Cars.*—Cars with gross weight exceeding 263,000 lbs. must not be operated without authority of Superintendent, except that between Tuscola and Ficklin cars with gross weight not exceeding 280,000 lbs. may be operated. (See T-S-3(x)).

(f).—*Reachers.*—Reachers must be used in switching tracks or portions of tracks not safe for engines.

(h).—*Handling of Loaded Bi-Level and Tri-Level Cars.*—Loaded bi-level and tri-level cars must not be placed directly behind open gondola or hopper cars loaded with sand, gravel, coal or similar commodity.

(i).—*Handling Defective Cars in Train.*—Unless otherwise authorized by the Superintendent, cars with broken center sills, defective drawbars, draft gears, or similar defects must be handled on rear behind the caboose of freight trains other than manifest. Air brakes must be cut in and in proper working condition.

If air brakes are inoperative or if there is question of drawbar standing the pull, such car must be chained to the caboose.

Mechanical Department employe reporting such defective equipment ready for movement will designate the speed required for safe movement.

(j).—*Humping 12,000 Gallon or Greater Capacity Tank Cars.*—Where car retarders are not provided on humps, loaded tank cars with 12,000 gallon or greater capacity may be humped only when coupled to an unrestricted car equipped with good hand brakes. Each car must have a rider to properly control the speed of such cars. If such cars are placarded "Dangerous", all pertinent provisions of Bureau of Explosives Poster No. 1 must be complied with.

(k).—*Handling Loaded Welded or Continuously Jointed Rail Cars.*—Cars loaded with welded or continuously jointed rail must be handled in through trains as follows:

A loaded hopper car as a buffer must be placed on each end of the rail cars. Except for cars relating to the welded rail such as unloading cars, etc., no other equipment will be handled

in this type train, and speed must not exceed 30 MPH except through tunnels and over truss bridges where speed must not exceed 10 MPH.

(m).—*Handling Hydrocyanic Acid (HCN) Tank Cars.*—Tank cars containing Hydrocyanic Acid (HCN) painted white with horizontal and vertical red stripes placarded on both sides and ends of cars must be handled according to the following instructions.

1. To be handled only when authorized by message over the signature of the Chief Dispatcher.
2. Notify Chief Dispatcher immediately of any occurrence that may be hazardous.
3. In case of suspected leakage, isolate car and keep all except authorized persons away.
4. Under no circumstances should other than authorized persons get close to car in case of derailment.
5. Read carefully the placarded instructions posted in yard offices, cabooses and work force bunk cars involving the handling of these cars.
6. Instructions attached to each waybill and boarded instructions on each car must be complied with.
7. These instructions are applicable to empty cars as well as loaded cars.

(n).—*Loaded Covered Hoppers.*—All loaded covered hoppers CNJ series 450-456 inclusive, 501-625 inclusive, L&NE series 12101-12665 inclusive, and CRDX series 4040-4059 inclusive, must be handled on rear of freight trains at a speed not exceeding 30 MPH.

(s).—*Pullman Standard PS-2CD 4000 or greater Cubic Foot Capacity 100 Ton Covered Hoppers.*—Trains handling these cars on six degree or sharper curves must maintain speed in excess of 25 miles per hour. Trains not being able to maintain a speed greater than 25 miles per hour must reduce to a speed not to exceed 10 miles per hour. Train and engine crews should observe these cars frequently enroute and where excessive rocking is noted, crews should promptly reduce speed below the 10 miles per hour limit.

Train and engine crews will be given train order notifying them when their train contains any of these cars.

Location of all six degree or sharper curves are as follows:

#### SECOND SD

1. First curve North of Dayton Union Tracks No. 1 and No. 2 Main Tracks.

#### THIRD SD

1. Between Fassett and Oak Street Overhead Bridges, Toledo.

#### BOWLING GREEN SD

1. Mile Post 5, Pole 2 to Pole 8.
2. Mile Post 6, Pole 7 to Pole 13.

#### D&U SD

1. Curve leaving PC Tracks at Dodson.

#### WELLSTON SD

1. Mile Post 4, Pole 26 to Mile Post 5, Pole 1.
2. Mile Post 15, Pole 6 to Pole 29.
3. Mile Post 16, Pole 12 to Pole 20.
4. Mile Post 21, Pole 19 to Pole 28.
5. Mile Post 57, Pole 18 to Pole 22.
6. Mile Post 58, Pole 32 to Mile Post 59, Pole 6.

#### MIDDLETOWN SD

1. Curve at Woodsdale Jct.
2. Curve at ARMCO Jct.

#### HAMILTON SD

1. Hamilton, Ohio—5th Street.

#### INDIANAPOLIS UNION RAILWAY

1. Delaware Street.
2. Pennsylvania Street.
3. Meridan Street.
4. Senate Avenue.
5. Missouri Street.
6. Kentucky Avenue.

#### DECATUR SD

1. Boody.
2. Sangamon Junction.

(t).—*Air Dump Cars.*—Will be handled in local freight trains only and speed must not exceed 30 MPH.

