

SAFETY

IS

EVERYBODY'S JOB

ON THE

B&O

THE BALTIMORE & OHIO RAILROAD COMPANY

WESTERN REGION

SAFETY ABOVE EVERYTHING



TOLEDO DIVISION

EFFECTIVE

SUNDAY, FEBRUARY 25, 1909

A. W. CONLEY,

Superintendent

TOLEDO DIVISION

SUPERINTENDENT

A. W. Conley

ASSISTANT SUPERINTENDENT

M. L. Shearer

TRAIN MASTER

L. W. Brenner

J. B. Clark

ASSISTANT TRAIN MASTER

W. G. Waggoner

CHIEF DISPATCHERS

E. H. Thompson

E. L. Fox

J. Stuckhart

H. D. Wood

DISPATCHERS

C. V. Donald
G. H. Thompson
John Morris

W. J. Farmer
T. R. White
J. R. McAllister
O. R. Fogle

W. J. Fraley
L. C. Griffith
O. A. Martz
N. G. Coale

A. R. Frazer
J. W. Dungan

ROAD FOREMAN OF ENGINES

H. H. Harper

ASSISTANT ROAD FOREMAN OF ENGINES

G. B. Eades

L. D. Benson

RULES EXAMINER

C. R. Redmond

MASTER MECHANIC

F. J. Rosenberg

DIVISION ENGINEER

R. E. Chamberlain

ASSISTANT DIVISION ENGINEER

J. F. Dunseth

DISTRICT CLAIM AGENT

W. F. Gilbert

Headquarters Cincinnati

Territory Cincinnati to Dayton Exclusive

DIVISION CLAIM AGENTS

C. B. Kesler
Headquarters Toledo
Territory Toledo to Dayton Inclusive
Including Dayton Union Railway
D&U Sub-Division

V. N. Carrico
Headquarters Dayton

M. D. Thornburgh
Headquarters Chillicothe
Territory Wellston Sub-Division
G. F. Oberlander
Headquarters Cincinnati

THE BALTIMORE AND OHIO RAILROAD COMPANY

Relief Department

W. M. KENNEDY, Superintendent.
MEDICAL AND SURGICAL SERVICE.

COMPANY'S SURGEONS.

Hamilton, O.—	{ Dr. Clyde G. Chamberlin, Oculist. Dr. Neil Millikin. Dr. Azel Ames, Jr.
Middletown, O.—	{ Dr. David F. Gerber. Dr. W. A. Reese.
Carlisle, O.—	{ Dr. Jean A. Nock, Franklin, O.
Miamisburg, O.—	{ Dr. Geo. I. Martin. Dr. Robt. C. Austin, Fidelity Bldg. Dr. Edw. R. Thomas, Oculist, 60 Wyoming St.
Dayton, O —	{ Dr. A. J. Carlson, Fidelity Bldg. Dr. Howard W. Heywood, 1009 Miami Savings Bldg. Dr. R. A. Pfarrer, 2834 E. 3rd St. Dr. Maynard C. Kiser.
Tipp City, O.—	{ Dr. George E. McCullough.
Troy, O.—	{ Dr. L. N. Lindenberger. Dr. J. F. Beachler.
Piqua, O.—	{ Dr. John F. Beachler, Jr. Dr. Cyril C. Hussey.
Sidney, O.—	{ Dr. Edw. P. Sparks.
Anna, O.—	{ Dr. D. R. Milliette.
Wapakoneta, O.—	{ Dr. Roy C. Hunter.
Cridersville, O.—	{ Dr. J. H. Schaeffer.
Lima, O.—	{ Dr. James B. Poling. Dr. Thomas J. Talbott. Dr. John E. Talbott. Dr. E. C. Yingling, Oculist. Dr. George W. King, Oculist.
Col's Grove, O.—	{ Dr. H. H. Sink.
Ottawa, O.—	{ Dr. J. A. Harold,
Leipsic, O.—	{ Dr. Wayland B. Recker.
Deshler, O.—	{ Dr. B. L. Johnson. Dr. W. H. Rheinfrank.
Perrysburg, O.—	{ Dr. Paul F. Orr. Dr. D. R. Canfield.
Toledo, O.—	{ Dr. Fred L. Eyestone, 229 Colton Bldg. Dr. Earl A. Orwig, Oculist, Dr. Thoma. Heatley, 2677 Monroe St. Dr. D. J. O'Leary, 355 E. Broadway. Dr. Warren J. Howard, 556 Potter St.
Findlay, O.—	{ Dr. Reginald S. Rilling.
Bowling Green, O.—	{ Dr. F. D. Halleck.
N. Baltimore, O.—	{ Dr. E. A. Powell. Dr. Edwin J. Lloyd.
Xenia, O.—	{ Dr. Paul D. Espey.
Jamestown, O.—	{ Dr. R. L. Haines.
Washington C.H., O.—	{ Dr. P. S. Craig.
Frankfort, O.—	{ Dr. Jack H. Persinger. Dr. W. M. Garrett. Dr. Ralph W. Holmes. Dr. Glen Nisley.
Chillicothe, O.—	{ Dr. Geo. S. Mytinger, Oculist. Dr. Nicholas H. Holmes. Dr. F. W. Nusbaum. Dr. Harold W. Gillen.
Wellston, O.—	{ Dr. John L. Frazer.
Greenville, O.—	{ Dr. C. J. Mills.

HOSPITALS

Cincinnati, Ohio—St. Mary's Hospital.
Chillicothe, Ohio—Chillicothe Hospital.
Dayton, Ohio—The Miami Valley, St. Elizabeth.
Hamilton, Ohio—Mercy.
Lima, Ohio—St. Ritas, Lima City.
Middletown, Ohio—The Middletown Hospital Ass'n.
Toledo, Ohio—Mercy.
Troy, Ohio—Stouder Memorial.

EXAMINING POINTS

CINCINNATI, O.—Room 5 and 6 Railway Express Bldg., York and McLean Sts., Mondays and Thursdays, 9:00 A.M. to 12:00 Noon.
CHILICOTHE, O.—Tuesday 9:00 A.M., to 12 Noon.
DAYTON, O.—Union Depot, Tuesday, 11:00 A.M. to 12:00 Noon.
LIMA, O.—Wednesday, 1:00 P.M. to 2:00 P.M.
TOLEDO, O.—Wednesday, 11:00 A.M. to 1:00 P.M.

MEDICAL EXAMINERS' TERRITORIES

Cincinnati to Deshler, exclusive	{ Dr. F. H. Hutchinson, Cincinnati, O.
Dayton to Union City, both inclusive	
Dayton to Washington C.H., exclusive	{ Dr. J. M. Saylor, Cleveland, O.
Deshler, exclusive, to Findlay, inclusive	
Toledo.....	{ Dr. Thos. B. Goldsmith, Willard, O.
Toledo to Deshler, exclusive of Toledo	
North Baltimore to Tontogany	{ Dr. H. W. Nimal, Parkersburg, W. Va.
Washington C.H., excl., to Wellston, incl.	
Washington C.H.....	{ Dr. D. T. Williams, Newark, O.

Reports of disabilities and death should be forwarded to the respective Medical Examiners.

Rules Governing Services of COMPANY'S SURGEONS

1. Telegraphic calls for surgeons will have precedence over all other business, except train orders.
2. In cases of injuries to passengers or employes requiring surgical aid, the Surgeon of the Company who can reach the point the quickest will be immediately called by the officer in charge and the case put in his exclusive control. If impossible to secure immediate attendance of Company's Surgeon other surgical aid should be promptly secured to attend until the arrival of the Company's Surgeon.
- Upon arrival of the Company's Surgeon he shall assume charge of the situation, making proper arrangements with the surgeon already in attendance for the continuance or discontinuance of services.
3. When a number of persons are injured the services of competent surgeons in the vicinity should at once be secured and every attention given the injured. Company's Surgeon should be immediately notified, giving number of persons injured and what will probably be required for their relief.
4. The Company will not be responsible for the employment of other surgeons than those above named, and no obligation of any kind, beyond the services required while awaiting the arrival of the Company's Surgeon, or subsequently arranged for by him, will be assumed by the Company.
5. The officer in charge will arrange to have the injured persons removed from the scene of the accident as promptly as possible, providing an ambulance or other conveyance, and sending a man, or men, with the injured persons when necessary, any expense incurred to be billed direct to the Company or paid by the person in charge, who will present a statement and receive voucher.
6. No important surgical operation should be performed previous to the arrival of the Company's Surgeon, except such as may be required for the immediate safety of the patient.
7. While the Company's Surgeons will be assigned to duty within prescribed limits, they will be expected to go out of such limits whenever required.
8. Employes will be expected, whenever able, to visit the Company's Surgeon's office for treatment.
9. When an injured employe selects a surgeon other than the one appointed, the Company will be relieved of any obligation to pay for his service and such surgeon will look to the employe for his compensation.

FULLER NANCE, M. D.,
Medical and Surgical Director.

SPECIAL INSTRUCTIONS.

1. 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.

EXCEPTIONS TO No. 1.

No. 43 is superior to No. 42 Dodson to Union City;
No. 71 is superior to No. 70 Deshler Jct., to Findlay;

2. LOCATION OF WATCH INSPECTORS

Cincinnati, O.	Southam Watch Co. Eckerle Jewelry Co.
Hamilton, O.	Bentel's. Rogers Jewelry Co.
Dayton, O.	Roston's Jewelers.
Piqua, O.	A. Thoma.
Lima, O.	D. K. Powell. John Hodosko and Sons.
Deshler, O.	Pelton Jewelers
Wellston, O.	Benjamin & Co.
Findlay, O.	Geo. L. Newman.
Wash. C. H., O.	Otis T. Stokey.
Chillicothe, O.	Templin & Griesheimer.
Toledo, O.	Armstrong Watch & Diamond Co.

