

THE BALTIMORE AND OHIO RAILROAD COMPANY

WESTERN REGION

“SAFETY ABOVE EVERYTHING”



TOLEDO DIVISION

TIME-TABLE No. 40

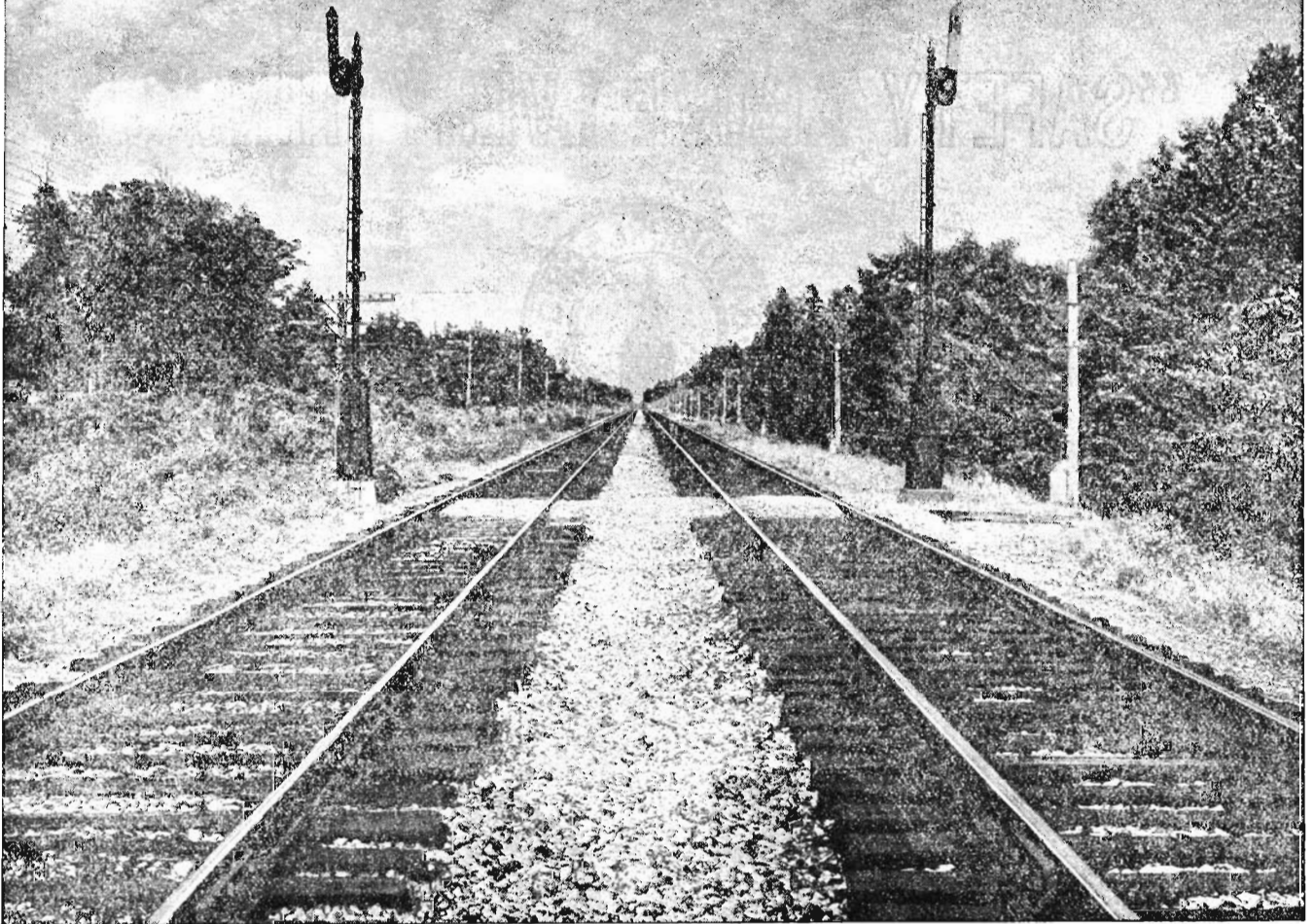
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EFFECTIVE 12.01 A. M., EASTERN STANDARD TIME

SUNDAY, DECEMBER 6, 1942

H. C. BATCHELDER,
Superintendent

"RIGHT OF WAY FOR THE U.S.A."



UNCLE SAM gets the green light on the railroads today. We're sure you'd want it that way—for America has a war to fight all over the world, and a job at home to produce and deliver in overwhelming volume the things fighting men need. *These come first among the million tons of freight moved a mile on the rails every minute.*

The railroads are united in working with each other — with industry and farmers

—with the government—to keep America's great war program rolling.

Whether the job calls for passenger equipment or freight—whether it's one of moving troops by the hundreds of thousands, moving raw materials or finished fighting machines — every railroad man knows that the first rule today is, "Right of Way for the U. S. A."



ASSOCIATION OF
AMERICAN RAILROADS

WASHINGTON, D. C.

THE BALTIMORE AND OHIO RAILROAD COMPANY

Relief Department

W. M. KENNEDY, Superintendent

MEDICAL AND SURGICAL SERVICE

COMPANY'S SURGEONS.

Cincinnati, O.—	{ DR. L. FEID, 818 Union Central Life Bldg. DR. EMIL R. SWEPSTON, 818 Union Central Life Bldg., 4th & Vine Sts. DR. ALOYSIUS J. HUESMAN, 20 Calhoun St. DR. HERMAN KECK, Oculist, 22 W. Seventh St. DR. CHAS. A. HOFLING, Oculist, 707 Race St.
Winton Place, O.—	DR. FOSTER J. BOYD.
Elmwood Place, O.—	{ DR. TILDEN J. BECK, 4848 Paddock Road, Bond Hill, Ohio. DR. S. C. ROUSEY, 707 Worthington Ave., Lockland, O. DR. HOWARD S. JAMES, 200 Worthington Ave. Lockland-Wyoming, Ohio.
Glendale, O.—	DR. GASTON B. HANNAH
Hamilton, O.—	{ DR. MERLE FLENNER. DR. MARK MILLIKIN. DR. NEAL MILLIKEN. DR. MALCOLM BRONSON, Oculist.
Middletown, O.—	{ DR. DAVID F. GERBER. DR. E. O. BAUER.
Carlisle, O.—	DR. N. A. HAMILTON.
Miamisburg, O.—	DR. W. BURNETT WEAVER.
Dayton, O.—	{ DR. E. E. BOHLENDER, 1920 E. 3rd St. DR. ROBT. C. AUSTIN, Fidelity Bldg. DR. BEN F. SUFFRON, Miami Savings Bldg. DR. A. G. FARMER, Oculist, Fidelity Bldg.
Tipp City, O.—	DR. MAYNARD C. KISEK.
Troy, O.—	{ DR. GEORGE E. McCULLOUGH. DR. L. N. LINDENBERGER.
Piqua, O.—	DR. J. F. BEACHLER.
Sidney, O.—	{ DR. CYRIL C. HUSSEY. DR. FRANK S. DOWNEY.
Anna, O.—	DR. D. B. MILLIETTE.
Wapakoneta, O.—	DR. CHAS. C. BERLIN.
Cridersville, O.—	DR. J. H. SCHAEFFER.
Lima, O.—	{ DR. JAMES B. POLING. DR. O. B. STUBBS. DR. E. C. YINGLING, Oculist. DR. GEORGE W. KING, Oculist.
Col's Grove, O.—	DR. H. H. SINK.
Ottawa, O.—	DR. CARL H. ZINSMEISTER.
Letpsic, O.—	DR. WILEY HICKEY.
Deshler, O.—	DR. B. L. JOHNSON.
Weston, O.—	DR. CLIFF WETHERELL.
Tontogany, O.—	DR. HENRY J. JOHNSTON.
Haskins, O.—	
Ferrysburg, O.—	{ DR. W. H. RHEINFRANK. DR. D. R. CANFIELD.
Toledo, O.—	{ DR. THOMAS HEATLEY, 2677 Monroe St. DR. ROBERT F. HEATLEY, 203 Colton Bldg. DR. JOS. R. FITZGERALD, 542 Oak St. DR. JOHN D. SUGRUB, 402 Fassett St. DR. WM. O. BONSER, Oculist, 219—15th St.
Findlay, O.—	{ DR. REGINALD S. RILLING. DR. EARL J. THOMAS
Bowling Green, O.—	DR. F. D. HALLECK.
N. Baltimore, O.—	DR. E. A. POWELL.
Xenia, O.—	DR. PAUL D. ESPEY.
Jamestown, O.—	DR. R. L. HAINES.
Washington, C. H., O.—	DR. P. S. CRAIG.
Frankfort, O.—	DR. W. B. SMITH.
Chillicothe, O.—	{ DR. RALPH W. HOLMES. DR. GLEN NISELY, DR. D. A. PERRIN. DR. GEO. S. MYTINGER, Oculist.
Wellston, O.—	DR. HAROLD W. GILLEN, DR. M. D. SMITH.
Greenville, O.—	DR. C. J. MILLS.
Covington, Ky.—	DR. CHAS. J. FARRELL, 1001 Madison Ave.