(x).—Unless otherwise authorized by the Superintendent, engines and/or equipment are restricted in use of tracks, bridges, trestles, etc., as designated below:

STATION, TRACK, BRIDGE, ETC.	ENGINE OR EQUIPMENT	RESTRICTION
<i>Crestvue:</i> Dundee Cement Co. Unloading Pit	Cars with gross weight exceeding 240,000 lbs.	
<i>Hamilton:</i> Black and Clawson Sdg.—Unloading Pit inside building	1838, 3684-3699, 3800-3899, 7400-7494 Cars with gross weight exceeding 220,000 lbs.	
<i>New River Jct.:</i> Hamilton Coke & Iron Co. Unloading Trestle on Hill Track 1 and 2	1838, 3684-3699, 3800-3899, 7400-7494 Cars with gross weight exceeding 220,000 lbs.	Must not operate on.
<i>Wapakoneta:</i> House Track	Engines	
<i>Lima:</i> Power House Coal Trestle	Cars with gross weight exceeding 240,000 lbs.	
<i>Rossford:</i> Engine Terminal Coal Trestle to Power Plant	Cars with gross weight exceeding 240,000 lbs.	

STATION, TRACK, BRIDGE, ETC.	ENGINE OR EQUIPMENT	RESTRICTION	
<i>Hamilton Belt Railway</i>	Cars with gross weight exceeding 240,000 lbs.	Must not operate on.	
Champion Paper Co. Sdg., South, 100 Ft. of Trestle, River Track 1 and 2	1826-1840, 3684-3699, 3800-3899, 7400-7494		
	Cars with gross weight exceeding 210,000 lbs.		
<i>Dayton: Stillwater Branch</i>	Cars with gross weight exceeding 240,000 lbs.		
<i>East Dayton: William Focke Sons Co.—Unloading Pit</i>	Engines other than 9150-9155, 8301-8302, 8400-8421		
	Cars with gross weight exceeding 160,000 lbs.		
<i>Xenia: Trestle on Freight House Tracks</i>	Engines Cars with gross weight exceeding 160,000 lbs.		
<i>Frankfort: Cellar Lumber Track</i>	Engines		Must not be operated beyond Unloading Pit.
<i>East Middletown: Fairbanks Fibre Box Coal Unloading Pit</i>	Cars with gross weight exceeding 240,000 lbs.		Must not operate on.
<i>Rushville: Lumber Track</i>	Engines		
Bloomingtondale to Hillsdale	3684-3699, 3800-3899, 7400-7494	Must not exceed 15 m.p.h.	
Bloomingtondale to Hillsdale—Bridge 156 at Pole 185-36	Relief Crane: X-215 to X-219		
Montezuma Gravel Pit Track	Engines	Must not operate south of loading tipple in gravel pit.	
Ficklin to Sangamon Jct.—BR 239 and 254	1826-1840, 3684-3699, 3800-3899, 7400-7494	Must not exceed 25 m.p.h.	
<i>Hume: Hume Lumber Track</i>	Engines	Must not operate beyond 3 car lengths east of clearance point.	

*Note 1.*—Movement over all industrial trestles and bridges must not exceed 10 miles per hour.

## T-19.—MARKERS

(a).—The use of reflectorized markers is permitted.

## T-71.—SUPERIORITY OF TRAINS.

On single track, Northward trains are superior to Southward trains and Eastward trains are superior to Westward trains, of the same class, except on single track on Hamilton and Decatur Subdivisions, Westward trains are superior to Eastward trains of the same class.

## T-83.—TRAIN CLEARANCE

(a).—Trains are required to get Clearance Form "A" before leaving stations designated below:

Station	Trains
Winton Jct.....	Toledo-Indianapolis Division trains
Hamilton.....	Trains originating and trains enroute Hamilton SD
New River.....	Northward Trains enroute Middletown SD
Dayton Union Station..	Trains originating (Train Director's Office)
North Dayton.....	Trains originating at North Dayton and East Dayton (see Note 1)
Eric Jct.....	Southward trains originating at Lima
Lima.....	Northward trains originating at Lima and North Lima
DT&I Sugar St. Station Lima .....	Northward DT&I Trains
KN Tower, Leipsic, Ohio .....	Southward DT&I Trains
Bates.....	Southward Trains Except Passenger Trains
Toledo.....	Passenger Trains
Tates Point.....	Wellston SD trains and trains from Wellston SD enroute to First SD
Fostoria .....	Westward Trains Enroute Bowling Green SD.
Washington C. H.....	All trains
State Street.....	Eastward trains (when office open)
Moorefield.....	All trains
Decatur.....	All trains (when office open)
Tuscola .....	See Note 3
Wabic Tower.....	All trains (when Decatur TO Office closed)

*Note 1.*—Trains dispatched from East Dayton to First SD and Dayton and Union SD will receive Clearance Form A over telephone from operator at North Dayton.

*Note 2.*—*Murdock Mine.*—Between the hours of 7:00 AM and 4:00 PM daily; except Saturday and Sunday, after completing switching of Bell and Zoller Coal Mine, Tuscola District Switchers will receive Clearance Form A from Agent-Operator.

*Note 3.*—*Tuscola.*—Trains originating must call Operator at TY Tower for instructions when going on duty.

T-93.—YARDS.

**TOLEDO.**

(a).—*Dock Jct. and Hump Yard.*—Trains, engines or yard cuts using the Yard Main between Dock Junction and the Hump Yard Office will first secure permission from the Yardmaster at the Hump Office.

(b).—*Lakefront Dock.*—While in service at the Lakefront Dock and Railroad Terminal Company, employes of the Baltimore & Ohio Railroad will be governed by Rules and special instructions of the Baltimore & Ohio Railroad Company.