3. STANDARD CLOCKS, BULLETIN BOARDS and TRAIN REGISTERS—(Located as indicated by "X")

	Stand- ard Clock	Bul- letin Board	Train Reg- ister
Cincinnati Union Terminal			
Telegraph office	X	X	X
Enginehouse	X	X	X
Cincinnati Jct., telegraph office	X		X
Yard A			
Yardmaster's office—North end	X	X	X-f
Yardmaster's office—South end		X	
Winton Jct., telegraph office			X-a
Ivorydale Roundhouse	X	X	
Hamilton			
Wayne yard office	X	X	
Telegraph office	X	X	X-b
Roundhouse	X	X	
South Hamilton yard office	X	X	
East Dayton Crew Callers office	X	X	X-b
North Dayton telegraph office	X	X	X
Piqua Agent's office	X	X	X
Erie Jct. telegraph office			
Lima Crew Callers office	X	X	
North Lima, yard office	X	X	
Deshler, telegraph office	X	X	X-b
Tontogany, telegraph office	X		X-d
Toledo Gen. Yardmaster's office	X	X	
Crew Callers office	X	X	
Dock Jct.	X		
Southbound Yard office	X		
Union Station	X	X	X
Musselman telegraph office			X
Meadow Run Wye			X-c
Wellston telegraph office	X	X	X

- a - First class trains only.
- b - Register stations for trains starting or terminating only.
- c - Register for first class trains only.
- d - Register station for Bowling Green Sub-Division first class trains only.
- f - For trains starting or terminating only.

4. CLEARANCE CARD FORM A.

First Sub-Division is between Glendale and Dayton. Toledo Division trains receiving Form 13 at Cincinnati Union Terminal, Clearance Card Form A at Cincinnati Junction, or Winton Junction are relieved from receiving Clearance Card Form A at Glendale.

First Class Trains will not leave Hamilton without Clearance Card Form A. Northward Freight Trains originating at Hamilton will receive Clearance Card Form A at Old River Junction, except trains to Middletown Sub-Division will receive Clearance Card Form A at New River Junction.

Second Sub-Division is between Dayton and Lima. Trains dispatched to and from First and Second Sub-Divisions at Dayton and North Dayton will receive Clearance Card Form A at North Dayton instead of Dayton. Southward trains except First Class dispatched from Lima will receive Clearance Card Form A at Erie Junction.

Third Sub-Division is between Lima and Toledo. All trains leaving Lima and North Lima on Third Sub-Division will receive Clearance Card Form A at Lima.

Northward trains on Bowling Green Sub-Division will receive Clearance Card Form A at Galatea instead of North Baltimore and are relieved from receiving Clearance Card Form A entering Third Sub-Division at Tontogany.

Trains will leave Findlay without Clearance Card Form A.

Trains from Wellston Sub-Division to First Sub-Division will receive Clearance Card Form A at Tates Point. Trains dispatched from East Dayton to Wellston Sub-Division will receive Clearance Card Form A at Tates Point and trains dispatched from East Dayton to First Sub-Division and Dayton and Union Sub-Division will receive Clearance Card Form A over telephone from North Dayton

Trains will leave Dodson and Union City without receiving Clearance Card Form A. Trains will receive Clearance Card Form A before leaving Washington C. H.

5. SPEED RESTRICTIONS

	Class or Service		
	Passen- ger and express trains	Passen- ger and Express trains handl'd by freight engines and fast freight trains	Slow freight, local, pick- up and work trains
LIMITS			
Between Glendale and North Lima...	70	50	40
Between North Lima and Toledo....	75	50	40
(Except as noted below).			
Entering double track at North Dayton	25	25	25
Leaving double track at Kirkwood...	35	25	25
Leaving double track at Erie Jct....	25	20	20
Leaving double track at North Lima..	35	25	25
Entering double track at ON Cabin...	35	25	25
Entering double track at Bates.....	25	25	25
At Locations of Spring Switches:			
Middletown—			
Reverse Movement.....	25	20	20
SW Cabin Northward movement....	30	30	30
Southward movement....	20	20	20
Southward movement on..			
No. Two (2) Track.....	25	25	25
Northward movement on..			
No. One (1) Track.....	25	25	25
Between Laurel Ave. Hamilton and			
Old River Jct.	25	20	20
Hamilton Belt.....	15	15	15
New River Jct. to Old River Jct. on			
No. One (1) track.....	50	40	40
Between Pole 46-32 and 47-30.....	65	50	40
Within corporate limits of Miamisburg	25	25	25
Between Pole 52-13 and Mile Post 53..	65	50	40
Between Pole 56-46 and Washington St.	30	30	30
Between Washington St. and Miami			
City Jct.....	15	15	15
Between Second St. and Keowee St....	15	15	15
Between Keowee St. and Leo St.....	30	30	30
Over Miami River Bridge North			
Dayton	35	20	20

SPECIAL INSTRUCTIONS—Continued.

5. SPEED RESTRICTIONS—Continued.

LIMITS	Class of Service		
	Passenger and express trains	Passenger and Express trains hand'd by freight engines and fast freight trains	Slow freight, local, pick-up and work trains
Through Tipp City.....	25	25	25
Between Pole 75-20 and Pole 76-25....	50	40	40
Between Station and River Bridge Troy Cemetery Curve, north of Troy.....	20	20	20
Between Pole 87-21 and Pole 88-6....	35	35	35
On Curves between Station and Water tank Sidney.....	45	45	40
Between AK Tower and Wapakoneta Station.....	55	50	40
Within corporate limits of City of Lima	20	20	20
Between CG Tower and Columbus Grove Station.....	25	20	20
Between River Bridge and Stock Pen Switch, Ottawa.....	35	35	35
Between Pole 150-39 and Pole 151-13.	40	30	30
Through Leipsic.....	70	50	40
Wye tracks Deshler and Tontogany..	25	25	25
Through Perrysburg.....	10	10	10
Between Bates and Dock Jct.....	25	25	25
Through new wye connection track at Bates.....	45	30	30
Between Dock Jct. and N.Y.C. Jct....	10	10	10
Through turnout at NYC Junction...	25	25	25
Wellston sub-division.....	10	10	10
(Except as noted below).	45	40	40
Over North Dayton Cut-off.....	20	15	15
Between D. U. Ry. and East First St...	15	15	15
Between East First St. and Pole 6-15..	30	30	30
Between Tates Pt. and Springfield Pike Crossing.....	10	10	10
On curves between Bridge 23 and Cemetery, West of Xenia.....	30	20	20
Through Xenia.....	10	10	10
Through Washington C. H.....	10	10	10
On Whetstone Curve.....	15	15	15
Between switches Musselman.....	30	30	30
On Caldwell's Pit Curve.....	15	15	15
Through Chillicothe.....	20	20	20
Entering or leaving C.&O. tracks at RA and VA Jct., and connection track at Scioto Jct. and Renick Jct.	30	30	30
On third curve West of West Jct.....	30	30	30
On first curve West of West Jct.....	30	30	30
Entering or leaving West Jct.....	15	15	15
Between Byers Jct. and Grand Crossing	30	20	20
Bowling Green sub-division.....	45	35	35
(Except as noted below).	10	10	10
Wye Track North Baltimore.....	30	30	30
Through Rudolph.....	25	20	20
Between South end of reverse curve south of Bowling Green and Fair Ground switch.....	20	20	20
Findlay sub-division.....	20	20	20
P.&T. sub-division.....	20	20	20
Dayton and Union sub-division.....	20	20	20
(Except as noted below).			

5. SPEED RESTRICTIONS—Continued.

LIMITS	Class of Service		
	Passenger and express trains	Passenger and Express trains hand'd by freight engines and fast freight trains	Slow freight local, pick-up and work trains
Over Sycamore St. crossing Union City Through Greenville.....	10	10	10
Middletown sub-division.....	8	8	8
(Except as noted below).	25	25	25
Over highway grade crossing, Le-Sourdsville.....	10	10	10
Buckeye sub-division.....	10	10	10
Entering and leaving sidings and through sidings and crossovers....	10	10	10
Exceptions: Entering and leaving and thru all passing sidings Cairo to Haskins, inclusive except north switch Tontogany.....	10	10	10
Through interlocking plants and over railroad crossings at grade.....	25	25	25
Pennsylvania trains entering or leaving main track at Old River Jct. and New River Jct.....	25	35	35
	10	10	10

MAXIMUM SPEED OF LIGHT ENGINES.

	Sub-Division							
	1st, 2nd, 3rd		Bowling Green		Wellston		Mid'n D. & U.	
	For-ward	Back-ward	For-ward	Back-ward	For-ward	Back-ward	For-ward	Back-ward
Diesel Engines	60	45	45	30	45	30	20	15
Steam (except as noted)	50	40	35	25	30	20	20	15
S-1 and S-1-A	35	25	25	15				
E-27	50	30	25	15	30	20	20	15

Where the maximum speed of a division or sub-division is twenty-five (25) miles or less, the same speed will apply to light engines in forward motion.

Speed of Relief Trains	1st, 2nd, & 3rd Sub-Div.	Bowl'g Green Sub-Div.	Well-ston Mid-dle town Sub-Div.	Find-lay P. & T. Sub-Div.
	Engine in forward motion...	35	25	25	20
Engine in backward motion..	20	20	20	15
With crane ahead of engine..	20	20	20	15

Relief Crane X-59 will not be operated under PRR Bridge at Barr Station in excess of five (5) miles per hour account close clearance.

At speed posts on division where stated speed is lower than that shown above, it will govern.

(General)

Maximum speed of excursion or other special trains made up of open platform equipment, and passenger trains handling equipment with freight car trucks will be ten (10) miles per hour less than the maximum speed of other passenger trains.

Trains handling scale test cars will not exceed 35 miles per hour. As these cars are not equipped with air brakes, they will be spaced three (3) cars ahead of caboose, and train must have 85% operative brakes.

Trains whose consist indicates they have gasoline in drums loaded in box cars will not exceed forty (40) miles per hour.

Class P-1aa engines will not exceed fifty-five (55) miles per hour.

SPECIAL INSTRUCTIONS—Continued.

Class S-1 and S-1-A freight engines will not exceed forty-five (45) miles per hour.

Class S engines will not exceed twenty (20) miles per hour.

Engines without engine trucks will not exceed twenty (20) miles per hour, except where speed restrictions are lower, such engines will be operated five (5) miles per hour less than the speed restriction in effect.

Engines moving backward with cars will not exceed twenty-five (25) miles per hour, except on D&U Sub-Division they will not exceed fifteen (15) miles per hour.

Engines in backward motion will not exceed ten (10) miles per hour between Findlay and McComb.

Trains handling steam cranes, locomotive cranes, pile drivers, ditchers and similar equipment, except relief trains, will not exceed thirty (30) miles per hour.

Trains the make up of which includes dead engines will be restricted to twenty-five (25) miles per hour, except that Diesel engines may be handled at such speeds as are provided for in proper shipper's endorsement on bill of lading.

Trains handling dead engines WITHOUT SIDE RODS will not exceed twenty (20) miles per hour.