HOSPITALS.

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

FIRST AID EMERGENCY CASES.

First Aid emergency cases, with a booklet of instructions enclosed, will be carried on trains and located at every important shop and station. They shall be in direct charge of conductors of freight trains, baggagemen of passenger trains, or conductors if no baggagemen, enginemen of helpers, agents at stations and master mechanic at shops who are responsible for the compliance with the General Notice in reference thereto.

EXAMINING POINTS

CINCINNATI, O.—Winton Place Station, Toledo Division.
Monday and Thursday, 9:00 A.M. to 12:00 Noon.
CHILlicothe, O.—Wednesday, 2:00 P.M. to 3:00 P.M.
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, 2:00 P.M. to 3:00 P.M.

MEDICAL EXAMINERS' TERRITORIES.

Cincinnati to Deshler, exclusive.
Dayton to Union City, both inclusive.
Dayton to Washington, C. H., exclusive.
Deshler, exclusive, to Findlay, inclusive.
Toledo to Deshler, inclusive.
North Baltimore to Tontogany.
Washington, C. H., exclusive, to Wellston, inclusive.
Washington, C. H.

Dr. F. H. Hutohinson,
Cincinnati, O.
Dr. G. G. Edwards,
Willard, O.
Dr. H. W. Nimal,
Parkersburg, W. Va.
Dr. M. H. Koehler,
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 employees 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.
3. 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.
4. 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.
5. 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.
6. 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.
7. 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.
8. 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.
9. Employees will be expected, whenever able, to visit the Company's Surgeon's office for treatment.
10. When an injured employee 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 employee for his compensation.

E. V. MILHOLLAND, M. D.

Medical and Surgical Director.

SPECIAL INSTRUCTIONS.

1. SUPERIORITY OF TRAINS.
On single track on 1st, 2nd, 3rd, Wellston, Findlay, Bowling Green, Middletown, P. & T., and Dayton and Union Sub-Divisions, Northward trains are superior to Southward trains and Eastward trains are superior to Westward trains, of the same class.

EXCEPTIONS TO NO. 1.
No. 91 is Superior to No. 92 Meadow Run Wye to Chillicothe;
No. 11 " " No. 46 Dodson to Union City;
No. 41 " " No. 40 Deshler Jct., to Findlay;

2. LOCATION OF STANDARD CLOCKS.

Cincinnati Jct.,	Lima Crew Dispatcher,
Cincinnati Union Terminal,	North Lima, General Yard
Ivorydale, Round House,	Master's Office,
Elmwood,	Deshler.
South Hamilton,	Tontogany.
Hamilton Telegraph Office and	Toledo, General Yardmaster's Office,
Engine House,	Engine House, Union Station, Dock
East Dayton,	Jct., South Bound Yard Office,
North Dayton,	Chillicothe,
Piqua,	Wellston.

LOCATION OF WATCH INSPECTORS.

Cincinnati, O.	The Southam Watch Co., Dixie Terminal Arcade. (4th & Walnut Sts., Room 112, Fourth St. Entrance.
Hamilton, O.	Bentley's, 158 N. High St.
Elmwood Place, O.	Eckerle Jewelry Co., 6104 Vine St.
Dayton, O.	Roston's Jewelers, 12 North Main St.
Piqua, O.	A. Thoma.
Lima, O.	D. K. Powell, 116 W. Market St.
Deshler, O.	E. P. Sharick.
Wellston, O.	Benjamin & Co.
Findlay, O.	Geo. L. Newman, Lobby Ewing Bldg.
Chillicothe, O.	Templin & Griesheimer, 46 North Paint St.
Toledo, O.	Armstrong Watch & Diamond Co., Madison Ave. at St. Clair St., 2nd floor, Produce Exchange Bldg.

3. REGISTER AND BULLETIN BOARD STATIONS.

Registers.

Cincinnati Union Terminal,	Elmwood Place,	*Tontogany.
Telegraph Office and	Hamilton,	Toledo.
Engine House,	East Dayton,	*Musselman,
Cincinnati Jct.,	North Dayton,	Chillicothe
*Winton Jct.,	*Erie Junction,	*Meadow Run Wye,
*No Bulletin Board,	Deshler,	Wellston,

BULLETIN BOARDS.

Cincinnati Union Terminal,	Dayton	Deshler,
Ivorydale Round House,	E. Dayton Crew Disp.,	Toledo Yard Office,
Elmwood Place,	North Dayton,	Toledo Engine House,
Hamilton	Lima Crew Dispatcher	Toledo.
Hamilton Engine House	North Lima General	Chillicothe.
	Yard Master's Office,	Wellston.

Winton Jct. is a register station for first class trains only.
Elmwood Place, East Dayton, Chillicothe and Deshler are register stations for trains starting and terminating there only.
Meadow Run Wye is register station for first and third class trains only.

Tontogany is a register station for Bowling Green Sub-Division trains only.

All trains are relieved from examining registers at Winton Jct., North Dayton, Erie Junction, Tontogany and Musselman; provided their superiority is not affected at these points by time table or train orders or it is known that superior trains due have arrived before passing from double to single track. Conductors will then hand off Form C to operator, who will register train.

4. FORM A.

Rule 83 (A) is modified to the extent that trains will receive clearance card, Form 13, at Cincinnati Union Terminal, 'instead of Form A.

Only trains operating to Bowling Green Sub-Division will receive Form A at Tontogany. Northward trains on Bowling Green Sub-Division will receive Form A at Galatea instead of N. Baltimore. First-class trains will not leave Hamilton and Lima without Form A. Trains will secure Form A before leaving North Dayton and Washington C. H. Only trains starting from Dayton are required to get Form A at Dayton. Trains will leave Findlay, Dodson and Union City without receiving Form A and No. 91 will leave Wellston without Form A, and rule 83 (B) is modified accordingly. Trains dispatched from East Dayton eastward will receive Form A at Tates Point, and southward over telephone from North Dayton. Trains from Wellston Sub-Division to 1st Sub-Division will get Form A at Tates Point. Before entering Wellston Sub-Division at Tates Point, trains or engines will receive Form A, part A, line 5 from Train Dispatcher. Northward trains on Middletown Sub-Division will receive Form A at New River Junction.

Rule 706-A, is modified to provide that Conductors and Enginemen will carry with them a supply of Form A with carbon paper, and where telephone booths or boxes are not provided with forms, Form A will be made and copy mailed to Supt.

Rule 223, "Rules and Regulations of the Operating Department", effective June 1st, 1941, Page 103 (Clearance Card, Form A), the line under caption "Explanation of Use", appearing at bottom of the page reads:

"(Q) When unable to ascertain the arrival of the preceding train. Rule 109 (C)".

The rule reference should be "110 (C)."