**MOOREFIELD.**

Trains and engines, before using main track between Holmes-Michigan Avenues and Belmont Avenue, will get permission from the Yardmaster.

T-97.—EXTRA TRAINS.

*Between MP-240 and MP-247, Decatur SD.*—The main track may be used without train order authority. All trains and engines must approach and move within these limits prepared to stop within one half the range of vision. Flag protection is not required.

T-98.—AUTOMATIC AND SEMI-AUTOMATIC RAILROAD CROSSINGS.

(a).—Before a train or engine moves over railroad crossings shown below, when absolute block signal governing movement over crossing displays STOP Indication, in addition to complying with Stop Signal Rules in effect the movement must be protected against opposing or conflicting movements in compliance with the instructions posted in telephone booths or in boxes attached to signal masts.

*Automatic*

<i>Station</i>	<i>R. R. Crossing</i>
Cottage Grove.....	C&O
Roachdale.....	Monon
Hillsdale.....	C&EI
Chrisman.....	PC
Metcalf.....	N&W

*Semi-Automatic*

<i>Station</i>	<i>R. R. Crossing</i>
Lima Belt Crossing.....	N&W
Rushville.....	PC East
Rushville.....	N&W-PC West

T-98-1.—NON-INTERLOCKED RAILROAD CROSSINGS.

(a).—Instructions applying to Non-interlocked Railroad Grade Crossings located as designated below:

STATION	CROSSING	POSITION OF TILTING TARGET, GATE OR OTHER PROTECTION
Middletown Jct.	HC&I	Vertical (See Note 1)
East Middletown	PC	Trainmen Flag Crossing
Washington C. H.	Ohio-Newark Division	Vertical
P&E Crossing	PC	Gate clear of track
Hammond	N&W	Target vertical and gate clear of track (See Note 2)

T-98-1.—Concluded.

*Note 1.—Middletown Subdivision.*—Trains and engines will approach HC&I crossing located 1200 feet North of Middletown Junction prepared to stop unless target indicates proceed and track is clear. HC&I trains operating over crossing must stop, set target for their movement over crossing, and after using, restore target to vertical position for Middletown SD trains.

*Note 2.—Hammond, Illinois.*—B&O-N&W Crossing protected with target gate. Vertical position of target indicates clear route for movement on B&O track. B&O trains and engines may proceed over N&W crossing, without stopping, not exceeding 10 miles per hour when crossing is clear and target gate is in proper position.

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

T-99.—FLAGGING.

(a).—*Flag Protection.*—Rule 99 is modified to eliminate flag protection against following trains on the same main track as specified below except when notified by train order that Rule 99 is in effect:

<i>Subdivision</i>	<i>Between</i>
Dayton and Union SD.....	Dodson and Greenville

This will not relieve trains or engines of providing flag protection where other rules, conditions or specific instructions require flag protection to be provided.

(b).—*Running Tracks Within Yard Limits.*—In compliance with Ohio State Law, passenger or freight cars must not be left standing on running tracks within yard limits unless protected by a flagman, or red light is displayed on end of car. Red light must be displayed at least 30 minutes before sunset and not removed until at least 30 minutes after sunrise.

T-103-C.—HIGHWAY AND STREET CROSSINGS.

(a).—In addition to complying with Rule 103-C, trains and engines will stop before moving over the highway and/or street crossings designated below:

SUBDIVISION	LOCATION	HIGHWAY OR STREET
First	Dayton	Home Ave,
		Germantown St.
		West Third St.
Second	Lima	Old State Route 25 (Ordinance Depot Track)
		Old State Route 25 (Lima Belt)
Third	Rossford	Glenwood Road (Tracks One to Eight, inclusive)
Dayton & Union Middletown	Jays	Route 49
	South Excello	Old State Route 4 (Armoec Trains only)
P&T	Troy	West Main St.

SUBDIVISION	LOCATION	HIGHWAY OR STREET
Hamilton	Hamilton (Hamilton Belt)	Main St.
	Liberty	State Route 44 (Passing Siding and House Track)
	Glenwood	Main St. (House Track)
	New Palestine	Depot St. (House Track)
	Indianapolis	Ritter Ave. (Passing Siding and Team Track)
Decatur	Atwood	Mitchellville Rd. (Passing Siding)
		West St.
		Main St. (House Track)

(b).—In addition to complying with Rule 103-C, the movement of trains and engines will be governed as follows:

LOCATION AND STREET	INSTRUCTIONS
Rossford (Glenwood Rd.)	Tracks 1 to 8 inclusive and northward moves on new outbound track must stop and protect highway traffic if more than 2 minutes are consumed from a point 1100 feet south of crossing.
Toledo (Oakdale Ave.)	Northward movements on yard main will not exceed 5 miles per hour from a point 100 ft. south of Oakdale Ave., and until engine or leading car have passed Oakdale Ave.
Hamilton (Front St.)	Eastward movements start flasher at Front Street 1500 feet west of crossing. Track circuit 386 feet in length immediately west of Front Street is timed out to stop flasher operation in approximately 90 seconds after it is occupied if train does not get to the center circuit at Front Street in that length of time. If flashers time out before the train or engine occupies the crossing, a member of the crew will precede the movements over the crossing, protecting highway traffic.
Hamilton (Second and Third Streets)	Circuits for Second and Third Streets are so arranged that any movement westward from depot, not clearing Front Street and reversed to eastward movement, the flashers at Second or Third Streets will not operate until center circuits of these streets are occupied. Therefore, eastward movements under the above conditions must be preceded by flagman protecting highway traffic.
Oxford	At crossings protected by flasher signals, timing circuits have been installed to stop unnecessary flashing after a time interval. When trains or engines are stopped and are ready to proceed, they must use 20 seconds to reach the crossing in order to cause flashers to operate in sufficient time to warn traffic.
Connersville	
Rushville	
Indianapolis (Miley Ave.)	
Indianapolis (Concord St.)	
Tuscola	
Decatur	