No. 57 will not exceed thirty five (35) miles per hour to dispatch mail at;

Sidney; Daily.

Vandalia and Trenton; Monday.

Glendale; Daily except Sunday.

No. 57 will not exceed twenty (20) miles per hour to dispatch mail at;

Piqua Crossing; Daily.

6. TRAIN ORDERS

7. EXTRA TRAINS

8. OPERATING TRAINS BY SIGNAL INDICATION

Rules 251 to 254 inclusive are in effect between: Old River Jct. and New River Jct., Erie Jct. and Lima, ON Cabin and Bates.

Rules 261 to 264 inclusive are in effect between:

End of double track North Dayton and south end of passing siding Needmore.

Piqua Crossing and end of double track, Kirkwood.

Bates and N.Y.C. Jct.

RA Jct. and West Jct.

Where trains are run under signal indication, they may display signals, as per Rules 20-21. Rule 23-A modified.

CENTRALIZED TRAFFIC CONTROL SYSTEM

CENTRALIZED TRAFFIC CONTROL Rules 676 to 686 inclusive are in effect between North Lima, end of double track, and ON Cabin, end of double track, and between Renick Jct. and VA Jct.

Trainmen using commercial sidings leading to main track, or to passing sidings, will not throw the siding derail or inside main track switch until authorized to do so by train dispatcher. After use, derails and switches will be restored to their normal position and locked.

9. SPACING TRAINS

Signal circuits are arranged for northward traffic as superior movement. Southward trains arriving at south end of passing sidings and occupying main track to meet an opposing train automatically sets the signals governing northward train at STOP to the next passing siding south and CONDUCTOR or ENGINEER of southward trains will immediately operate a push button located in small box, at the outlet signal. When using push button it should be held in not less than 15 seconds.

Rules 305 to 377 inclusive are in effect on the Bowling Green Sub-Division.

Rules 505 to 519 inclusive, are in effect between Glendale and Miami City Jct., Second Street Dayton and North Lima, ON Cabin and N.Y.C. Jct., Second Street Dayton and Scale House East Dayton yard, RA Jct. and West Jct.

Between Bates Point and North Dayton, trains will be controlled by block operator located at these points upon authority of train dispatcher and before entering block at either point will receive Clearance Card Form A from block operator. Rule 317 will apply.

On D&U and Wellston Sub-Divisions trains in the same direction will keep at least ten minutes apart except in closing up at stations. Rule 91 modified.

10. FIXED SIGNALS

A flashing red light, Rule 280-E indication, near the bottom of northward or southward home signal masts at Piqua Crossing,

indicates there are orders to be delivered at this point. Trains observing a flashing red light will acknowledge same without first seeing the display of red or yellow flag or red or yellow light in addition to red or yellow flag on train order board at telegraph office. In all other respects, Rule 133 will apply.

At Armcoc Jct., Xenia, Chillicothe and Meadow Run Wye where there are no fixed signals as required by Rule 221 (A), a red flag by day, and in addition, a red light by night will be used to stop trains for delivery of Train Orders Form 31. A yellow flag by day, and in addition, a yellow light by night, will be used for the delivery of Train Orders Form 19. A train will not pass a signal so displayed unless authorized by Clearance Card Form A. Rule 221 (A) modified.

At VA Junction, delivery of train orders to Westward Baltimore and Ohio trains will be made without display of red or yellow flags, delivery of Form 31 train orders to be made on red, and Form 19 train orders on yellow light indication displayed on train order signal installed for that purpose on South side of track at train order office. Rule 133 modified.

11. HAND SIGNALS AND FLAGGING

Unless weather conditions make it necessary to do so, flag protection will not be provided in passing sidings, except those listed below where flag protection will be provided at all times.

First Sub-Division; Glendale, Center Siding, Middletown Northward and Southward Siding, Miamisburg, Southward Siding.

Second Sub-Division; Vandalia, North and South Sections, Botkins, AK Tower, East and West Sidings.

Third Sub-Division; CG Tower, Southward trains, East Siding Ottawa, Southward trains.

Bowling Green Sub-Division; Christy.

Wellston Sub-Division; Lebanon Junction, Jamestown, Carton, Fairview, Austin, Frankfort, Slate Mills.

Trains recalling flagman when standing in passing siding, will use the following whistle signals:

To recall flagman from South or West—One Short and Four long.

To recall flagman from North or East—One short and Five long. Rule 14 (d) and 14 (e) modified.

Rule 105 must be complied with at all times.

Third Class trains on D.&U. sub-division between Dodson and Union City, and on Findlay sub-division between Deshler Jct. and Findlay, are relieved from protecting the rear of their train. When other trains are operated in this territory, third class trains will be notified and protection afforded. Rule 99 modified.

12. JOINT OR SPECIAL USE OF TRACKS

Cincinnati Terminal Sub-Division time table is in effect between Oakley and Terminal Junction; between Oakley and Storrs Junction, via Oklahoma track; between Winton Junction and Ivorydale Junction, and between Glendale and Cincinnati Jct.

Trains or engines using Pennsylvania tracks at Hamilton must run at restricted speed. When necessary to use Pennsylvania main track, permission must be received from C.T.C. Operator located at west end of Pennsylvania 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.

Dayton Union Ry. Co. rules govern between Second Street and Miami City Junction. Trains or engines leaving lead track No. 5 at Washington Street, Dayton, will not enter southward main track without permission from Train Director.

Instructions regarding the operation of Lima Belt Crossing, Lima, are posted in boxes located on signal masts in the north-east and southwest angles of the crossing.

N.Y.C. time table is in effect between N.Y.C. Jct. and Toledo.

Employees of The Baltimore and Ohio Railroad, while in service at The Lakefront Dock and Railroad Terminal Company, will be governed by Baltimore and Ohio Operating Rules and Special Instructions.

P. R. R. time table is in effect between Miami City Jct. and Dodson.

Trains and engines leaving East Dayton for Bates Point will secure route from operator at Bates Point.

Instructions regarding the operation of electric switch locks on the switches connecting B.&O. and N.Y.C. & St.L. tracks at McComb are posted in telephone box located south of the crossing.

Ohio Division time table is in effect between Musselman and RK Junction, and West Junction and Byers Junction.

SPECIAL INSTRUCTIONS—Continued.

Westward trains enroute from Toledo Division at Byers, Musselman or RK Junctions, finding signal at these points in stop position will communicate with Operator located at West Jct. or Musselman. Should they be unable to contact Operator, these trains will not occupy the Ohio Division main tracks.

C.&O. time table is in effect between VA Jct. and RA Jct.

13. OPERATION OF AIR BRAKES Handling of Back-up Hose.

At points where backup hose is used to control the movement of cars handled through city streets, or to control backup movement, trainmen will see that backup hose is coupled to the front of the leading car, that the air is coupled through from backup hose to engine, and that proper brake test is made by application of air through the backup hose before the movement of the train is begun. Where cars are set out or picked up involving a change in the make-up of the train, or where the engine is detached from the train and recoupled, similar brake test will be made by application of air brakes through the backup hose in each case.

When passenger trains are being backed into stations, Trainmen in charge of the movement must know that air brake and train air signal equipment are coupled through from front of leading car to engine and are operative, that (except where car has backup valve) backup hose is coupled to front of leading car and angle cock open. Trainmen will test same and know that it is in proper working order before signalling Engineer.

Engineer will control speed of train and make all stops, except in an emergency of which he is not aware. Trainmen will then take position at backup hose or backup valve and signa by communicating signals and hand signals. When communicating signal to stop is not acted on promptly by the Engineer, also in emergency cases, Trainman in charge will be held responsible for stopping movement at once by the valve on the backup hose or backup valve.

Trains operating in territories where backup hose are required as covered by timetable instructions, and in Form 1118-D Rev. 1, will have backup hose applied by Car Inspectors (where they are available), after which they will be tested by the Trainmen to know that they are in proper working order.

At points where Car Inspectors are not available, Trainmen will see that the backup hose is removed when train reaches destination or where it is interchanged to another railroad. Disposition for such hose removed will be furnished by the Trainmaster or Superintendent.

14. SPRING SWITCHES

At spring switches located at South end Southward Siding and North end Northward Siding, Middletown, CONDUCTOR or ENGINEER will operate push button for movement from siding to main track.

At spring switch located at SW Cabin CONDUCTOR or ENGINEER will operate push button for movement from No. One (1) track to single track.

15. RAILROAD CROSSINGS AND DRAWBRIDGES

RAILROAD CROSSINGS		Position of signal indicating clear route for Toledo Div. Trains
Station	Railroad	
Carlisle	N. Y. C.	Interlocking
Dayton, Cooper St.	N. Y. C.—Erie	Interlocking
Troy	N. Y. C.	Gate clear of track
Piqua Crossing	Penna.	Interlocking
AK Tower	N. Y. C.	Interlocking
Erie Junction	Erie	Diagonal
Lima	Penna.	Interlocking
Lima Belt Crossing	N. Y. C. & St. L.	Semi-automatic signals
CG Tower	A. C. & Y.	Interlocking
XN Tower	D. T. & I.	Interlocking
Leipzig Junction	N. Y. C. & St. L.	Interlocking
Deshler	Chicago Division	Interlocked Signals
Bates	Toledo Terminal	Interlocking
McComb	N. Y. C. & St. L.	Semi-automatic signals
Middletown Jct.	H. C. & I. Slag Track	Vertical

E. Middletown	Penna.	Trainmen flag cross'ng
Tates Point—cut off	N. Y. C.—Erie	Interlocking
WY Tower	Penna.	Interlocking
Washington, C. H.	Newark Division	Vertical
Washington, C. H.	Penna. and D. T. & I.	Interlocked Signals
Renick	N. & W.	Interlocking
Coalton	C. & O.	Vertical
Grand Crossing	C. & O.	Vertical
Buckeye Sub-Div.	Ohio Div.—C. & O.	Trainmen flag cross'ng
P. & E. Crossing	N. Y. C.	Gate clear of track
Greenville	Penna.	Interlocking
N. Y. C. Crossing	N. Y. C.	Interlocking

In State of Ohio at railroad crossings not equipped with interlocking, trains or engines will stop not less than two hundred (200) feet, nor more than eight hundred (800) feet from crossing and will not proceed until the route is clear.

Interlocked signals, Chicago Division crossing at Deshler, have been approved to permit trains or engines to approach this crossing without stopping at a speed of ten (10) miles per hour when signals indicate proceed.