5. SPEED RESTRICTIONS.

	Class of Service		
	Passenger and express trains	Passenger trains hand'd by freight engines and fast freight trains	Slow freight local pick-up and work trains
LIMITS			
Between Cincinnati and Toledo.....	65	50	40
Bowling Green sub-division.....	45	30	30
Findlay sub-division.....	20	20	20
P. & T. sub-division.....	20	20	20
Middletown sub-division.....	25	25	25
Dayton and Union sub-division.....	20	20	20
Wellston sub-division.....	45	40	40
Buckeye sub-division.....	10	10	10
(EXCEPT AS NOTED BELOW)			
At certain points permanent speed restrictions are indicated by triangular metal targets, the figures on targets indicating maximum allowable speed.			
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 10 miles per hour less than the maximum speed of other passenger trains.			
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			
Through interlocking plants and over railroad crossings at grade.....	25	25	25
Engines running backwards on tangents..	35	35	35
Engines running backwards on curves....	20	20	20
Except that on Dayton & Union sub-div....	15	15	15
Engines running backward on tangents...	15	15	15
Engines running backward on curves.....	10	10	10
Trains handling steam cranes, locomotive cranes, pile-drivers, ditchers and similar equipment will not exceed a speed of 30 miles per hour.....			
Trains, the make-up of which includes dead engines, will not exceed a speed of 25 miles per hour.			
Trains handling dead engines WITHOUT SIDE RODS will not exceed a speed of 20 miles per hour.			
Entering double track at ON Cabin and Leaving double track at Kirkwood & North Lima.....	35	25	25
Entering double track at North Dayton and Bates.....	25	25	25
Leaving double track at Erie Jct.....	25	25	25
At Locations of Spring Switches.			
Middletown—Reverse Movement.....	25	25	25
Entering or leaving siding.....	10	10	10
SW Cabin Northward movement.....	30	30	30
Southward movement.....	20	20	20
Southward movement on northward main	25	25	25
Northward movement on southward main	25	25	25
Trains or engines not exceed 15 miles per hour over Bridge 2-11 on Hamilton Belt			
Between Gest Street and Elmwood Place.	50	25	25
Between Gest St. and Storrs.....	10	10	10
Between M. P. 3 to New Connection, Fairmount, north of Hopple St.....	20	20	20
Through Cumminsville.....	25	15	15
Elmwood Place to Carthage.....	30	30	30
Carthage to Glendale.....	60	45	40
Between Woodlawn and Grasselli switch			
Southward Main.....	40	30	30
Northward Main.....	45	45	40
Laurel Ave. Hamilton to Old River Jct....	25	25	25
Within corporate limits of Miamisburg...	25	25	25
Dayton City limits to Washington St....	30	30	30
Washington St. to D. U. Ry.....	15	15	15
D. U. Ry. to Keowee St.....	15	15	15
Keowee St. to Dayton City limits.....	30	30	30
Through Tipp City.....	25	25	25

SPECIAL INSTRUCTIONS—Continued.

5. SPEED RESTRICTIONS—Continued.

LIMITS	Class of Service		
	Passen- ger and express trains	Passen- ger trains handl'd by freight engines and fast freight trains	Slow freight local pick- up and work trains
Between M. P. 75-20 and M. P. 76-25....	50	40	40
Between Station and River Bridge Troy..	20	20	20
Cemetery Curve, north of Troy.....	35	35	35
AK Tower to Wapakoneta Station.....	20	20	20
Bridge 46 near M. P. 125 for S 1 Engines.	20	20	20
Within corporate limits of City of Lima..	25	20	20
CG Tower to Columbus Grove Station..	30	30	30
River Bridge Ottawa to Stock Pen switch.	40	30	30
Through Leipsic.....	25	25	25
Through Perrysburg.....	25	25	25
Bates to Dock Jct. on high speed main....	45	30	30
Dock Jct. to N.Y.C. Jct.....	25	25	25
Over North Dayton Cut-off.....	20	15	15
D. U. Ry. to East First St.....	15	15	15
East First St. to Dayton City limits...	30	30	30
Tates Pt. to Springfield Pike Crossing....	10	10	10
On curves bet. bidge 23 & Cemetery, west of Xenia	30	20	20
Through Xenia & Washington C. H.....	10	10	10
Whetstone curve and Caldwell's Pit curve.	15	15	15
Between switches Musselman.....	30	30	30
Through Chillicothe.....	20	20	20
Byers Jct. to Grand Crossing.....	30	20	20
Between N. Baltimore and Curve south of M. P. 14.....	40		
Through Rudolph.....	30		
South end of reverse curve south of Bowling Green to Fair Ground switch.....	25	20	20
Wye tracks Tontogany & N. Baltimore..	10	10	10
Over highway grade crossing, LeSourdsville	10	10	10
Through Greenville.....	8	8	8
Over Sycamore St. crossing Union City...	10	10	10

Speed of light engines with or without cabooses	Main Line	Bowls Green Sub- Div.	Wellston Sub- Div.	Mid'n and D & U
Passenger Engines.....	50	40	35	20
Freight Engines.....	40	25	30	20
Engines without engine truck	20	20		20

Where speed restrictions are lower than above, all light engines will run five miles per hour less than the speed restriction, except where the speed restriction is 20 miles per hour or less, no further restrictions will apply.

Speed of Relief Trains.	Sub-Divisions			
	Main Line	Bow. Green	Wellston Middletown	Findlay, P. & T. D. & U.
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

Freight trains whose loading consists of 25 or more loaded tank cars, will not exceed speed of forty (40) miles per hour.

Trains and engines will run at restricted speed between Fifth and Baymiller Streets Cincinnati, and Gest Street, and will not pass Freeman Ave., until proceed signal is received from switch tender.

6. BRAKEMEN, FLAGMEN AND FLAGGING.

Rule 99 is modified to this extent:
Third Class trains on D. & U. sub-division between Dodson and Union City, and second class trains on Findlay sub-division between Deshler Jct. and Findlay, are relieved from protecting the rear of their train.

When other trains are run on these sub-divisions, regular trains will be protected by train orders.

Trainmen will flag in both directions over the Dixie highway crossing at South Excello, on Middletown sub-division.

7. EXPLOSIVES.

8. EXTRA TRAINS.

Rule 97 applies between Cincinnati and North Dayton, and Bates and ON Cabin.

9. FIXED SIGNALS.

At Cincinnati Jct., Winton Jct., Elmwood Place, Armco Jct., McComb, Xenia, Chillicothe and Meadow Run Wye where there are no fixed signals as covered by Rule 221 (A), a red flag by day or red light by night will be used to stop trains for delivery of train orders. A train will not pass a signal so displayed unless authorized by Form A. That part of Rule 221 (A) conflicting is modified accordingly.

When a train is stopped by a stop and proceed signal, at or between the switches at Vandalia, it will proceed, preceded by a flagman a sufficient distance to insure full protection, until the next signal can be seen in an approach or clear position, when the flagman may be taken up and train proceed at restricted speed until the signal is reached. Rule 291 is modified accordingly.

Rule No. 283, Page 130, is modified to read:
Indication—Proceed; medium speed within interlocking limits, or thru non-interlocked switches immediately beyond the signal. Block clear.

Name— Medium—clear.

Rule No. 287, Page 137, is modified to read:
Indication—Proceed at Slow Speed, approaching next Signal at Slow Speed.

Name— Slow—clear.

Railroad Crossings.