LOCATION AND STREET	INSTRUCTIONS
Decatur (Eldorado St.)	CPL Signal located west of Eldorado Street governs eastward train movement over highway crossing. Special instructions covering operation of signal and highway protection are posted in Register Room, Decatur Yard Office and in box located on CPL Signal Mast.
Irrington (Arlington Ave.)	Circuits for flashers at Arlington Ave. are so arranged that any movement eastward, not clearing Post Road and reversed westward, flashers will not operate until center circuits of Arlington Ave. are occupied. Therefore, Westward movements under the above conditions must be preceded by flagman protecting Highway traffic.

#### T-104.—HAND-OPERATED SWITCHES.

(a).—Unless otherwise provided, hand signal from operators or operator-switchtenders will govern movements over the hand-operated switches at Pine Jct.

#### T-105.—USE OF SIDINGS AND SPECIFIED TRACKS.

(a).—*Industrial Tracks.*—Crews performing work at industries equipped with gates or doors manually or electrically operated and protected by a derail (or lock) will not remove derail (or lock) until gates or doors are fully opened, except where derail (or lock) controls operation of gate or door, movement must not be made until it is known gate or door is fully opened and secured.

Gates and doors must be closed and secured and derails (where provided) replaced after work is completed.

(b).—*Hamilton—PC Tracks.*—Trains or engines using PC tracks must run at restricted speed. When necessary to use PC main track, permission must be received from C. T. C. Operator west end of PC Passenger Station. Switches are electrically locked and derail connected with switch. Conductor or Engineer must report in clear of main track to C. T. C. Operator after using.

(c).—*HM Jct. and Overpeck Jct.*—Connection track between Overpeck Jct. and HM Jct.: Trains or engines will secure permission from Train Dispatcher through Operator at New River Jct., before entering or leaving connection track at HM Jct. Trains or engines may enter or leave connection track at Overpeck Jct. by signal indication.

(d).—*Miami City Jct. and Second Street.*—Trains or engines leaving lead track at Washington Street, Dayton, will not enter No. 1 track without permission of the Train Director, DU RR.

(e).—*East Dayton—Tates Point.*—Trains and engines enroute to Tates Point from East Dayton will secure permission from Operator at Tates Point.

(f).—*Murdock Mine.*—Account close clearances employes are prohibited from performing switching operations, riding ends of cars and operating engines in the area between east end of scale and warning signs on Empty Tracks 1, 2 and 3.

(g).—*Ficklin: U.S.I. Plant.*—Engines shall not approach any loading rack closer than 3 car lengths.

T-105.—Concluded.

(h).—*Decatur—Eastward Trains Enroute From N & W Tracks.*—Eastward Trains enroute from N&W to B&O tracks may proceed at restricted speed to Eldorado Street without knowledge of overdue or opposing trains. Rule 83-A modified.

(i).—*Boody—N&W Tracks.*—Eastward trains will secure permission before fouling N&W tracks, and Westward trains will report clear to N&W Train Dispatcher.

T-105-A.—DIRECTIONAL PASSING SIDINGS.

(a).—Passing sidings of an assigned direction are located as shown below:

McGonigle. . . . { North Track as Westward Passing Siding  
                          { South Track as Eastward Passing Siding

T-151.—MOVEMENT AGAINST CURRENT OF TRAFFIC.

(a).—*Hamilton.*—When necessary for trains or engines to move against the current of traffic on No. 1 track from crossover at Central Avenue to crossover at South end of station platform, movement may be made on verbal permission of the Train Dispatcher who must know that proper protection has been provided before authorizing the movement.

(b).—*Dayton.*—When necessary for trains or engines to move against the current of traffic on No. 1 track from Cross-overs at Leo Street to North Dayton, movement may be made on verbal permission of the Train Dispatcher who must know that proper protection has been provided before authorizing the movement.

T-206.—USE OF FOREIGN LINE ENGINES.

When Chesapeake and Ohio, Western Maryland or Reading engines are used on B&O rails, it will not be necessary to precede the engine number with initials of the other railroad in train orders. Rule 206 modified.

T-221.—TRAIN ORDER SIGNALS.

Train order signals will not apply to nor will they be displayed for trains at stations listed below as follows:

Hamilton. . . . . Trains originating and trains enroute Hamilton SD  
New River. . . . . Northward trains enroute Middletown SD

(a).—*WY Tower.*—Rule B-290 indication displayed on approach signals, indicates that the crossing is lined for B&O movement, that Rule B-290 is also displayed on the Home Signal, and that Train Order Signal Rule 224-A or 224-B is displayed. Trains receiving this indication must get Clearance Form A.

(b).—*Hamilton.*—Train Order Signal on Southwest corner of Passenger Station for movements from Hamilton SD. Train Order Signal on east side of passenger station for movement on the First SD.