Trains operating on Middletown Sub-Division will approach Slag Track Crossing located 1200 feet North of Middletown Junction prepared to stop unless target indicates proceed and track is clear. H. C. & I. trains operating on Slag Track over crossing must stop, set target for their movement over crossing, and after using restore target to vertical position for Middletown Sub-Division trains.

16. YARDS

On double track within yard limits when necessary for trains or engines to make movements against the current of traffic, the following employes are authorized to issue written instructions in accordance with Rule 93.

Tracks 1 and 2, between:

Overpeck and Wayne; Yardmaster at Hamilton.

North Dayton and Second Street; Miami City Junction and WF Cabin, Dayton; Yardmaster at Leo Street.

North Lima and Erie Junction; Yardmaster at North Lima.

Trains and engines will not enter or use east lead Needmore Yard until permission received from Yardmaster.

Rule 93 applies over P. & T. and Buckeye sub-divisions.

It is unlawful for any employe of a railroad company doing business in the State of Ohio, to allow or permit passenger or freight cars to stand on a track, commonly called a running track, within yard limits, unless protected by flagman, or red light is on end of car, during that period—thirty minutes before sunset to thirty minutes after sunrise.

17. HELPER ENGINES

18. MAIL

Safety Rule 43 is modified to permit the dispatchment of newspapers from moving trains. Care must be exercised to avoid accidents.

19. WATER AND FUEL

20. WHISTLE SIGNALS

Rule 14 (da) and 14 (ea) are in effect on the Wellston, D. & U., Middletown, P. & T., Findlay, Bowling Green and Buckeye sub-divisions.

Trains recalling flagman when standing on Connection track between Renick Junction and Scioto Junction, will use the following whistle signals:

To recall Flagman from West—One short and Four long blasts of whistle.

To recall Flagman from East—One Short and Five long blasts of whistle. Rule 14(d) and 14(e) modified.

21. HIGHWAY CROSSING PROTECTION

Trains or engines will stop before passing over and protect highway traffic at the following crossings:

Route 25 at South Exello. Home Avenue., Germantown St., and Third St., South Dayton. Route 25 Modification Center Army Track Vandalia, Tank Depot South Lima, Lima Belt.

SPECIAL INSTRUCTIONS—Continued.

22. TRAIN ORDER STATIONS—IRREGULAR HOURS

Station open less than 24 hours

**Middletown.....	7:00 A.M. to	4:00 P.M.
**Tipp City.....	7:30 A.M. to	4:30 P.M.
**Sidney.....	8:00 A.M. to	5:00 P.M.
**Anna.....	8:00 A.M. to	5:00 P.M.
*Botkins.....	8:00 A.M. to	5:00 P.M.
**Cridersville.....	8:00 A.M. to	5:00 P.M.
*Rowling Green.....	8:00 A.M. to	5:00 P.M.
**Xenia.....	8:00 A.M. to	5:00 P.M.
**Jamestown.....	6:30 A.M. to	3:30 P.M.
**Frankfort.....	7:00 A.M. to	4:00 P.M.
*Chillicothe.....	7:30 A.M. to	4:30 P.M.
*Meadow Run Wye.....	11:00 P.M. to	7:00 A.M.
*Wellston.....	7:00 A.M. to	11:00 P.M.
*Armco Jct.....	8:00 A.M. to	5:00 P.M.

**Daily except Saturday and Sunday.

*Daily except Sunday.

23. RESTRICTION ON STRUCTURES AND TRACKS

Maximum Weight Limits	Heaviest class of engine permitted	Cars gross weight in pounds
Glendale to Toledo	S-1	240,000
Tontogany to North Baltimore...	S-1	240,000
Findlay to Deshler.....	E-27ca	220,000
Troy to Piqua.....	Q-3	240,000
Dayton to Wellston.....	Q-3	230,000
The operation of class E-27 and heavier engines over Bridge 27-1 at Xenia is prohibited.		
Dodson to Union City.....	E-24A	190,000
Middletown Jct. to East Middletown	Q-3	240,000
Hamilton Belt.....	E-27ca	240,000
Buckeye Sub-Division.....	E-24A	190,000
Stillwater Branch.....	E-27ca	160,000

For exceptions see "Form 1594 Spl."

Class S-1 and S-1-A, T-3 and T-4 engines may be operated over all tracks between Glendale and Toledo; Tontogany and North Baltimore, except the following:

All industrial sidings within the yard limits of Hamilton, Dayton, Troy, Lima, Deshler and Rossford.

Hamilton: Freight house.

North end of engine tracks, South Hamilton, C&D Branch connection, Penna. Interchange.

Carlisle:

South end elevator siding from five hundred fifty (550) feet south of private crossing. Spur track back of clearance. N.Y.C. Interchange

Miamisburg: Hankins Container Co. siding. (Movement prohibited beyond road crossing account side clearance.)

South Dayton: Wye track.

All yard tracks except No. 1 and No. 2 and Big Bill.

Dayton: Freight house tracks, Webster Street.

Needmore Yard: Repair tracks.

Vandalla: Modification Center Track.

Tipp City: Strawboard & Cabinet Company sidings. Ford track.

Troy: Freight House Tracks, Run-around Track. Big Four transfer.

Piqua Crossing: Ohio Stone Products Company and Cron Kilns Company sidings. Hill Track.

Sidney: All industrial tracks.

Big Four interchange north of street crossing.

Botkins: Sheets track.

Elevator and stock pen siding.

Wapakoneta: All industrial tracks.

N.Y.C. transfer—A.K. Tower. House track.

Cridersville: Spur track.

Columbus Grove: A.C. & Y. interchange track.

Ottawa: Raabe Brothers Elevator track. Old F. Ft. W.&W. Transfer.

Leipsic: Elevator track.

Deshler: Wye to Findlay Branch.

Northwest leg of Wye.

Oil track.

Box track.

Custar: House track except 500 feet of north end.

Milton: All sidings.

Weston: Kraut and Oil Company siding.

Rural Grain Company elevator spur.

Tontogany: South Wye track.

Tontogany Farmers Co-Operative Siding.

Haskins: Elevator siding.

Roachton: Elevator siding.

Perrysburg: Perrysburg Grain & Seed Co. elevator siding. American National Co. track.

Bowling Green Sub-Division: All sidings Tontogany to North Baltimore except Christy passing siding.

24.

CLEARANCES

Employees are required to familiarize themselves with all close clearances in territory in which they operate, both for their own protection and the protection of the company.

They are prohibited from riding on the top of engines, tenders, high box cars, and other high equipment when passing under wires and overhead structures.

The following overhead structures and wire crossings have less than 22 feet vertical clearance, and the high tension lines shown have less than 27 feet, and employees should not stand on the top of engines, tenders, cars, or other equipment while passing under these overhead structures or wire crossings.

Pole

Track Location

44-22....	Carlisle.....	No. one (1) and two (2) Tracks.
57-05....	WF Cabin.....	Monsanto Track
	Dayton.....	National Clay Foundry Track—Bohlander Ave.
	Dayton.....	No. one (1) and two (2) Tracks—Washington St.
	Dayton.....	Rike Paper Co.—Washington St.
	Dayton.....	Lowe Bros.
	Dayton.....	Gondert & Lienesch Co.
	Dayton.....	Shawnee Track Wayne Ave.
	Dayton.....	Air City Fuel Co.
	Tipp City.....	Ford Track
78-40....	Troy.....	Standard Oil Co.
80-10....	Troy.....	Main track
MP-97....	Sidney.....	Bridge 970-A
97-40....	Sidney.....	Main track
MP-98....	Sidney.....	Bridge 980-A
99-03....	Sidney.....	Bridge 9903-A
110-16....	Botkins.....	Sheets track
110-24....	Botkins.....	Main track
117-22-23..	Wapakoneta...	Beer track
131-38....	Lima.....	Buckeye Engine Works
193-07....	Perrysburg.....	Main track

SPECIAL INSTRUCTIONS—Continued.

MP-199... Toledo..... Oregon Road Bridge
 199-30... Toledo..... N.Y.C. Bridge
 199-30... Toledo..... Penna. Bridge
 200-10... Toledo..... Fassett St. Bridge
 200-20... Toledo..... Oak St. Bridge
 200-25... Toledo..... Penna. Bridge
 200-25... Toledo..... N.Y.C. Bridge
 5-30... Woodsdale..... Highway Bridge
 Dayton..... Soldiers Home—Home Ave. RR
 Dayton..... Miami Dickerson Steel Co. track
 Dayton..... Miami Product & Chemical Co. track
 Xenia..... Eavey track—Washington St.
 Wash'gt'n CH. Cudahy tracks—Dayton Ave.
 Wash'gt'n CH. Hamm tracks
 Chillicothe..... Edinger track—Paint St.
 Chillicothe..... Chillicothe Paper Co. tracks
 Wellston... Side tracks—Broadway
 Arcanum..... Main track—Water St.
 Arcanum..... Main track—High & South Sts.
 Arcanum..... Main track—George St.
 Arcanum..... Main track—North St.
 Delisle..... Main track—Jefferson Rd.
 Greenville..... Main track—Front St.
 Greenville..... Main track—Martin St., U.S. 36
 Union City... Middle South and Dairy tracks—
 —Columbia St
 Troy..... Main track—between Mulberry
 and Water Sts.
 Eldean..... Main track at Elevator
 Eldean..... Main track at Third Private
 Crossing North of Eldean

25. CLASSIFICATION WHERE THERE ARE TWO OR MORE MAIN TRACKS

Limits	Track	Classification	No.
Glendale to North Dayton	West track	Southward main track	1
	East track	Northward main track	2
Kirkwood to SW Cabin	West track	Southward main track	1
	East track	Northward main track	2
Erie Jct. to North Lima	West track	Southward main track	1
	East track	Northward main track	2
ON Cabin to Bates	West track	Southward main track	1
	East track	Northward main track	2

25-A. PASSING SIDINGS OF ASSIGNED DIRECTIONS

As provided in Rule 5, Passing Sidings at following points are designated for use as indicated below.

NORTHWARD PASSING SIDINGS

Vandalia..... South Section of Siding, South of Crossovers
 Tipp City..... West Siding
 Troy..... East Siding
 Piqua Crossing... South Section of Siding, South of Crossovers
 Anna..... West Siding
 AK Tower..... West Siding
 Cridersville..... East Siding

SOUTHWARD PASSING SIDINGS

Cridersville..... West Siding
 AK Tower..... East Siding
 Anna..... East Siding
 Piqua Crossing... North Section of Siding, North of Crossovers
 Troy..... West Siding
 Tipp City..... East Siding
 Vandalia..... North Section of Siding, North of Crossovers

26. TELEPHONES

Trains meeting with accident or unusual delay, conductor, or engineer of light engine will arrange to call nearest open office, by telephone, or if conditions warrant, Dispatcher's Office. When using telephone reverse charges. ADams 8001.