STATION	RAILROAD	Position of signal indicat- ing clear route for Toledo Division Trains.
Storrs.....	C. C. C. & St. L.... and St. Louis Div..	Interlocking
Cincinnati Junction	St. Louis Division...	Horizontal
Cincinnati Junction	Oklahoma Crossing.	Horizontal
Cincinnati Junction	C. & O. of Ind.....	Horizontal
Hamilton.....	Indianapolis Div...	Interlocking
Old River Jct.....	Penna.....	Interlocking
New River Jct.....	Penna.....	Interlocking
Carlisle.....	C. N.....	Interlocking
Miami City Jct....	C. C. C. & St. L....	Interlocking C. T. C.
Miami City Jct....	Penna.....	System
Dayton, Second St.	C. C. C. & St. L....	Interlocking C. T. C.
		System.
Dayton, Home Ave. and Third St....	City Railway Co...	Trainmen flag cross'g
Dayton, First St...	C. C. C. & St. L....	Interlocking
Tates Point—cut off	C. C. C. & St. L....	Interlocking
Tates Point—cut off	Erie.....	Interlocking
Troy.....	C. C. C. & St. L....	Gate clear of track
Piqua Crossing....	Penna.....	Interlocking
AK Tower.....	N. Y. C.....	Interlocking
Erie Junction.....	Erie.....	Diagonal
Lima.....	Penna.....	Interlocking
CG Tower.....	A. C. & Y.....	Interlocking
XN Tower.....	D. T. & I.....	Interlocking
Leipsic Junction...	N. Y. C. & St. L....	Interlocking
Deshler.....	Akron Division...	Interlocking Signals
Bates.....	T. T.....	Interlocking
Penna Jct.....	Penna.....	Interlocking
McComb.....	N. Y. C. & St. L....	Interlocking
E. Middletown....	Penna.....	Trainmen flag cross'g
Xenia.....	Penna.....	Interlocking
Washington C. H..	Newark Division...	Vertical
Washington C. H..	Penna. and D.T.& I.	Vertical
Musselman.....	Ohio Division.....	Interlocking
R K Junction.....	Ohio Division.....	Dual Control switches
Chillicothe.....	N. & W.....	Interlocking
VA Jct.....	C. & O.....	Interlocking
RA Jct.....	C. & O.....	Interlocking
West Junction....	Ohio Division.....	Interlocking
Byers Junction...	Ohio Division.....	Dual Control switches
Coalton.....	C. & O.....	Vertical
Wellston.....	C. & O.....	Vertical
Wellston.....	Buckeye Sub-Div...	Trainmen flag cross'g
P. & E. Crossing...	C. C. C. & St. L....	Gate clear of track
Greenville.....	Penna.....	Interlocking
CN Crossing.....	C. N.....	Interlocking

SPECIAL INSTRUCTIONS—Continued.

10. SPACING TRAINS.

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

Rules 505 to 519 inclusive, are in effect between Cincinnati Jct. 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.

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 Form A from block operator. Rule 317 will govern.

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

11. HELPER, SWITCH AND YARD ENGINES.

Helper engines may run ahead of second-class trains.

12. TELEPHONES.

13. AIR BRAKES, HAND BRAKES, TESTING, ETC.

14. WATER AND FUEL.

15. OPERATING TRAINS BY SIGNAL INDICATION.

Rules 251 to 254 inclusive are in effect between ON Cabin and Bates.

Rules 261 to 264 inclusive are in effect between:

Bates and N. Y. C. Jct.

Piqua Crossing and Kirkwood.

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

CENTRALIZED TRAFFIC CONTROL.

CENTRALIZED TRAFFIC CONTROL Rules 672 to 675 inclusive are in effect between ON Cabin, end of double track, and North Lima, end of double track.

NS Tower, Lima, is initial station for all trains leaving Lima and North Lima on Third Sub-Division.

When trains are run under signal indication, they may display signals. Rule 23-A is modified accordingly.

Trains will not leave a station in advance of their scheduled time.

16. JOINT OR SPECIAL USE OF TRACKS.

As required by Rule D-151, double track will be designated as indicated:

Southward Main Track No. 1

Northward Main Track No. 2

On double track, trains and engines may be operated at restricted speed against the current of traffic within yard limits between,

North Lima and Erie Jct.,
North Dayton and Second St., Dayton,
Miami City Jct., and WF Cabin,
Overpeck and Lindenwald,
Glendale and Cincinnati,

on written instructions of General Yard Master or Terminal Train Master after clearing the track of all opposing trains or engines and providing proper protection for such movement. Rules 106-B, 505, and 512 are modified accordingly.

Trains or engines receiving interlocking signal at Bates, which takes them against the current of traffic, will accept such signal to make movements entirely within yard limits.

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

Unless otherwise specified, east sidings, Troy and Tipp City will be used as southward siding and west sidings as northward siding.

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

Cincinnati Union Terminal Company rules govern between Terminal Junction and Union Depot, and Storrs Junction.

At Winton Junction, switch tenders on duty, 6:25 A.M. to 2:25 P.M. and 8:00 P.M. to 4:00 A.M.

Trains 57, 51, 55, 53, 56, 54, 50 and 58 use Winton Junction connection between Winton Junction and Ivorydale Junction. Southward trains using connection will be governed by signal from switch tender.

Northward trains and engines before passing Winton Junction when switch tender is on duty will be governed by hand signal from him. In the absence of signal from switch tender or when

automatic signal 6-8 is in STOP position, trains and engines will stop to clear Winton Road and get instructions over telephone located there. This information to be secured from switch tender when on duty and from Yardmaster at Elmwood Place at other times.

During hours no switch tender on duty at Winton Junction and automatic signal 6-8 not at STOP, Northward trains and engines that are informed of overdue first class trains may proceed.

Yard engines, working in the Iron Track territory, (Toledo Division) will do so under protection at all times.

Engines and cuts moving in either direction between Gest Street and Storrs Yard, will first secure permission from Yardmaster at Storrs.

Penna trains running with current of traffic between Old River Junction and New River Junction will be governed by block signals located at these junctions and may proceed after receiving block signal regardless of over due B. & O. trains.

Trains or engines using Penna tracks at Hamilton must run under control. When necessary to use Penna main track, permission must be received from C.T.C. Operator located at west end of Passenger Station. Switches are electrically locked and derail connected with switch. Conductor or Engineer must report in clear of such main track to C.T.C. Operator after using.

N. Y. C. & St. L. trains running with current of traffic, between Erie Jct. and Lima, will be governed by block signals located at those junctions.

Self guarded frogs have been installed by New York Central in passenger yard Toledo and operation of engines with blind drivers is prohibited.

Dayton Union Ry. Co. rules govern between Second Street and Miami City Junction, and Centralized Traffic Control system is in effect, and the revised Dayton Union Ry. book of Special Instructions governs.

Trains or engines leaving lead track No. 5 at Washington Street, Dayton, will not enter southward main track without permission from the Train Director.

No. 97 operates Bates Point to North Dayton over cut-off.

N. Y. C. time table governs between N. Y. C. Jct. and Toledo.

Ohio Division time table governs between Musselman and RK Junction, and West Junction and Byers Junction.

Penna time table governs between Miami City Jct. and Dodson.

C. & O. time table governs between VA Jct. and RA Jct.

Yard rules apply over P. & T. and Buckeye sub-divisions and from Glen Roy to Wellston.

17. MAIL.

57 and 58 reduce speed to twenty five (25) miles per hour thru Columbus Grove to dispatch mail.

No. 57 will reduce speed to twenty (20) miles per hour to dispatch mail at Wapakoneta, Sidney and Piqua Crossing daily; and at Glendale, daily except Sunday.

18. TRAIN ORDER STATIONS—IRREGULAR HOURS.

Stations open less than twenty-four hours:

Winton Jct.....	{6:25 A.M. to 2:25 P.M. 8:00 P.M. to 4:00 A.M.
†Middletown.....	6:40 A.M. to 3:40 P.M.
*Tipp City.....	7:30 A.M. to 4:30 P.M.
*Sidney.....	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.
*Cairo.....	8:00 A.M. to 5:00 P.M.
*Ottawa.....	8:00 A.M. to 5:00 P.M.
*Custar.....	8:00 A.M. to 5:00 P.M.
*Weston.....	8:00 A.M. to 5:00 P.M.
*Haskins.....	7:30 A.M. to 4:30 P.M.
*Bowling Green.....	8:00 A.M. to 5:00 P.M.
*Armo Jct.....	8:00 A.M. to 5:00 P.M.
*Wellston.....	8:00 A.M. to 5:00 P.M.
*Meadow Run Wye.....	11:00 P.M. to 8:00 A.M.
*Chillicothe.....	7:30 A.M. to 4:30 P.M.
*Frankfort.....	7:00 A.M. to 4:00 P.M.
*Milledgeville.....	7:00 A.M. to 4:00 P.M.
*Jamestown.....	6:30 A.M. to 3:30 P.M.
*Xenia.....	8:00 A.M. to 5:00 P.M.