(c).—*Lima.*—Train Order Signal located on East side of NS Tower for N&W movements only. Train Order Signals located on the North and South ends of NS Tower are for B&O movements only.

(d).—*Tontogany.*—Train Order Signal located on track side in front of station will be used for delivery of train orders for trains moving on Third SD. Train Order Signal located on north end of station will be used for delivery of train orders

T-221(d).—Concluded.

for trains moving to Bowling Green SD. Train Order Signal located south end of concrete bungalow south of station will be used for delivery of train orders for trains moving from Bowling Green SD.

T-272-A.—CLEARING MAIN TRACK.

Trains are permitted to enter or clear the main track at the following non-electrically-locked switch locations:

Columbus Grove. . . . . Team Track  
Leispic. . . . . D&M Track  
Custer. . . . . Elevator Track  
Weston. . . . . Team Track  
Tontogany. . . . . Team Track

T - 501. — ADDITIONAL INSTRUCTIONS - AUTOMATIC BLOCK SIGNAL RULES.

(a).—*General.—All Subdivisions: Single Budd Car Units.*—Where Rules 501-519, inclusive, are in effect, when handling single Budd Car Unit, after initial stop is made, the unit must immediately be moved forward at least ten (10) feet and a second stop made without the use of sand.

Passengers must not be permitted to entrain or detrain until second stop has been made.

If second stop cannot be made, flagman will immediately go back a sufficient distance to stop a following train moving at maximum authorized speed.

(b).—*SD Cabin and North Lima.*—When movements are to be made against the current of traffic at end of double track, signal will remain in STOP position. Conductor or Engineer will call Train Dispatcher who will store code for signal. Conductor or Engineer will then operate push button in telephone booth in order to receive the signal.

(c).—*Hamilton SD.*—Signal circuits are arranged for westward traffic as superior movement. When eastward trains or engines occupy the main track to the east end of siding and arrive at a meeting point before westward opposing train has entered the route, a member of the crew must immediately operate the push button located at the east end of all siding tracks, with the exception of Rushville and Connersville, in order to clear opposing absolute block signal for the westward train.

(d).—*Dayton.*—Northward signal located west side of No. 1 main track, Leo Street.

(e).—*CC Tower.*—Southward home signal located east side of main track.

(f).—*Perry.*—Southward home signal, No. 1 and No. 2 tracks located on East Side of tracks.

T-605.—INTERLOCKING RULES.

(a).—*Interlockings.*—Rules 605-609, inclusive, are in effect at the following locations:

Carlisle  
Troy—Second SD  
Troy—P and T SD  
Piqua Crossing  
AK Tower  
Eric Jct.  
Lima  
CG Tower  
Leispic Jct.  
Deshler  
Bates  
Armo  
Tates Point  
WY Tower  
Washington CH  
Greenville  
West Dana  
TY Tower  
Decatur

LOCATIONS	NORMAL POSITION FOR MOVEMENT ON	DESIGNATED SPEED IN NORMAL POSITION	
		FACING MOVEMENT	WHEN SPRINGING SWITCH
MN Siding—West Switch	Main Track	20 m.p.h.	10 m.p.h.
Austin Siding—West Switch	Main Track	20 m.p.h.	10 m.p.h.

Note.—In other than Automatic Block Signal territory, Lunar White light on spring switch signal indicates spring switch lined in normal position. When red light is displayed on such signal, movement over spring switch must not be made until switch has been examined to insure that it is properly lined.

T-725.—SPEED LIMIT SIGNS.

The triangular permanent reduce speed signs (where used) designating speeds on curves, etc., remain in service. Rule 725 modified.

T-727.—TEMPORARY SPEED SIGNS.

Speed restrictions may be governed by bulletin when numerals designating speed are displayed on Temporary Reduce Speed Signs.

CHANGES IN OPERATING, TRAIN HANDLING, AND MOTOR CAR RULES:

RULE OR INST. NO.	REVISION
First paragraph C-229 CDT-30	Scale Test Cars in regular service must be handled three cars ahead of caboose and train must have 85% operative air brakes. Train on which handled must not exceed a maximum speed of 35 miles per hour.
Locomotive Short Time Rating CDT-30 Supplemented	The following instructions govern the operation of locomotives when the traction motor current is greater than the continuous rating listed on the short time rating plate: <ol style="list-style-type: none"> <li>1. <i>Starting.</i>—When starting train the load meter reading may exceed the continuous rating for any throttle setting provided its reading reduces below the continuous rating as speed increases and throttle is fully opened.</li> <li>2. <i>Full throttle operation.</i>— <ol style="list-style-type: none"> <li>a. When operating at full throttle the locomotive should not be operated in the short time ratings any longer than listed on the short time rating plate.</li> <li>b. Operation in short time ratings less than 20 minutes apart must be added together. Their sum shall not exceed that indicated by the most restrictive zone reached by the loadmeter pointer.</li> </ol> </li> </ol>