Location	Connected With
Stockton Pole 19-13.	
Wayne South End Running Track in Booth Crossover, North End on Stub Pole	
Hamilton General Yardmaster's Office.	
Trenton Crossover Switch, Booth.	
Middletown South Siding, South End. Stub Pole, North End of Depot. North Siding, North End.	
Poast Town Pole 40-08.	
Miamisburg South Siding, South End. Stub Pole, Across from Agent's Office. North Siding, North End. Pole 54-53. WF Cabin, Crossover.	
South Dayton Yard Office.	
Dayton Union Station Cooper St., Erie R.R. Crossing.	
Leo Street General Yardmaster's Office Needmore Yard Yard Office. Concrete Booth, North End.	
Vandalia South Siding, South End. Crossover Switch. North Siding, North End. Pole 70-46.	Dispatcher's Circuit
Tipp City Paper Mill Track. East and West Sidings, South End. East and West Sidings, North End.	
Sidney Water Tank Stub Pole Freight House. Pole 98-24 Pole 102-02.	
SW Cabin End of Double Track	
Anna East and West Sidings, South End East and West Sidings, North End	
Botkins Siding, South End. Siding, North End.	
Cridersville East Siding, South End. Lap, Pole 123-37 West Siding, North End.	
Lima Depot Platform, South End. Trainmaster's Office. Crew Dispatcher's Office. Roundhouse.	
North Lima General Yardmaster's Office. North End Double Track, Relay House	
Cairo West Siding, South End, Relay House. Lap, Relay House. East Siding, North End, Relay House.	
C. G. Tower Siding, South End, Relay House.	

SPECIAL INSTRUCTIONS—Continued.

Location	Connected With	Location	Connected With
Ottawa West Siding, South End, Relay House. Lap, Relay House. East Siding, North End, Relay House. Telegraph Pole, Second St. Freight House.		Coalton Booth Meadow Run Yard Office.	Dispatcher's Circuit
Leipsic Jct. Siding, North End, Relay House.		BOWLING GREEN SUB-DIVISION	
Deshler Southwest Siding, South End, Relay House South End No. 1 Track Wye, Findlay Jct., Concrete Booth. Pole opposite Car Inspector's Building. Station Platform, South End. North Siding, North End, Relay House.		Bowling Green Old Yard Switch Agents Office. Christy Telegraph Pole, North End Siding. Telegraph Pole, South End Siding. Rudolph Agent's Office. North Baltimore North End Wye.	Tontogany and Galatea
Custar Siding, South End, Relay House. Siding, North End, Relay House.		MIDDLETOWN SUB-DIVISION	
Weston Siding, South End, Relay House. Siding, North End, Relay House.		New River Jct. Ausperger Road. Coke & Iron Co., Laboratory Office. Woodsdale Jct. Telegraph Pole. Le Sourdsville Telegraph Pole, Spur Switch. South Excello Telegraph Pole. North Excello Telegraph Pole, Spur Switch. Armco Jct. Telegraph Office.	New River Jct. and Armco Jct.
Tontogany Siding, South End, Relay House.			
Haskins Siding, South End, Relay House. Siding, North End, Relay House.			
ON Cabin Relay House. Rossford Asst. Supt. and Gen. Yardmaster, Central Office Bldg. Yardmaster, Dock Jct. Crew Dispatcher, Enginehouse.			
Toledo Station Masters Office			
WELLSTON SUB-DIVISION			
East Dayton Crew Dispatcher's Office.	Dispatcher's Circuit		
Tates Point Box on Telegraph Pole, Third St. Lebanon Jct. Pole, West End Siding. Zimmerman Telegraph Pole. Trebein Pole, East End Siding. Cemetery Pole, East End Siding. Xenia Watchman's Building, across from Freight House. MN Siding Pole, West End Siding. Jamestown Freight Office. Jayfield Wye, Telegraph Pole. Edgefield East End Siding. Milledgeville Waiting Room. Fayne East End Siding. Fairview Pole, West End Siding. Pole, East End Siding. Austin Pole 62-1 Frankfort Pole 66-22 Slate Mills 30 car lengths West of East Switch. Chillicothe Waiting Room Renick Concrete Booth			
		27. UNCLASSIFIED	
		<i>Time of trains at Toledo and Cincinnati, shown in Italics, is for information only.</i>	
		HOLIDAYS —New Year's Day, Washington's Birthday, Decoration Day, Fourth of July, Labor Day, Thanksgiving Day, Christmas Day.	
		Trains 350 and 351 will not carry passengers.	
		When physically able to do so, employes sustaining an injury of any kind while on duty, will report the injury and cause to Foremen or other Supervising officers under whom they are employed, before leaving the Company's premises.	
		The Supervisory Officer to whom the report is made will make a full and prompt report of such accidents on Form 790 and will, in addition, see that the injured employes receive prompt First Aid treatment and that they are placed under the care of a Company's Surgeon or Medical Examiner as promptly after the injury as circumstances permit.	
		The Management desires to have injured employes promptly and properly attended in order to prevent infection and prolonged periods of disability, and to obtain full particulars regarding the accident.	
		28. ADDITIONAL REGULAR AND FLAG STOPS	
		Trains 355 and 356 will stop on signal at Swanders and Dock Junction. No. 57 will stop at Wapakoneta on Mondays to dispatch mail.	
		29. EXPLANATION OF LETTERS	
		D Day train order station. N Night train order station. DN Day and night train order station. DPN Day and part night train order station. I Stop on signal to discharge passengers from Detroit or pick up for Cincinnati. O Stop on signal to receive passengers Akron or beyond. R Stop to discharge passengers from points east of Willard.	

SPEED TABLE

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. 45 sec.	80.0	1 min. 4 sec.	56.0	1 min. 30 sec.	40.0	2 min. 50 sec.	21.0
0 " 46 "	78.0	1 " 5 "	55.0	1 " 32 "	39.0	3 " 0 "	20.0
0 " 47 "	77.0	1 " 6 "	54.0	1 " 34 "	38.0	3 " 10 "	18.0
0 " 48 "	75.0	1 " 7 "	53.0	1 " 36 "	37.0	3 " 15 "	18.0
0 " 49 "	73.0	1 " 8 "	52.0	1 " 38 "	36.0	3 " 20 "	18.0
0 " 50 "	72.0	1 " 9 "	52.0	1 " 40 "	36.0	3 " 30 "	17.0
0 " 51 "	70.0	1 " 10 "	51.0	1 " 42 "	35.0	3 " 45 "	16.0
0 " 52 "	69.0	1 " 11 "	50.0	1 " 45 "	34.0	4 " 0 "	15.0
0 " 53 "	67.0	1 " 12 "	50.0	1 " 50 "	32.0	4 " 17 "	14.0
0 " 54 "	66.0	1 " 13 "	49.0	1 " 55 "	31.0	4 " 36 "	13.0
0 " 55 "	65.0	1 " 14 "	48.0	2 " 0 "	30.0	5 " 0 "	12.0
0 " 56 "	64.0	1 " 15 "	48.0	2 " 5 "	28.0	5 " 27 "	11.0
0 " 57 "	63.0	1 " 16 "	47.0	2 " 10 "	27.0	6 " 0 "	10.0
0 " 58 "	62.0	1 " 18 "	46.0	2 " 15 "	26.0	6 " 40 "	9.0
0 " 59 "	61.0	1 " 20 "	45.0	2 " 20 "	25.0	7 " 30 "	8.0
1 " 0 "	60.0	1 " 22 "	43.0	2 " 24 "	25.0	8 " 34 "	7.0
1 " 1 "	59.0	1 " 24 "	42.0	2 " 30 "	24.0	10 " 0 "	6.0
1 " 2 "	58.0	1 " 26 "	41.0	2 " 40 "	22.0	12 " 0 "	5.0
1 " 3 "	57.0	1 " 28 "	40.0				

NORTHWARD.

Distance from Cincinnati	Train Order Stations	1st SUB-DIVISION TIME TABLE No. 50 September 25, 1949.	Passing Sidings Capacity in 46 ft. Cars	FIRST CLASS								SECOND CLASS		
				356	54	350	58					92	94	
				DAILY Except Sunday	DAILY	DAILY Except Sunday	DAILY					DAILY	DAILY	
				A.M.	P.M.	P.M.	P.M.					P.M.	P.M.	
15.0		CINCINNATI 15.0		8.38	1.00	9.48	11.48							
19.8		GLENDALE 4.2	100	8.58	1.28	10.13	12.17					1.03	7.30	
21.0		STOCKTON 2.7		9.03	1.33	10.19	12.22					1.09	7.40	
24.0		WAYNE 2.1												
24.0		LINDENWALD 1.4										1.18	7.48	
25.4	DN	HAMILTON 1.1		9.23	1.45	10.40	12.35							
26.8	DN	OLD RIVER JCT. 1.5		9.25	1.47	10.42	12.37					1.29	8.20	
28.0	DN	NEW RIVER JCT. 2.1	181	9.27	1.49	10.44	12.39					1.32	8.25	
30.1		OVERPECK 3.7		9.30										
33.8		TRENTON 3.7		9.34										
37.6	D	MIDDLETOWN 2.8	88	9.40	1.58	10.55	12.49					1.46	8.45	
40.8		POAST TOWN 3.7												
44.0	DN	NYC CARLISLE 4.9		9.48	2.04	11.03	12.57					1.57	9.00	
48.0		MIAMISBURG 2.5	87	9.57	2.09	11.09	1.02					2.09	9.10	
51.4		WHITFIELD 5.7			92							54		
57.1		WF CABIN 1.4		10.08	2.17	11.19	1.10					2.22	9.25	
58.8		MIAMI CITY JCT. 0.7		10.11	2.20	11.23	1.13					2.27	9.30	
59.2	DN	DAYTON		10.13	2.22	11.25	1.15							
				A.M.	P.M.	P.M.	A.M.					P.M.	P.M.	
		Time over Sub-Division		1.15	.54	1.12	.58					1.24	2.00	
		Average speed per hour		35.3	49.1	36.8	45.7					31.0	22.1	

Passenger trains will not exceed 70 miles per hour between Glendale and Dayton.
Speed as shown in Special Instruction No. 5, and such other restrictions as may be in effect, will not be exceeded.