*Daily except Sunday.

†Sunday hours as follows:

Middletown.....5:30 A.M. to 7:30 A.M.

SPECIAL INSTRUCTIONS—Continued.

19 MAXIMUM WEIGHT LIMITS—CARS.

Toledo to Cincinnati.....	240,000 lbs.
Dayton to Wellston.....	230,000 lbs.
Tontogany to North Baltimore.....	240,000 lbs.
Deshler to Findlay.....	220,000 lbs.
Troy to Piqua.....	240,000 lbs.
Dodson to Union City.....	190,000 lbs.
Hamilton to Middletown.....	240,000 lbs.
Hamilton Belt.....	240,000 lbs.
Buckeye Sub-Division.....	190,000 lbs.
Stillwater Branch.....	160,000 lbs.
Home Ave.....	240,000 lbs.
Dayton Cut off.....	230,000 lbs.

For operation of Engines—See booklet Form 1594 Special No. 12 effective January 1, 1941.

20. RESTRICTIONS AT RAILROAD CROSSINGS AND DRAWBRIDGES.

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.

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

21. WHISTLE SIGNALS.

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

22. MARKERS.

23. TRAIN ORDERS.

Between Cincinnati and Toledo, as provided by Rule 211 (A), train order form 19 may be used to restrict the superiority of trains.

24. PROTECTION OF MOVEMENTS OVER HIGHWAYS AT GRADE.

25. INTERLOCKING.

Whistles or sirens have been installed at following towers: Deshler and Bates.

26. ELECTRIC HEADLIGHTS.

29. BRIDGE AND TRESTLE PROTECTION.

The operation of class E-27 and heavier engines over Bridge 27-1 at Xenia is prohibited.

30. TRAINS LEAVING A SIDING OR CROSSING FROM ONE TRACK TO ANOTHER IN AUTOMATIC BLOCK SIGNAL TERRITORY.

30-A. TRAINS OPERATING OVER SPRING SWITCHES.

31. INSPECTION OF PASSING TRAINS.

32. UNCLASSIFIED.

Train and engine men are prohibited from riding on top of engines, box cars and other high equipment when passing under wires at the following enumerated points where the clearance is less than 27 feet above top of rail.

LOCATION—

Telegraph Pole Track, Main or Side Clearance

Fairmount,	South of Signal 4-4	Enameling Co. Siding
Southside,	Powers Street.....	Standard Casting Co.
Winton Place,	College Hill Jct.....	Siding
	College Hill Jct.....	6-53 Siding
	7-11.....	Siding
	7-13.....	Siding
Ivorydale,	7-15.....	Siding
	7-33.....	Siding
	7-35.....	Emery Candle Co.
Ivorydale,	7-37.....	June Street
	7-40.....	P.&G. Yards—June Street
	7-52.....	East Yard
	7-53.....	East Yard
	8-16.....	Caboose Track
	9-02.....	
Carthage,	9-12.....	Carthage Mills
Hartwell,	10-13.....	Hartwell Coal Co.
Maplewood,	11-25.....	Philip Carey Co.
	11-27.....	Philip Carey Co.
Wyoming,	11-43.....	Superior Lumber Co.

Telegraph Pole Track Main or Side Clearance

Park Place,	12-47.....	Grasselli Chemical Co.
Glendale,	MP-15.....	Siding
Hamilton,	TP-24-37.....	Pater Coal Co..... 24' 10"
	TP-24-40.....	Repair track..... 24'
	TP-25-10.....	Standard Oil Co..... 26' 8"
	TP-25-13.....	Bueker Coal Co..... 26' 6"
	TP-25-06.....	Southbound Main..... 26'
	TP-25-17.....	Coach Track..... 26' 8"
	TP-25-21.....	Ind'pls. Main..... 26' 6"
	TP-25-36.....	Blish Milling Co..... 21'
	TP-26-24.....	N'bound Main Old
		River Jct..... 24'
	TP-29-04.....	C.&D. Main..... 24' 2"
Carlisle,	TP-44-00.....	B.&O. Main..... 25' 7"
	TP-44-15.....	Elevator Track..... 24' 6"
	TP-44-16.....	Elevator Track..... 24' 6"
	TP-44-17.....	Elevator Track..... 24' 6"
	TP-44-18.....	Elevator Track..... 24' 6"
	TP-44-19.....	Oil Track..... 23'
	TP-44-20.....	Oil Track..... 23'
WF Cabin,	TP-56-49.....	Floral Track..... 24' 8"
	TP-56-50.....	Floral Track..... 24' 8"
Dayton,	TP.....	Air City Fuel..... 26'
		Wye west end..... 24' 8"
		Rip-track Needmore 24' 6"
		Kuntz-Johnson-
		Cutoff..... 22' 6"
		Marble Works—
		Leo—Ray St..... 26'
		Premium Rubber Leo 26'
		Union St'ge Ray St. 26'
		Pattern Wk's Ray St. 24'
		City Ice & Fuel—
		Ray St..... 24'
		Stockstill Coal Co.—
		Keowee St..... 26'
		Dayton Steel Fd'ry—
		Miami Chapel Road. 24'
		Nat. Clay Foundry
		Bohlander Ave..... 26'
		Edgemont Iron &
		Metal Boh'r Ave..... 26'
		Rike Paper Co.—
		Washington St..... 24'
		Big Four King—
		Cooper St..... 26'
Tipp City		Paper Mill Track..... 25' 6"
		Detrick Elevator..... 26' 11"
		Ford Track..... 23' 2"
Troy,		Bowman Gravel Co. 25'
		Troy Coal & Ice Co. 23' 8"
		Standard Oil..... 26' 10"
		River Track..... 25' 4" Sig.
		River Track..... 22' 4" W.U.
Sidney,	TP-98-20.....	Monarch track..... 25' 2"
	TP-98-21.....	Monarch track..... 25' 2"
Kirkwood,	TP-92-16.....	Elevator track..... 25' 7"
	TP-92-17.....	Elevator track..... 25' 7"
Piqua,	TP-87-29.....	Stock track..... 26'
	TP-87-30.....	Stock track..... 26'
Botkins,	TP-110-16.....	Sheets track..... 24'
	TP-110-17.....	Sheets track..... 24'
Wapakoneta,	TP-117-5.....	Transfer track..... 26'
	TP-117-6.....	Transfer track..... 26'
	TP-117-22.....	Beer track..... 24'
	TP-117-23.....	Beer track..... 24'
Erie Jct.,	TP-127-39.....	Ill. Pipe Line..... 23' 8"
	TP-129-05.....	Erie Transfer..... 23' 4"
	TP-129-15.....	Consumers Track..... 25' 4"
	TP-129-36.....	Peerless Track..... 26'
Lima,	TP-130-12.....	Gas Track..... 24' 7"
	TP-130-16.....	Market St..... 26' 6"
	TP-131-05.....	Swisher Coal Track 21' 6"
	TP-131-10.....	Nickle Plate Main..... 24' 7"
	TP-131-12.....	Nickle Plate Transfer 25' 4"
	TP-131-35.....	Buckeye Engine Wks. 20' 6"
	TP-130-15.....	Power Gas Track..... 25' 6"
	TP-131-05.....	Sole Track..... 19' 11"
	TP-131-38.....	Buckeye Engine Wks. 19' 4"
XN Tower,	TP-154-40-41.....	D.T.&I. Transfer..... 26' 6"
	TP-155-04-5.....	D.T.&I. Xing..... 25' 6"
Leipsic	TP-156-08-9.....	Shell Oil..... 22' 6"

SPECIAL INSTRUCTIONS—Continued.

Telegraph Pole Track Main or Side Clearance

Tontogany.....	TP-181-24-25.....	North leg of wye.....	23' 6"
Bates,	TP-195-06-7.....	White Road.....	26'
	TP-195-15-16.....		24' 6"
	TP-196-24-25.....	Toledo Term. Xing.....	24' 6"
Toledo	TP-199-43-44.....	Penna. Transfer.....	22' 6"
Bowling Green,	TP-03-04.....		26' 6"

Passengers are prohibited from riding on rear platform of rear car of passenger trains at any time.