RULE OR INST. NO.	REVISION
Locomotive Short Time Rating CDT-30 Supplemented Cont'd.	<ol style="list-style-type: none"> <li>c. Operation in short time ratings 20 minutes or more apart are to be considered as separate operations.</li> <li>d. (1) The throttle must be kept fully open when operating in Short Time Ratings.</li> <li>(2) Throttle must not be reduced to cause loadmeter reading to reduce below the continuous rating.</li> <li>(3) Throttle may be reduced for short periods to overcome excessive wheel slip when operating in Short Time Ratings.</li> </ol> <p>3. Whenever Short Time Ratings have been used for full allowable time and overload condition still exists, stop train and cool the electrical equipment for 20 minutes by opening GF switch, centering the reverser and place throttle half open (#4 position). After cooling period the locomotive may again be operated within short time ratings as described above.</p> <p><i>Note.</i>—When locomotive is equipped with a Manual Power Reduction Device, it can be used to overcome excessive wheel slip. However, when using this device, bear in mind the trailing units are still operating under maximum load.</p>
A-28 L-414 CDT-30 Supplemented	<ol style="list-style-type: none"> <li>(a) The dynamic brake may be used to reduce speed of trains for slowdowns or control speed during the descent of grades, but must not be used for stopping. The same care must be used in bunching slack with the dynamic brake as with the independent brake or rough handling will result. To avoid sliding wheels the dynamic brake and independent brake must not be used at the same time on the locomotive. The dynamic brake must always be applied and released gradually. Depress independent brake handle frequently enough to insure that brake cylinder pressure does not develop.</li> <li>(b) Maximum dynamic braking must not exceed the equivalent of twenty (20) operative traction motors. This can be accomplished by observing the load indicator. When the number of traction motors in dynamic braking exceeds 20, the amperage reading shown on load indicator must be limited to 25 amperes less than the maximum of 700 amperes for each additional traction motor.</li> <li>(c) The load indicator meter must be carefully observed at all times during dynamic braking. When the dynamic brake is being applied and it is noted that amperage does not build up normally with respect to lever position and speed; do not continue its use. This condition will be noted on locomotive inspection report for attention to the relieving engineer and maintenance forces.</li> </ol>

CHANGES IN RULES—Concluded.

RULE OR INST. NO.	REVISION
A-28 L-414 CDT-30 Supple- mented, Cont'd.	<p>(d) It is important to plan movement well in advance, to avoid maximum dynamic brake while head end cars are passing through a crossover, turnout or around sharp curves. This is particularly important when the dynamic brake is used entirely for controlling the speed of train and the train has empties or light loads on head end and heavy loads on rear end.</p> <p>(e) When preparing to use the dynamic brake, the throttle will be in "Idle" position and the selector lever in the No. 1 position. Allow at least ten (10) seconds to elapse for five (5) units (or less) of dynamic brake before the selector lever is moved to "Off" position. If train brakes are not applied at time the selector lever is moved to "Off" position, leave in "Off" position not less than five (5) seconds before moving to "B" position and leave in "B" position not less than five (5) seconds before moving into the braking zone. (Note: Allow an additional second for each unit of dynamic brake in excess of five (5) units.) Then apply dynamic brake gradually to properly adjust the slack. After slack has been bunched, increase the dynamic brake output gradually as operating conditions require. Never advance the braking lever rapidly in the braking zone.</p> <p>(f) When train brakes are used in conjunction with the dynamic brake, the air brakes will be started with a minimum brake pipe reduction, (or heavier with respect to local instructions) and followed by additional reductions necessary to properly control the train speed.</p> <p>(g) If train brakes are to be released while the train is moving, leave dynamic brake applied until sufficient time has been allowed for brakes to release on train. After train brakes have been released, continue to use the dynamic brakes as needed. If not needed, gradually reduce the dynamic brake, pausing not less than five (5) seconds in "B" and "Off" positions before using power.</p>
MC-7(c) and MC-7(d)	Motor Car Rules 7(c) and 7(d) referring to "C&O Rule 271 or B&O Rule 676" are modified to refer only to Rule 271.
MC-12(a) modified	The speed of all high rail trucks while operating on tracks must not exceed 20 miles per hour.

MOVEMENT OF M of W CARS.

Additional instructions governing the movement of M of W cars and equipment modifying or supplementing MC Rule 4.

(a).—Motor Car movement may be made on verbal permission as follows:

TRACK SECTION BETWEEN	AUTHORITY FOR CAR MOVEMENT
PC Jct. and Bates	Verbal permission of Operator at Bates. (Operator will consult Train Dispatcher for information of through train movements before issuing permission.) Car Operator will be protected against yard engines between these points.
Lima and Erie Jct.	Verbal permission of Operator at Lima or Erie Jct. (Operators will consult each other before authorizing movement.) Car Operator will be protected against yard engines between these points.
North End Needmore Siding and North Dayton	Verbal permission of Operator North Dayton. Car Operator will be protected against yard engines between these points.
North Dayton and Tates Point	Verbal permission of Operator North Dayton. Car Operator will be protected against yard engines between these points.
New River and Old River	Verbal permission of Operator New River. Car Operator will be protected against yard engines between these points.
Overpeck Jct. and HM Jct.	Verbal permission of Operator New River. (Operator will consult Train Dispatcher for information of through train movements before issuing permission.) Car Operator will be protected against yard engines between these points.
Piqua and Troy	Authority of Train Dispatcher and Yardmaster not required. Movement will be made under flag protection as may be necessary prepared to stop within one half range of vision.
Hamilton and Belt Jct.	Verbal permission of Operator Hamilton. (Operator will consult Train Dispatcher at Indianapolis for information on through train movements before issuing permission.) Car Operator will be protected against yard engines between these points.