SOUTHWARD.

Distance from Toledo	Train Order Stations	1st SUB-DIVISION TIME TABLE No. 50 September 25, 1949.	Passing Slidings Capacity in 46 ft. Carr	FIRST CLASS					SECOND CLASS								
				57	351	355	53				93	99					
				DAILY	DAILY Except Monday	DAILY Except Sunday	DAILY				DAILY	DAILY					
				A.M.	A.M.	P.M.	P.M.				A.M.	P.M.					
149.8	DN	DAYTON 0.7		L 5.14	L 6.55	L 12.15	L 7.30										
148.0		MIAMI CITY JCT. 4.9		5.16	6.57	12.17	7.32					2.30	10.15				
144.4		WF CABIN 5.7		5.19	7.00	12.20	7.35					2.40	10.20				
150.1		WHITFIELD 2.5															
152.6		MIAMISBURG 4.9	87	5.28	7.10	\$12.34	7.43					2.55	10.33				
157.5	DN	CARLISLE 3.7		5.33	7.16	\$12.41	7.48					3.08	10.40				
161.2		POAST TOWN 2.8															
164.0	D	MIDDLETOWN 3.7	87	5.40	\$ 7.26	\$12.52	\$ 7.55					3.25	10.50				
167.7		TRENTON 3.7			\$ 7.31	\$12.57											
171.4		OVERPECK 2.1				F 1.01											
175.8	DN	NEW RIVER JCT. 1.5	195	5.51	7.38	1.03	8.05					3.45	11.05				
175.0	DN	OLD RIVER JCT. 1.1		5.53	7.40	1.05	8.07					3.50	11.10				
176.1	DN	HAMILTON 1.4		\$ 6.00	\$ 7.50	\$ 1.20	\$ 8.13										
177.5		LINDENWALD 2.1										4.15	11.20				
179.6		WAYNE 2.7															
182.8		STOCKTON 4.2		6.10	8.01	1.30	8.21					4.30	11.30				
186.5		GLENDALE 15.0	100	6.15	\$ 8.10	\$ 1.36	8.28					4.40	11.38				
201.5		CINCINNATI		A 6.55	A 8.45	A 2.15	A 9.00										
				A.M.	A.M.	P.M.	P.M.					A.M.	P.M.				
		Time over Sub-Division Average speed per hour		1.01 43.4	1.15 35.3	1.21 32.7	.56 47.4					2.10 20.4	1.23 32.0				

Passenger trains will not exceed 70 miles per hour between Dayton and Glendale.
Speed as shown in Special Instruction No. 5, and such other restrictions as may be in effect, will not be exceeded.

NORTHWARD.

Distance from Cincinnati	Train Order Stations	2nd and 3rd SUB-DIVISIONS TIME TABLE No. 50 September 25, 1949.	Passing Sidings Capacity in 45 ft. Cars	FIRST CLASS						SECOND CLASS			THIRD CLASS		
				350	350	58	722	356	54	92	94	80	84		
				DAILY Except Sunday	DAILY Except Monday	DAILY	DAILY	DAILY Except Sunday	DAILY	DAILY	DAILY	DAILY Except Sunday	DAILY Except Sunday		
				P.M.	A.M.	A.M.	A.M.	A.M.	P.M.	P.M.	P.M.	A.M.	A.M.		
59.8	DN	DAYTON 0.8		L11.45	.....	L 1.25	.....	L10.28	L 2.25	.....	.....	.....	.....	.....
60.0		SECOND STREET 2.4		11.47	.....	1.27	.....	10.30	2.27	.....	.....	.....	.....	.....
68.4	DN	NORTH DAYTON <i>North end 1.0 double track</i>		11.53	.....	1.32	.....	10.36	2.33	.....	2.55	10.30	.....	6.40
68.4		NEEDMORE 4.5	95	11.56	.....	1.34 ⁰⁵	.....	10.38	2.35	.....	3.00	10.35	.....	6.45
67.9		VANDALIA 6.1	186	12.02	.....	1.40	.....	10.44	2.40	.....	3.10	10.50	.....	7.00
74.0	D	TIPP CITY 5.2	115	12.10	.....	1.48	.....	10.55	2.46	.....	3.22	11.01	.....	7.22
79.8	DN	NYC TROY 2.2	97	12.17	.....	1.56	.....	11.02 ⁷⁹	2.55	.....	3.32	11.10	.....	7.50
81.4		GR CABIN 5.9	97	12.29	.....	2.03	.....	11.14 ³⁵⁵	3.00	.....	3.38	11.20	.....	8.00
87.8	DN	Penna PIQUA CROSSING <i>South end 5.2 double track</i>	149	12.38 ⁹³	.....	2.13	.....	11.20 ³⁵⁵	3.07	.....	3.48	11.35	.....	8.15
98.8	DN	KIRKWOOD 5.3	91	12.59	.....	2.22	.....	11.33	3.17	.....	3.57	11.50 ⁹³	.....	8.35 ⁷⁹
97.8	D	SIDNEY 4.8	70	1.11	.....	2.30	.....	11.42 ³⁵⁵	3.25	.....	4.12	12.00	.....	9.45
102.8		SW CABIN <i>North end 2.9 double track</i>	100	1.23	.....	2.38	.....	11.49	3.31	.....	4.22	12.15 ⁹³	.....	10.20 ⁷⁹
105.8	D	ANNA 5.0	101	1.27	.....	2.41	.....	11.53	3.35	.....	4.27	12.22	.....	10.35 ³⁵⁵
110.8	D	BOTKINS 6.3	99	1.34	.....	2.47	.....	12.00	3.40	.....	4.35	12.30	.....	10.46
117.1	DN	AK TOWER 0.3	174	1.43	.....	2.55	.....	12.07	3.47	.....	4.45	12.42	.....	11.00
117.7		NYC WAPAKONETA 6.8		1.52	.....	3.00	.....	12.14	3.53	.....	.....	.....	.....	11.15
124.0	D	CRIDERSVILLE <i>South end 5.2 double track</i>	95	2.02	.....	3.10	.....	12.23	4.01	.....	4.57	12.57	.....	11.30
129.8	DN	Eric ERIE JUNCTION 1.5	131	2.08	.....	3.15 ⁵⁷	.....	12.30	4.08	.....	5.07	1.07	.....	11.45
130.7	DN	Penna. LIMA 3.0		2.12	L 2.38	3.25	.....	12.48	4.15	.....	5.15	1.15	.....	11.55
133.7		NORTH LIMA <i>North end 2.9 double track</i>		.....	2.43 ⁹⁴	3.30 ⁵⁷⁻⁵⁴	.....	12.53	4.19	.....	5.20	1.30 ³⁵⁵	.....	12.05
136.6		CAIRO 5.9	151	.....	2.48 ⁵⁷	3.33	.....	12.57	.....	.....	5.34 ⁵³	1.35 ³⁵⁵	.....	7.10
143.8	DN	OG TOWER 0.3	164	.....	2.53 ⁵⁷	3.41 ³⁵¹	.....	1.03	4.27	.....	.....	.....	.....	7.25
148.0		AC&Y COLUMBUS GROVE 6.9		.....	3.55	.....	.....	1.07	.....	.....	.....	.....	.....	8.00
149.9		OTTAWA 5.3	157	.....	3.05	3.50	.....	1.21	4.34	.....	.....	.....	.....	8.33
155.8	DN	KN TOWER 1.6	169	.....	3.12	3.59	.....	1.28	4.40	.....	.....	.....	.....	9.03 ³⁵⁵
156.8	DN	LEPSIO JUNCTION NYC&St. L. 8.9	159	.....	3.18 ³⁵¹	4.04	.....	1.33	4.42	.....	.....	.....	.....	9.30
160.7		BELMORE Chicago Div. 4.1		.....	.....	4.15	.....	1.38	.....	.....	.....	.....	.....	9.50
164.8	DN	DESHLER 6.2	145 164	.....	3.57	4.40	.....	2.00	4.52	.....	6.18	4.50	.....	10.45 ⁸⁵
171.0		CUSTAR 1.3	180	.....	.....	.....	.....	2.08	4.57 ⁵³	.....	.....	.....	.....	11.00
173.8		MILTON 3.5		.....	.....	.....	.....	2.11	.....	.....	.....	.....	.....	11.10
175.8		WESTON 5.8	160	.....	.....	.....	.....	2.17	.....	.....	.....	.....	.....	11.35
181.6	DN	TONTOGANY 3.6	183	.....	4.17	4.58	6.02	2.25	5.09	.....	6.48	5.20	.....	11.55
185.8		HASKINS <i>South end 3.4 double track</i>	140	.....	.....	.....	.....	2.21	.....	.....	.....	.....	.....	12.05
188.6		ON CABIN 1.2		.....	4.24	5.05	6.09	2.35	5.17	.....	7.00 ⁷²¹	5.35	.....	12.15
189.8		ROACHTON 3.0		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
193.8		PERRYSBURG <i>North end 3.7 double track</i>		.....	.....	.....	.....	2.44	.....	.....	.....	.....	.....	12.30
196.5	DN	BATES Toledo Term. 3.5		.....	4.35	5.18	6.19	2.50	5.31	.....	7.30 ⁷²¹	6.00	.....	12.40
200.0	DN	PENNA JCT. 0.4		.....	4.42	5.24	6.24	2.56	5.37	.....	.....	.....	.....	.....
200.4		NYC JCT. 1.1		.....	4.44	5.25	6.25	2.58	5.40	.....	.....	.....	.....	.....
201.6	DN	TOLEDO		.....	4.50	5.30	6.30	3.05	5.45	.....	.....	.....	.....	.....
				A.M.	A.M.	A.M.	A.M.	P.M.	P.M.		P.M.	A.M.		P.M.	P.M.
		Time over Sub-Division		2.27	2.06	4.00	49.23	4.30	3.15		4.35	7.30		5.25	5.40
		Average speed per hour		29.2	33.1	35.3	49.0	31.3	43.4		29.3	17.9		13.2	11.1

Passenger trains will not exceed 70 miles per hour between Dayton and North Lima
75 miles per hour between North Lima and Toledo
Speed as shown in Special Instruction No. 5, and such other restrictions as may be in effect, will not be exceeded.

SOUTHWARD.