Employes in discharge of their duties may be permitted to ride on rear platform on presentation of proper identification.

Rules 979 and 1041 are modified accordingly.

Rules and Regulations of the Operating Department amended and modified as follows:

Rule 83-C, Page 56, amended: Before starting on a trip or tour of duty; the conductor and engineman must know that the other is qualified and has the necessary General Orders for such trip or tour of duty. The Conductor must know with respect to the trainmen, and the engineman with respect to the fireman, that they have seen and are familiar with such General Orders.

Rule No. 137, Page 86, revised and supply of stickers for insertion in book placed with Trainmaster, Road Foreman of Engines, Crew Callers, etc. for distribution.

During the closed hours of Botkins Office, (which includes the Agent-operator's meal hour), the remote control switches at north and south ends of siding will be hand operated and signals are automatic.

Second sub-division is between Dayton and Lima and Third sub-division between Lima and Toledo.

Mixed Trains on Bowling Green and Findlay sub-divisions will carry passengers.

Passing siding on east side of main track south of crossing at Deshler will be known as south-east siding and passing siding on west side of track south of crossing will be known as south-west siding.

Nos. 50 and 51 will not carry passengers.

Time of trains at Toledo and Cincinnati shown in Italics, is for information only.

ADDITIONAL REGULAR AND FLAG STOPS.

55 and 56 will stop on signal at Swanders and Dock Junction.

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.
- PN** Part of night train order station.
- E** Stop to discharge passengers from Louisville and points beyond.
- H** Stop on signal to receive or discharge passengers Toledo and beyond.
- J** Stop on signal to receive or discharge passengers Dayton and beyond.
- O** Stop on signal to receive or discharge passengers Akron or beyond.
- Q** Stop to discharge passengers from Toledo and beyond.
- R** Stop to discharge passengers from points east of Willard.
- U** Stop on signal to receive passengers for Lima and beyond.
- W** Stop to receive passengers for Cincinnati and beyond.
- X** Stop on signal to discharge passengers from Cincinnati.

DIVISIONAL STAFF.

SUPERINTENDENT

H. C. BATCHELDER

ASSISTANT SUPERINTENDENT

C. W. HAVENS, Acting

TRAIN MASTER

M. L. SHEARER

ASSISTANT TRAIN MASTER

H. A. BENNETT

CHIEF DISPATCHERS

E. A. DICKSON

G. J. WILLIAMS

J. STUCKHARDT

DISPATCHERS

J. M. FEARON

R. W. HOSKINSON

A. R. LANKER

JOHN MORRIS

E. L. FOX

E. H. THOMPSON

C. V. DONALD

H. B. HARGIS

O. A. MARTZ

W. M. STEVENS

L. WILSON

W. J. FARMER

ROAD FOREMAN OF ENGINES

H. H. HARPER

ASSISTANT ROAD FOREMEN OF ENGINES

W. B. KILGORE

L. W. BRENNER

MASTER MECHANIC

F. L. HALL

DIVISION ENGINEER

R. E. CHAMBERLAIN

ASSISTANT DIVISION ENGINEER

C. E. HERTH

A. S. MORGAN, DAYTON

CLAIM AGENTS

F. L. SCHURR, LIMA

M. D. THORNBURGH, CHILLICOTHE

NORTHWARD.

Distance from Cincinnati	Train Order Stations	1st SUB-DIVISION TIME TABLE No. 40 Effective 12:01 A. M. Eastern Standard Time December 6, 1942.	Passing Sidings Capacity in 45 ft. Cars	FIRST CLASS								SECOND CLASS			
				56	54	50	58					92	94		
				DAILY Ex. Sunday	DAILY	DAILY Ex. Sunday	DAILY					DAILY	DAILY		
				A.M.	P.M.	P.M.	P.M.					P.M.	P.M.		
0.8	DN	CINCINNATI Ohio Div. 0.8 CINCINNATI JCT. 0.7		8.26	11.55	10.15	11.45							12.25	6.50
1.5		GEST STREET 1.1												12.26	6.53
2.6		BRIGHTON 0.8												12.28	6.58
3.4		FAIRMOUNT 2.1	55											12.30	7.00
5.5		CUMMINSVILLE 1.1												12.34	7.04
6.6		WINTON PLACE 0.4													
7.0	DPN	WINTON JCT. 0.6		8.43	1.11	10.29	12.05							12.36	7.07
7.6		IVORYDALE 0.9		8.44	1.12	10.30	12.06							12.43	7.10
8.5	DN	ELMWOOD PLACE 0.9		8.45	1.13	10.31	12.07							12.50	7.15
9.4		CARTHAGE 1.2													
10.6		HARTWELL 0.6		8.49	1.17	10.35	12.11							12.58	7.20
11.2		MAPLEWOOD 0.6													
11.8		WYOMING 3.2		8.52	1.19	10.37	12.13							1.03	7.24
15.0		GLENDALE 4.2	100	8.58	1.23	10.41	12.17							1.23	7.30
19.2		STOCKTON 4.8		9.03	1.28	10.46	12.22							1.32	7.40
24.0		LINDENWALD 1.4												1.39	7.48
25.4	DN	HAMILTON 1.1		9.20	1.40	11.03	12.35								
26.5	DN	OLD RIVER JCT. 1.5		9.22	1.42	11.05	12.37							1.45	8.20
28.0	DN	NEW RIVER JCT. 2.1	134	9.24	1.44	11.07	12.39							1.47	8.25
30.1		OVERPECK 3.7		9.27											
33.8		TRENTON 3.7		9.31											
37.5	D	MIDDLETOWN 2.8	89	9.37	1.55	11.17	12.49							1.59	8.45
40.8		POAST TOWN 3.7													
44.0	DN	CARLISLE 4.9		9.45	2.03	11.24	12.57							2.09	9.00
48.9		MIAMISBURG 2.5	92	9.54	2.08	11.29	1.02							2.17	9.10
51.4		WHITFIELD 5.7													
57.1		W. F. CABIN 1.4		10.05	2.17	11.38	1.11							2.30	9.25
58.5		MIAMI CITY JCT. 0.7		10.08	2.20	11.41	1.13							2.35	9.30
59.2	DN	DAYTON		10.10	2.22	11.43	1.15								
				A.M.	P.M.	P.M.	A.M.							P.M.	P.M.
		Time over Sub-Division Average speed per hour		1.27 36.3	1.11 44.4	1.13 42.9	1.10 44.7							2.10 26.9	2.40 21.9

Passenger trains will not exceed a speed of 65 miles per hour.
Speed as shown in Special Rule 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. 40 Effective 12:01 A. M. Eastern Standard Time December 6, 1942.	Passing Sidings Capacity in 45 ft. Cars	FIRST CLASS				SECOND CLASS					
				57	51	55	53	93					
				DAILY	DAILY Ex. Monday	DAILY Ex. Sunday	DAILY	DAILY					
				A. M.	A. M.	P. M.	P. M.	A. M.					
142.8	DN	DAYTON		5.18	6.25	12.50	7.57						
148.0		MIAMI CITY JCT.		5.20	6.27	12.52	7.59				2.30		
144.4		W. F. CABIN		5.23	6.30	12.55	8.02				2.40		
150.1		WHITFIELD											
153.0		MIAMISBURG	91	5.32	6.40	1.06	8.11				2.55		
157.5	DN	CN CARLSLE		5.37	6.46	1.12	8.16				3.08		
161.8		POAST TOWN											
164.0	D	MIDDLETOWN	91	5.44	6.55	1.23	8.25				3.25		
167.7		TRENTON			7.00	1.29							
171.4		OVERPECK				1.33							
175.5	DN	NEW RIVER JCT.	{ 99 102	5.55	7.08	1.36	8.35				3.45		
175.0	DN	OLD RIVER JCT.		5.57	7.10	1.38	8.37				3.50		
176.1	DN	HAMILTON		6.05	7.20	1.50	8.45						
177.5		LINDENWALD									4.15		
182.3		STOCKTON		6.15	7.30	2.00	8.55				4.30		
186.5		GLENDALE	100	6.20	7.35	2.06	9.00				4.40		
189.7		WYOMING		6.26	7.40	2.12	9.05				4.45		
190.3		MAPLEWOOD											
190.9		HARTWELL		6.28	7.42	2.16	9.07				4.50		
192.1		CARTHAGE											
193.0	DN	ELMWOOD PLACE		6.32	7.46	2.20	9.11				4.56		
193.9		IVORYDALE		6.34	7.48	2.22	9.13				4.58		
194.5	DPN	WINTON JCT.		6.40	7.50	2.25	9.15				5.00		
194.9		WINTON PLACE									5.01		
196.0		CUMMINSVILLE									5.04		
198.1		FAIRMOUNT	55								5.11		
198.9		BRIGHTON									5.15		
200.0		GEST STREET									5.20		
200.7	DN	CINCINNATI JCT.									5.30		
201.6		Ohio Div. CINCINNATI		7.00	8.10	2.45	9.55						
				A. M.	A. M.	P. M.	P. M.				A. M.		
		Time over Sub-Division Average speed per hour		1.22 38.1	1.25 36.8	1.35 34.3	1.18 40.5				3.00 16.2		