(b).—Permission of Yardmaster is not required for main track movement through or within yard limits between PC Jct. and yard limit Dayton. Motor Car Rule 4 (c) modified.

(c).—Permission of Yardmaster is not required for main track movement through or within yard limits Dayton and between Dayton and Glendale. Car Operator must protect against yard engines. Motor Car Rule 4 (c) modified.

(d).—Permission of Yardmaster is not required for main track movement through or within yard limits Hamilton and between Belt Jct. and Sangamon Jct. Car Operator must protect against yard engines. Motor Car Rule 4 (c) modified.

(a).—*High Voltage Wires.*—In the event wires carrying high voltage or power lines in connection with Automatic Block Systems are broken, swinging, or on the ground, employes will immediately notify the Train Dispatcher. If wires are in position to interfere with traffic or are liable to cause injury to persons, arrangements must be made to place watchmen at the point until relief can be obtained.

(b).—*Personal Injury Reports.*—Whenever employes are injured, the officer or employe in charge will act as follows:

- (1) *Non-Train Accident.*—Whenever employes are injured in a non-train accident, equipment or machinery involved must be given an immediate inspection by officer or employe in charge to ascertain condition.
- (2) *Train Accidents.*—In cases of injuries to employes in train or train service accidents, where the condition or operation of engines and/or cars is or may be involved, an immediate inspection must be made of equipment, including, where necessary, a coupling and uncoupling test, or brake test; also an inspection of the track and roadbed. If not practical to make inspections and tests of equipment at point of accident, same should be made at the next available point. Inspection must be made by two qualified persons unless otherwise directed. Inspectors must make a separate report of inspection to their superior officer.
- (3) If any employe furnishes to a person, other than an official of the Railway Company, written statement concerning an accident, or injury, employe shall promptly furnish an exact copy of statement to his immediate superior.
- (4) In all highway crossing accidents the Conductor of the train involved will make report on Form CJ-8 to the Superintendent. He should include, in space Z, under "REMARKS" the names and addresses of all outside witnesses at the scene, together with the license numbers of all automobiles that were stopped at the crossing at time of accident.
- (5) In the event a passenger train is involved in an accident and accident is of such a nature that passengers might possibly have been subjected to injury, the Conductor in charge of train will have such passengers complete and sign Form CJ-99, regardless of whether or not such passengers claim to have been injured, as provided for in printed instructions accompanying Form CJ-99. (See General Rule M-2 Book of Rules.)
- (6) When physically able to do so, an employe sustaining injury, will report it to the Supervisor before leaving company premises. The Supervisor must arrange prompt first aid and when necessary, place the employe under the care of a company surgeon as soon as possible. Injuries must be reported promptly on the prescribed forms, however minor they may appear.
- (7) In case of fatal accident on line of road, the nearest state or local police should be promptly notified. If such police cannot be promptly contacted and brought to the scene within a short time, train will proceed without further delay. A member of the crew or other agent of the Company will be left at the scene to notify the police and make sure that the body is placed in the hands of the proper authority.

(c).—*Holidays.*—New Year's, Washington's Birthday, Decoration Day, Fourth of July, Labor Day, Thanksgiving, Christmas.

(d).—*Use of Radio.*—Use of privately owned and licensed Citizens Band Radios for operating purposes is forbidden.

(e).—*Telephone Numbers:* Chief Dispatcher Dayton, Ohio Area 513-222-5821; Indianapolis Area 317-632-3371 Daily from 8:00 A.M. to 5:00 P.M. except Saturday, Sunday and Holidays. At other times 632-3123.

**MEDICAL DEPARTMENT**  
**I. KAPLAN, M. D., Medical and Surgical Director**

**COMPANY'S SURGEONS**

Hamilton, Ohio.....	Dr. R. J. Glins, Oculist Dr. Neil Millikin Dr. W. F. Hume
Middletown, Ohio.....	Dr. W. A. Reese Dr. J. W. Barnes
Carlisle, Ohio.....	Dr. J. A. Nock
Miamisburg, Ohio.....	Dr. G. I. Martin
Dayton, Ohio.....	Dr. Neal C. Perkins Dr. Edw. R. Thomas, Oculist Dr. R. A. Pfarrer Dr. R. C. Rounds Dr. Wm. B. Ayres
Tipp City, Ohio.....	Dr. M. C. Kiser
Troy, Ohio.....	Dr. Constantine Pereyma
Piqua, Ohio.....	Dr. Wm. W. Weis
Sidney, Ohio.....	Dr. Edw. P. Sparks, Jr.
Wapakoneta, Ohio.....	Dr. C. W. Berry
Lima, Ohio.....	Dr. R. R. Snowball Dr. W. E. Noble Dr. Robert Page, Oculist
Columbus Grove, Ohio.....	Dr. H. N. Trumbull
Leipsic, Ohio.....	Dr. W. W. Donahue
Deshler, Ohio.....	Dr. R. J. Blough
Perrysburg, Ohio.....	Dr. P. F. Orr
Toledo, Ohio.....	Dr. F. S. Skopek Dr. E. A. Orwig, Oculist Dr. J. F. Whitacre Dr. G. S. Bova Dr. F. E. Foss
Bowling Green, Ohio.....	Dr. D. L. Gamble
North Baltimore, Ohio.....	Dr. E. J. Lloyd
Washington C. H., Ohio.....	Dr. J. H. Persinger
Liberty, Indiana.....	Dr. W. B. McWilliams
Connersville, Indiana.....	Dr. B. W. Sanders
Rushville, Indiana.....	Dr. F. H. Green
Indianapolis, Indiana.....	Dr. David Sluss Dr. H. D. Aldrich, Oculist
Rockville, Indiana.....	Dr. R. S. Bloomer
Montezuma, Indiana.....	Dr. W. D. Britton
Tuscola, Illinois.....	Dr. W. G. Steiner
Decatur, Illinois.....	Dr. D. A. Pence Dr. W. F. Hubble, Oculist Dr. C. E. McClelland, Oculist and Aurist
Brazil, Indiana.....	Dr. R. M. Maurer