Distance from Toledo	Train Order Stations	2nd and 3rd SUB-DIVISIONS TIME TABLE No. 50 September 25, 1949.	Passing Sidings Capacity in 45 ft. Cars	FIRST CLASS					SECOND CLASS		THIRD CLASS				
				57	351	355	53	721	99	93	79	85			
				DAILY	DAILY Except Monday	DAILY Except Sunday	DAILY	DAILY	DAILY	DAILY	DAILY Except Sunday	DAILY Except Sunday			
				A.M.	A.M.	A.M.	P.M.	P.M.		P.M.	P.M.	A.M.	A.M.		
	DN	TOLEDO 1.1		1.20	2.00	7.30	4.18	7.05							
1.1		NYO JCT. 0.4		1.25	2.05	7.35	4.17	7.10							
1.8	DN	PENNA JCT. Toledo Term. 3.5		1.26	2.06	7.36	4.18	7.11							
6.0	DN	BATES North end 3.7 double track		1.31	2.11	7.42	4.23	7.16 ₉₂		7.35			8.20		
8.7		PERRYSBURG 3.0				7.50							8.40		
11.7		ROACHTON 1.2													
18.9		ON CABIN South end 3.4 double track		1.42	2.22	7.56	4.33	7.25 ₉₂		7.50			8.50		
18.8		HASKINS 3.6	140			8.01							9.01		
19.9	DN	TONTOGANY 5.8	183	1.49	2.29	8.06	4.43	7.32		8.05			9.20		
28.7		WESTON 3.5	160			8.14							9.40		
30.8		MILTON 1.3				8.19							9.50		
30.8		OSTAR 6.2	180			8.23	4.57 ₅₄						10.00		
36.7	DN	DESHLER Chicago Div. 4.1	148	2.15	3.02	8.45	5.03			8.40			10.45 ₈₄		
40.8		BELMORE NYC&St.L. 3.9				8.52							10.50		
44.7	DN	LEIPSIQ JUNCTION DT&I 1.6	159	2.24	3.18 ₃₅₀	9.00	5.11						11.00		
46.8	DN	XN TOWER 5.3	169	2.26	3.21 ₈₄	9.03	5.13						11.15		
51.8		OTTAWA 6.9	165	2.31	3.30	9.13	5.19						11.30		
58.8		COLUMBUS GROVE AC&Y 0.5			3.40	9.24							12.01		
59.0	DN	CG TOWER 5.9	154	2.39	3.41 ₅₈	9.25	5.27						12.03		
64.9		CAIRO North end 2.9 double track	157	2.48 ₃₅₀	3.49 ₉₄	9.33	5.34 ₉₂			10.00			12.15		
67.8		NORTH LIMA 3.0		2.53 ₉₄₋₅₈	3.53	9.37	5.37		7.30	10.50		7.10	12.25		
70.8	DN	Penna LIMA 1.5		3.07	4.23	9.55	5.45		7.40	11.00		7.15			
79.8	DN	ERIC ERIE JUNCTION South end 5.2 double track	131	3.15 ₅₈	4.28	9.58	5.48		7.45	11.08		7.20			
77.8	D	CRIDERSVILLE 6.3	101	3.22	4.35	10.06	5.54		7.55	11.22		7.35			
88.8		WAPAKONETA NYC 0.6	I 3	3.32	4.49	10.17	6.03		8.05			7.50			
84.4	DN	AK TOWER 6.6	58	3.35	4.51	10.19	6.05		8.07	11.35		8.20			
91.0	D	BOTKINS 5.0	99	3.45	5.01	10.29	6.14		8.17	11.50		8.45			
98.0	D	ANNA North end 2.9 double track	101	3.50	5.06 ₈₀	10.36	6.19		8.24	12.00		9.00			
98.9		SW CABIN 4.8	100	3.53	5.09	10.40	6.22		8.30	12.05 ₈₄		9.06 ₈₀			
108.7	D	SIDNEY 5.3	70	4.00	5.22	10.50	6.30		8.37	12.15		10.10			
109.0	DN	KIRKWOOD South end 5.2 double track	91	4.08	5.27	10.58	6.36		8.45	12.25 ₉₄		10.25 ₈₀			
114.9	DN	FIQUA CROSSING Penna 5.9	149	4.16	5.45	11.07	6.43		8.55	12.38 ₃₅₀		10.45			
120.1		GR CABIN 2.2	97	4.27	5.52	11.14	6.50		9.05	12.50		10.55			
122.8	DN	TROY NYC 5.2	97	4.36	6.10	11.24 ₃₅₀	6.59		9.15	12.55		11.02 ₃₅₀			
127.8	D	TIPP CITY 6.1	127	4.44	6.18	11.32 ₇₉	7.05		9.25	1.10 ₃₅₅		11.32 ₃₅₅			
132.8		VANDALIA 4.5	203	4.52	6.25	11.45	7.12		9.35	1.20		12.30			
132.1		NEEDMORE North end 1.0 double track	95	4.58	6.31	11.53	7.16		9.43	1.34 ₅₈		1.10			
139.1	DN	NORTH DAYTON 2.4		5.01	6.33	11.55	7.18		9.55	2.00		1.15			
141.8		SECOND STREET 0.8		5.07	6.38	12.01	7.23								
142.8	DN	DAYTON	A	5.09	6.40	12.05	7.25								
				A.M.	A.M.	P.M.	P.M.	P.M.	P.M.	A.M.		P.M.	P.M.		
		Time over Sub-Division Average speed per hour		3.44 37.8	4.35 30.8	4.30 31.4	3.08 45.0	51.3		2.25 29.5	6.25 20.9		6.05 11.7	4.05 16.4	

Passenger trains will not exceed $\left\{ \begin{array}{l} 75 \text{ miles per hour between Toledo and North Lima} \\ 70 \text{ miles per hour between North Lima and Dayton} \end{array} \right.$
Speed as shown in Special Instruction No. 5, and such other restrictions as may be in effect, will not be exceeded.

EASTWARD.

Distance from Second St., Dayton	Train Order Stations	WELLSTON SUB-DIVISION TIME TABLE No. 50 September 25, 1949.	Passing Sidings Capacity in 45 ft. Cars	FIRST CLASS				SECOND CLASS				THIRD CLASS								
				244				94				88								
				DAILY Except Sunday				DAILY				Mon. Wed. Fri. Only								
				A.M.				A.M.				A.M.								
0.0	DN	DAYTON 0.8 SECOND STREET																		
0.9		EAST DAYTON																		
1.9		TATES POINT																		
3.8	DN							7.30				7.40								
6.6		LEBANON JCT. 3.5	84					7.38				7.50								
10.1		ZIMMERMAN 4.2																		
14.8		TREBBIN 3.1	66					7.53				8.15								
17.4		CHEMTERY 0.9	21					8.00				8.25								
18.8	DN	WY TOWER 0.3																		
18.6	D	Penna XENIA 4.1						8.05				8.35								
22.7		MN SIDING 2.9	77					8.14				9.30								
25.6		NEW JASPER 4.2																		
29.8	D	JAMESTOWN 2.0	80					8.30				10.00								
31.8		JAYFIELD 3.6						8.34												
33.4		EDGEFIELD 3.3	90					8.42				10.15								
33.7		MILLEDGEVILLE 4.2																		
42.0		LURAY 1.3										10.50								
44.2		FAYNE Newark Div. 3.4	78					8.59				10.55								
47.6	DN	WASHINGTON C. H.						9.40				11.20								
49.4		Penna DT&I 1.8 CARTON	80					9.45				11.59								
54.7		5.3 McLEAN																		
60.2		1.5 FAIRVIEW	77					9.58				12.17								
62.4		6.2 AUSTIN	113					10.13				12.30								
68.0	D	3.5 FRANKFORT	58					10.20				12.45								
69.2	DN	3.3 MUSSELMAN						10.30				12.55								
71.1		1.9 RK JUNCTION																		
74.6		3.5 SLATE MILLS	78																	
80.0	D	5.4 N&W CHILLICOTHE																		
81.4	DN	1.4 RENICK																		
		1.8 RENICK JOT.																		
83.2		0.7 SCIOTO JOT.																		
85.7	DN	West end 2.5 double track VA JUNCTION																		
86.4		0.7 VAUCES CENTER S'G	150																	
88.2		1.8 RUEPES																		
91.1		2.9 BITTENOURS																		
91.7	DN	0.6 RA JUNCTION																		
93.9		East end 1.2 double track RICHMONDALE																		
95.6	DN	2.7 WEST JOT.																		
103.1		7.5 BYERS JCT.																		
103.6		0.4 BYERS																		
108.9		5.4 COALTON																		
112.4	N	C&O 3.5 MEADOW RUN WYE						9.31												
113.7		C&O 1.3 GRAND CROSSING						9.35												
114.5	DPN	0.8 WELLSTON						9.40												
								A.M.				P.M.								
		Time over Sub-Division						3.09				5.15								
		Average speed per hour						14.0				22.1								

Passenger trains will not exceed 45 miles per hour.
Speed as shown in Special Instruction No. 5, and such other restrictions as may be in effect, will not be exceeded.

WESTWARD.