Passenger trains will not exceed a speed of 65 miles per hour.
Speed as shown in Special Rule 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. 40 Effective 12:01 A. M. Eastern Standard Time December 6, 1942.	Passing Sidings Capacity in 45 ft. Cars	FIRST CLASS					SECOND CLASS		THIRD CLASS			
				50	58	22	56	54	92	94	82	84		
				DAILY Ex. Mond'y	DAILY	DAILY	DAILY Ex. Sunday	DAILY		DAILY	DAILY	DAILY Ex. Sunday	DAILY Ex. Sunday	
				A. M.	A. M.	A. M.	A. M.	P. M.		P. M.	P. M.	A. M.	A. M.	
59.2	DN	DAYTON 0.8		12.01	1.25	.....	10.20	2.25	.....	.....	.....	.....	.....
60.0		SECOND STREET 2.4		12.03	1.27	.....	10.22	2.27	.....	.....	.....	.....	.....
68.4	DN	NORTH DAYTON <i>North end 1.0 double track</i>		12.08	1.32	.....	10.28	2.32	.....	2.55	10.30	.....	6.20
68.4		NEEDMORE 4.5	95	12.10	1.34	.....	10.29	2.33	.....	3.00	10.35	.....	6.35
67.9		VANDALIA 6.1	186	12.16	1.40	.....	10.34	2.38	.....	3.10	10.50	.....	6.45
74.0	D	TIPP CITY CCC&St.L 5.2	115	12.24	1.48	.....	10.44	2.44	.....	3.22	11.01	.....	7.22
79.8	DN	TROY 2.2	97	12.31	1.56	.....	10.51	2.50	.....	3.32	11.10	.....	7.50
81.4		GR. CABIN Penna 5.9	97	12.41	2.03	.....	11.01	2.55	.....	3.38	11.20	.....	8.00
87.3	DN	PIQUA CROSSING <i>South end 5.2 double track</i>	149	12.48	2.13	.....	11.09	3.01	.....	3.48	11.35	.....	8.15
92.5	DN	KIRKWOOD 5.3	91	1.08	2.22	.....	11.20	3.11	.....	3.57	11.50	.....	8.35
97.8	D	SIDNEY 4.8	70	1.18	2.30	.....	11.29	3.19	.....	4.12	12.00	.....	9.45
108.6		SW. CABIN <i>North end 2.9 double track</i>	100	1.29	2.38	.....	11.36	3.26	.....	4.22	12.15	.....	10.10
105.5	DN	ANNA 5.0	101	1.33	2.42	.....	11.40	3.29	.....	4.27	12.22	.....	10.22
110.5	D	BOTKINS 6.6	99	1.40	2.48	.....	11.47	3.34	.....	4.35	12.30	.....	10.35
117.1	DN	AK. TOWER NYC 0.6	174	1.49	2.56	.....	11.54	3.41	.....	4.45	12.42	.....	10.49
117.7		WAPAKONETA 6.3		1.56	3.00	.....	12.01	3.47	.....	.....	.....	.....	11.15
124.0	D	CRIDERSVILLE <i>Eric-South end 5.2 double track</i>	95	2.04	3.10	.....	12.10	3.55	.....	4.57	12.57	.....	11.30
129.8	DN	ERIE JUNCTION 1.5	131	2.10	3.18	.....	12.17	4.02	.....	5.07	1.07	.....	11.45
130.7	DN	LIMA Penna. 3.0 NYC&St.L		2.35	3.25	.....	12.35	4.08	.....	5.15	1.15	.....	11.55
133.7		NORTH LIMA <i>North end 2.9 double track</i>		2.40	3.30	.....	12.40	4.12	.....	5.20	1.30	.....	12.05
136.6	D	CAIRO 5.9	151	2.44	3.35	.....	12.45	.....	.....	.....	50-57	.....	7.00
142.5	DN	C. G. TOWER AC&Y 0.5	154	2.52	3.43	.....	12.53	4.22	.....	.....	3.29	.....	7.25
143.0		COLUMBUS GROVE 6.9		2.55	.....	.....	1.00	.....	.....	.....	51	.....	8.00
149.9	D	OTTAWA 5.3	157	3.05	3.53	.....	1.12	4.29	.....	5.48	.....	.....	8.33
155.2	DN	XN TOWER DT&I 1.6	169	3.12	4.01	.....	1.20	4.36	.....	.....	.....	.....	8.55
156.8	DN	LEIPSIJUNCTION NYC&St.L 3.9	159	3.19	4.04	.....	1.25	4.39	.....	.....	4.04	.....	9.30
160.7		BELMORE Akron Div. 4.1		.....	.....	.....	1.30	.....	.....	.....	58	.....	9.50
164.8	DN	DESHLER 6.2	145 164	3.59	4.40	.....	2.00	4.52	.....	.....	.....	.....	10.45
171.0	D	CUSTAR 1.3	130	.....	.....	.....	2.08	.....	.....	.....	.....	.....	11.00
172.3		MILTON 3.5		.....	.....	.....	2.11	.....	.....	.....	.....	.....	11.10
175.8	D	WESTON 5.8	160	.....	.....	.....	2.17	.....	.....	.....	.....	.....	11.35
181.6	DN	TONTOGANY 3.6	183	4.20	4.58	6.02	2.25	5.09	.....	6.48	.....	.....	11.55
185.2	D	HASKINS <i>South end 3.4 double track</i>	140	.....	.....	.....	2.31	.....	.....	.....	.....	.....	12.05
188.6		ON CABIN 1.2		4.30	5.05	6.09	2.35	5.20	.....	7.00	.....	.....	12.15
189.8		ROACHTON 3.0		.....	.....	.....	.....	.....	.....	21-93	.....	.....	.....
192.8		PERRYSBURG <i>North end 3.7 double track</i>		.....	.....	.....	2.44	.....	.....	.....	.....	.....	12.30
196.5	DN	BATES TTRR 3.5		4.40	5.18	6.19	2.50	5.33	.....	A 7.30	A 5.30	.....	A 12.40
200.0	DN	PENNA JCT. 1.5		4.47	5.24	6.24	2.56	5.39	.....	.....	.....	.....	.....
201.5	DN	TOLEDO		A 5.05	A 5.30	A 6.30	A 3.05	A 5.45	.....	.....	.....	.....	.....
				A. M.	A. M.	A. M.	P. M.	P. M.		P. M.	A. M.		P. M.	P. M.
		Time over Sub-Division Average speed per hour		4.46 29.5	3.59 35.3	22 50.1	4.36 30.6	3.14 43.5		4.35 29.3	7.00 19.1		5.45 12.4	5.40 12.5