**HOSPITALS**

Hamilton, Ohio.....	Mercy
Middletown, Ohio.....	Middletown Hospital Ass'n.
Dayton, Ohio.....	Miami Valley, St. Elizabeth
Troy, Ohio.....	Stouder Memorial
Lima, Ohio.....	St. Rita's, Lima Memorial
Toledo, Ohio.....	Mercy
Washington C. H., Ohio.....	Fayette County Memorial
Chillicothe, Ohio.....	Chillicothe
Connersville, Ind.....	Fayette Memorial

**HOSPITALS—Continued.**

Indianapolis, Ind.....	St. Vincent, Methodist
Tuscola, Ill.....	Sarah Jarman
Decatur, Ill.....	Macon County, St. Mary's

**FIRST AID CLINIC—CINCINNATI**

Rooms 116-117S, C.U.T., 1301 Western Ave. 9:00 A.M. to 12 Noon—1:00 P.M. to 4:00 P.M. Daily (except Saturday, Sunday and Holidays).

**EXAMINING POINTS AND HOURS**

**CINCINNATI**—Rooms 116-117S, C.U.T., 1301 Western Ave., 9:00 A.M. to 12 Noon and 1:00 P.M. to 4:00 P.M. Daily (except Saturday, Sunday and Holidays).

**HAMILTON**—4th Thursday each month, 1:00 P.M. to 4:00 P.M.

**CHILICOTHE**—1st, 2nd & 3rd Thursday of each month, also 5th Thursday when occurring, 11:00 A.M. to 2:00 P.M.

**DAYTON (Union Depot)**—1st & 3rd Tuesday each month, 10:00 A.M. to 1:00 P.M. except during April, June and October, 1st Tuesday, 10:00 A.M. to 12:00 Noon and 1:00 P.M. to 4:00 P.M.

Dr. Wm. B. Ayres, 1100 S. Main St., Phone 222-0603 by appointment.

**LIMA**—2nd Wednesday each month, 12:00 Noon to 2:00 P.M. except during April, June and October, 1:00 P.M. to 4:00 P.M.

**TOLEDO**—Dr. F. E. Foss and Dr. G. N. Bates, 316 Michigan Ave., Phone 685-1700 by appointment.

Dr. O. Neufeld, Professional Bldg., 1838 Parkwood Ave., Phone 242-3611.

**INDIANAPOLIS**—Room 406, Division Office Building, 220 Virginia Ave., 1st & 3rd Monday, 11:00 A.M. to 2:00 P.M. except during April, June and October, 3rd Monday, 1:00 P.M. to 4:00 P.M.

**MEDICAL EXAMINERS' TERRITORIES**

Cincinnati to Lima, inclusive.....	} Dr. D. J. Foglia, Cincinnati
Cincinnati to Chillicothe, inclusive.....	
Dayton to Greenville, both inclusive.....	
Hamilton to Springfield, exclusive.....	
Willard to Lima, exclusive, to Toledo, inclusive.....	

Medical Examiner, Akron

**INSTRUCTIONS COVERING MEDICAL SERVICES**

- Employees seriously injured on duty or passengers, whose injuries require medical or surgical aid, should be promptly taken to the nearest listed Company's Surgeon or hospital emergency room, except in extreme emergency, when they should be transported to the closest medical facility. Workers with minor injuries sustained on duty should be treated at the listed First Aid Clinics. Where these services are not readily available, such cases should be referred to the nearest listed Company's Surgeon or hospital emergency room.
- Depending on severity of injury, the officer in charge will use discretion as to proper conveyance for removal of injured employees. Municipal or private ambulances, taxicabs, personal or Company's vehicles may be used for this purpose, and the Company may be billed for the service.
- When a passenger becomes ill on a train and requests medical attention, any local physician (Company's Surgeon or otherwise) may be called. If the passenger cannot or will not pay physician called, we shall pay for the first call, but both the patient and the physician should be told that all subsequent treatment shall be at the patient's expense.

**Notice of disablement or death of a Relief Department member should be reported promptly.**



*Compliance with*  
**OPERATING RULES**  
AND  
**SAFETY RULES**

INSURES  
**SAFE and EFFICIENT**  
**Operation**

•

In Case of **DOUBT** or **UNCERTAINTY**  
the **SAFE COURSE MUST BE TAKEN**

IMPACT FORCE AT VARIOUS STRIKING SPEEDS		
CAR COUPLED AT (MPH)		IMPACT FORCE
SAFE	1	1
	2	4
	3	9
	4	16
DAMAGING	5	25
	6	36
	7	49
	8	64
	9	81
	10	100