Distance from Wellston	Train Order Stations	WELLSTON SUB-DIVISION TIME TABLE No. 50 September 25, 1949.	Passing Stations Capacity in 45 ft. Cars	FIRST CLASS				SECOND CLASS				THIRD CLASS				
				243				97				89				
				DAILY Except Sunday P.M.				DAILY P.M.				Tues. Thur. Sat. Only A.M.				
0.8	DPN	WELLSTON 0.8		8 5.13												
1.1	N	GRAND CROSSING C&O 1.3		5.14												
2.1		MEADOW RUN WYE C&O 3.6		5.18												
5.6		COALTON 5.4														
11.0		BYERS 0.4														
11.4		BYERS JCT. 7.5														
18.0	DN	WEST JCT. 2.7														
21.6		RICHMONDALE <i>East end 1.2 double track</i>														
22.8	DN	RA JUNCTION 0.6														
23.4		RITTENOURS 2.9														
26.3		RUPELS 1.8														
28.1		VAUCES CENTER S'G 0.7	150													
28.8	DN	VA JUNCTION <i>West end 2.5 double track</i>														
31.3		SOIOTO JCT. 0.7														
		RENICK JCT. 1.8														
33.1	DN	RENICK 1.4														
34.5	D	OHILLICOTHE 5.4	78													
39.9		SLATE MILLS 3.6														
43.4		RK JUNCTION 1.9														
45.3	DN	MUSSELMAN 3.3						1.35				8.05				
48.0	D	FRANKFORT 3.5	58					1.45				8.15				
52.1		AUSTIN 6.2	113					1.52				8.25				
53.3		FAIRVIEW 1.5	77					2.05				8.45				
59.3		McLEAN 5.3														
65.1		CARTON 1.8	80					2.25				9.01				
66.9	DN	DT&I Penna WASHINGTON C. H. Newark Div. 3.4	78					2.50				9.40				
70.3		FAYNE 1.3						2.58				9.47				
71.6		LURAY 4.2										9.50				
75.8		MILLEDGEVILLE 3.3														
79.1		EDGEFIELD 3.6	90					8.15				10.15				
82.7		JAYFIELD 2.0														
84.7	D	JAMESTOWN 4.2	80					8.25				11.05				
88.9		NEW JASPER 2.9														
91.3		MN SIDING 4.1	77					8.38				11.30				
95.0	D	XENIA 0.3						8.46				11.50				
96.3	DN	Penna WY TOWER 0.9														
97.1		CHEMTERY 3.1	21					8.49				12.30				
100.2		TREBEIN 4.2	66					8.55				12.47				
104.4		ZIMMERMAN 3.5														
107.9		LEBANON JCT. 3.8	84					4.10				1.12				
111.7	DN	TATES POINT 1.9						A 4.20				A 1.25				
113.6		EAST DAYTON 0.9														
114.5	DN	SECOND STREET 0.8														
		DAYTON														
		Time over Sub-Division		P.M.				P.M.				P.M.				
		Average speed per hour		25.5				24.5				25.20				

Passenger trains will not exceed 45 miles per hour.
Speed as shown in Special Instruction No. 5, and such other restrictions as may be in effect, will not be exceeded.

NORTHWARD.

SOUTHWARD.

Distance from N. Baltimore	Train Order Stations	BOWLING GREEN SUB-DIVISION TIME TABLE No. 50 September 25, 1949.	1st CLASS			Distance from Tontogany	Train Order Stations	BOWLING GREEN SUB-DIVISION TIME TABLE No. 50 September 25, 1949.	1st CLASS				
			Passing Sidings Capacity in 45 ft. Cars	722						Passing Sidings Capacity in 45 ft. Cars	721		
				DAILY							DAILY		
			A.M.					P.M.					
8.0		NORTH BALTIMORE 8.0	5.30			DN	TONTOGANY 5.4	7.32					
		RUDOLPH 2.1			8.4	D	BOWLING GREEN 1.8	0 7.40					
10.1		PORTAGE 1.6			7.8		CHRISTY 1.6	135 7.45					
11.7		CHRISTY 1.8	5.48		8.8		PORTAGE 2.1						
18.8	D	BOWLING GREEN 5.4	R 5.51		10.0		RUDOLPH 8.0						
18.0	DN	TONTOGANY	6.02		18.0		NORTH BALTIMORE	8.03					
			A.M.					P.M.					
		Time over Sub-Division Average speed per hour	.32 35.4				Time over Sub-Division Average speed per hour	.31 36.6					

Passenger trains will not exceed 45 miles per hour.
Speed as shown in Special Instruction No. 5, and such other restrictions as may be in effect, will not be exceeded.

NORTHWARD.

SOUTHWARD.

Distance from Findlay	Train Order Stations	FINDLAY SUB-DIVISION TIME TABLE No. 50 September 25, 1949.	THIRD CLASS			Distance from Deahler	Train Order Stations	FINDLAY SUB-DIVISION TIME TABLE No. 50 September 25, 1949.	THIRD CLASS				
			Passing Sidings Capacity in 45 ft. Cars	70						Passing Sidings Capacity in 45 ft. Cars	71		
				DAILY Except Sunday							DAILY Except Sunday		
			A.M.					A.M.					
8.7		FINDLAY NYCSt.L 8.7	9.15			DN	DESHLER 0.4	7.45					
		McCOMB 2.3	9.50		0.4		DESHLER JCT. 4.8	7.47					
11.0		DEWEYVILLE 2.3	10.00		4.7		HANCOCK 2.3	8.00					
18.8		HANCOCK 4.3	10.10		7.0		DEWEYVILLE 2.3	8.05					
17.0		DESHLER JOT. 0.4	10.25		9.8		McCOMB NYCSt.L 8.7	8.10					
18.0	DN	DESHLER	A10.30		18.0		FINDLAY	A 8.45					
			A.M.					A.M.					
		Time over Sub-Division Average speed per hour	1.15 14.4				Time over Sub-Division Average speed per hour	1.00 18.0					

Passenger trains will not exceed 20 miles per hour.
Speed as shown in Special Instruction No. 5, and such other restrictions as may be in effect, will not be exceeded.

NORTHWARD.

SOUTHWARD.

Distance from Troy	Train Order Stations	P. & T. SUB-DIVISION TIME TABLE No. 50 September 25, 1949.	Passing Sidings Capacity in 45 ft. Cars				Distance from Piqua	Train Order Stations	P. & T. SUB-DIVISION TIME TABLE No. 50 September 25, 1949.	Passing Sidings Capacity in 45 ft. Cars				
8.9	DN	NYC TROY 3.9				4.6		PIQUA 4.6						
8.5		ELDEAN 4.6				8.5	DN	NYC ELDEAN 3.9						
		PIQUA						TROY						

Passenger trains will not exceed 20 miles per hour.
Speed as shown in Special Instruction No. 5, and such other restrictions as may be in effect, will not be exceeded.

EASTWARD.

WESTWARD.

Distance from Union City	Train Order Stations	DAYTON AND UNION SUB-DIVISION				Distance from Miami City Jct.	Train Order Stations	DAYTON AND UNION SUB-DIVISION			
		TIME TABLE No. 50						TIME TABLE No. 50			
		September 25, 1949.						September 25, 1949.			
		Passing Sidings Capacity in 45 ft. Cars	THIRD CLASS					Passing Sidings Capacity in 45 ft. Cars	THIRD CLASS		
			42						43		
			DAILY Except Sunday					DAILY Except Sunday			
			A.M.					A.M.			
8.7		UNION CITY 2.7	10.40				MIAMI CITY JCT. 14.0	7.30			
		HILL GROVE 5.0	10.47		14.0		DODSON 2.6	8.25			
7.7		RUSH'S 3.3	11.05		16.6		WENGERLAWN 2.5	8.34			
11.0		NYO CROSSING 0.9	11.15		16.1		VERONA 2.2	8.42			
11.9		GREENVILLE 3.9	11.20		11.8		NYO GORDON 4.5	8.50			
18.8	Penna	JAYS 2.3	11.35		11.8		P. & E. CROSSING 0.3	9.05			
18.1		DELISLE 2.2	11.42		16.1		ARCANUM 2.2	9.10			
30.3		ARCANUM 0.3	11.50		11.8		DELISLE 2.3	9.17			
30.6		P. & E. CROSSING 4.5	11.54		10.6		JAYS 3.9	9.27			
35.1	NYO	GORDON 2.2	12.10		14.8		Penna GREENVILLE 0.9	9.45			
37.3		VERONA 2.5	12.17		11.4		NYO CROSSING 3.3	9.50			
39.3		WENGERLAWN 2.6	12.23		11.7		RUSH'S 5.0	10.00			
39.4		DODSON 14.0	12.32		11.7		HILL GROVE 2.7	10.18			
46.4		MIAMI CITY JCT.	A 1.15		16.4		UNION CITY	A 10.25			
			P.M.					A.M.			
		Time over Sub-Division	2.35				Time over Sub-Division	2.55			
		Average speed per hour	18.0				Average speed per hour	15.9			

Passenger trains will not exceed 20 miles per hour.

Speed as shown in Special Instruction No. 5, and such other restrictions as may be in effect, will not be exceeded.

NORTHWARD.

SOUTHWARD.

Distance from Middletown Jct.	Train Order Stations	MIDDLETOWN SUB-DIVISION				Distance from East Middletown	Train Order Stations	MIDDLETOWN SUB-DIVISION			
		TIME TABLE No. 50						TIME TABLE No. 50			
		September 25, 1949.						September 25, 1949.			
		Passing Sidings Capacity in 45 ft. Cars						Passing Sidings Capacity in 45 ft. Cars			
8.8			MIDDLETOWN JCT. H.C.&I. 2.8			1.6	D		EAST MIDDLETOWN Penna 1.9		
4.4		WOODSDALE 1.6			3.8		ARMCO JCT. 0.6				
4.4		ROCKDALE 1.4			3.0		NORTH EXCELLO 0.5				
5.8		LE SOURDSVILLE 2.6			5.6		SOUTH EXCELLO 2.6				
8.4		SOUTH EXCELLO 0.5			7.0		LE SOURDSVILLE 1.4				
8.9		NORTH EXCELLO 0.6			8.6		ROCKDALE 1.6				
9.6	D	ARMCO JCT. Penna 1.9			11.4		WOODSDALE H.C.&I. 2.8				
11.4		EAST MIDDLETOWN					MIDDLETOWN JCT.				

Passenger trains will not exceed 25 miles per hour.

Speed as shown in Special Instruction No. 5, and such other restrictions as may be in effect, will not be exceeded.

EASTWARD.

WESTWARD.

Distance from Wellston	Train Order Stations	BUCKEYE SUB-DIVISION				Distance from Superior No. 11	Train Order Stations	BUCKEYE SUB-DIVISION			
		TIME TABLE No. 50						TIME TABLE No. 50			
		September 25, 1949.						September 25, 1949.			
		Passing Sidings Capacity in 45 ft. Cars						Passing Sidings Capacity in 45 ft. Cars			
0.6	DPN		WELLSTON Ohio Div. 0.6 C&O			5.4			SUPERIOR NO. 11 3.4		
6.0		PENNA AVE. 4.4			7.8		DOWNARDSVILLE 4.4				
8.4		DOWNARDSVILLE 3.4			8.4	DPN	PENNA AVE. Ohio Div. 0.6 C&O				
		SUPERIOR NO. 11					WELLSTON				

Passenger trains will not exceed 10 miles per hour.

Speed as shown in Special Instruction No. 5, and such other restrictions as may be in effect, will not be exceeded.

THE BALTIMORE AND OHIO RAILROAD TOLEDO DIVISION

SCALE IN MILES
0 5 10 15 20
Office - ENGINEER M of W
CINTI OHIO.

- SYMBOLS**
- C-Cooling Station
 - E-Engine House
 - S-Scale Track
 - T-Turntable
 - W-Water Station
 - Y-Wye Track