Passenger trains will not exceed a speed of 65 miles per hour.
Speed as shown in Special Rule 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. 40 Effective 12:01 A. M. Eastern Standard Time December 6, 1942.	Passing Sidings Capacity in 45 ft. Cars	FIRST CLASS					SECOND CLASS		THIRD CLASS	
				57	51	55	53	21	93		83	85
				DAILY	DAILY Ex. Monday	DAILY Ex. Sunday	DAILY	DAILY	DAILY		DAILY Ex. Sunday	DAILY Ex. Sunday
				A.M.	A.M.	A.M.	P.M.	P.M.		P.M.	A.M.	A.M.
	DN	TOLEDO <i>1.6</i>		1.25	1.60	8.00	4.40	7.05				
1.6	DN	PENNA JCT. <i>3.5</i>		1.30	1.55	8.05	4.45	7.09				
6.0	DN	TTRR BATES <i>3.7 double track</i>		1.35	2.00	8.12	4.50	7.14	7.35		8.20	
8.7		FERRYSBURG <i>3.0</i>				8.20	4.55		21		8.40	
11.7		ROACHTON <i>1.2</i>										
12.9		ON CABIN <i>3.4 double track</i>		1.46	2.11	8.26	5.01	7.23	7.50		8.50	
16.8	D	HASKINS <i>3.6</i>	140			8.31			92		9.01	
19.9	DN	TONTOGANY <i>5.8</i>	183	1.53	2.18	8.36	5.09	7.31			9.20	
26.7	D	WESTON <i>3.5</i>	160			8.44					9.40	
29.2		MILTON <i>1.3</i>				8.49					9.50	
30.6	D	CUSTAR <i>6.2</i>	130			8.53					10.00	
36.7	DN	DESHLER <i>4.1 Div.</i>	143	2.20	2.60	9.15	5.30				10.45	
40.8		BELMORE <i>3.9</i>				9.22					10.50	
44.7	DN	NYC&St.L LEIPSIK JUNCTION <i>1.6</i>	159	2.31	3.05	9.30	5.39				11.00	
46.8	DN	DT&I XN TOWER <i>5.3</i>	169	2.34	3.12	9.33	5.42				11.15	
51.6	D	OTTAWA <i>6.9</i>	165	2.42	3.19	9.43	5.48				11.30	
58.6		COLUMBUS GROVE <i>0.5</i>				9.54					12.01	
69.0	DN	AC&Y C. G. TOWER <i>5.9</i>	154	2.52	3.29	9.55	5.56				12.03	
64.9	D	CAIRO <i>2.9 double track</i>	157	3.00	3.35	10.03					12.15	
67.8		NORTH LIMA <i>3.0</i>		3.05	3.39	10.07	6.05		10.00		12.25	
70.8	DN	Penna LIMA NYC&St.L <i>1.5</i>		3.15	4.02	10.25	6.12		10.50		12.56	
72.3	DN	ERIE JUNCTION <i>5.2 double track</i>	131	3.18	4.06	10.28	6.15		11.08		7.20	
77.6	D	Erie-South end CRIDERSVILLE <i>6.3</i>	101	3.26	4.16	10.36	6.21		11.22		7.35	
83.8		WAPAKONETA <i>0.6</i>		3.36	4.25	10.47	6.29				7.50	
84.4	DN	NYC AK TOWER <i>6.6</i>	63	3.39	4.27	10.49	6.32		11.35		8.20	
91.0	D	BOTKINS <i>5.0</i>	99	3.49	4.37	10.59	6.40		11.50		8.45	
96.0	DN	ANNA <i>2.9 double track</i>	101	3.54	4.43	11.06	6.45		12.00		9.00	
98.9		North end SW CABIN <i>4.8</i>	100	3.57	4.47	11.10	6.48		12.05		9.06	
103.7	D	SIDNEY <i>5.3</i>	70	4.04	4.68	11.20	6.56		12.15		10.10	
109.0	DN	KIRKWOOD <i>5.2 double track</i>	91	4.12	5.06	11.28	7.02		12.25		10.25	
114.2	DN	Penna PIQUA CROSSING <i>5.9</i>	149	4.20	5.20	11.37	7.09		12.33		10.45	
120.1		GR CABIN <i>2.2</i>	97	4.31	5.27	11.44	7.16		12.41		11.01	
122.3	DN	CCC&St.L TROY <i>5.2</i>	97	4.40	5.35	11.54	7.24		12.55		11.35	
127.5	D	TIPP CITY <i>6.1</i>	127	4.48	5.44	12.02	7.31		1.10		12.02	
133.6		VANDALIA <i>4.5</i>	203	4.56	5.52	12.15	7.38		1.20		12.45	
138.1		NEEDMORE <i>1.0 double track</i>	124	5.02	5.68	12.23	7.43		1.34		1.10	
139.1	DN	NORTH DAYTON <i>2.4</i>		5.05	6.00	12.25	7.44		2.00		1.15	
141.6		SECOND STREET <i>0.8</i>		5.11	6.08	12.31	7.50					
142.3	DN	DAYTON		5.13	6.10	12.35	7.52					
				A.M.	A.M.	P.M.	P.M.	P.M.	A.M.		P.M.	P.M.
		Time over Sub-Division Average speed per hour		3.43 37.8	4.15 33.1	4.30 31.2	3.07 45.1	.22 50.1	6.30 20.8		6.05 11.7	4.05 15.4

Passenger trains will not exceed a speed of 65 miles per hour.

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

EASTWARD.

Distance from Dayton	Train Order Stations	WELLSTON SUB-DIVISION TIME TABLE No. 40 Effective 12:01 A. M. Eastern Standard Time December 6, 1942.	Passing Sidings Capacity in 45 ft. Cars	FIRST CLASS				SECOND CLASS				THIRD CLASS			
				44				94				88		92	
				DAILY Ex. Sunday A. M.				DAILY A. M.				DAILY Ex. Sunday A. M.		DAILY Ex. Sunday A. M.	
	DN	DAYTON													
0.8		0.8 SECOND STREET						6.35							
1.6		0.8 EAST DAYTON						7.25		7.30					
3.5	DN	1.9 TATES POINT						7.30		7.35					
7.8		3.5 LEBANON JCT.	84					7.38		7.50					
10.8		4.2 ZIMMERMAN													
15.0		3.1 TREBEIN	66					7.53		8.15					
18.1		0.9 CEMETERY	21					8.00		8.25					
19.0	DN	0.3 WY TOWER													
19.3	D	4.1 XENIA						8.05		8.35					
23.4		2.9 MN SIDING	77					8.14		9.30					
26.3		4.2 NEW JASPER													
30.6	D	2.0 JAMESTOWN	80					8.30		10.00					
32.6		2.1 JAYFIELD						8.34							
34.6		1.5 ROSEMOOR													
36.1		1.6 EDGEFIELD	90					8.42		10.15					
37.7		1.7 OCTA								10.30					
39.4	D	4.2 MILLEDGEVILLE	40					8.50		10.40					
43.6		1.3 LURAY								10.50					
44.0		3.4 FAYNE	78					8.59		10.55					
48.3	DN	Newark Div. WASHINGTON, C. H.						9.40		11.20					
60.1		Penna DT&I 1.8 CARTON	80					9.45		11.59					
65.4		5.3 McLEAN													
66.9		1.5 FAIRVIEW	77					9.58		12.17					
69.1		6.2 AUSTIN	113					10.13		12.30					
66.6	D	3.5 FRANKFORT	58					10.20		12.45					
69.9	DN	3.2 MUSSELMAN						10.30		12.55					
71.8		Ohio Div. 1.9 RK JUNCTION								97					
75.3		3.5 SLATE MILLS	78												
80.7	D	5.4 CHILLICOTHE								11.45					
		N&W 1.4													
88.1	DN	RENICK								11.49					
86.4	DN	West end 4.3 double track VA JUNCTION								12.01					
87.1		0.7 VAUCES CENTER S'G	150												
88.9		1.8 RUELS													
91.8		2.9 RITTENOURS													
92.4	DN	0.6 RA JUNCTION								12.20					
93.6		C&O East end 1.2 double track RICHMONDALE								12.25					
96.3	DN	2.7 WEST JCT.								12.30					
103.8		Ohio Div. 7.5 BYERS JCT.								12.45					
104.8		Ohio Div. 0.4 BYERS								12.46					
109.8		5 COALTON								1.00					
111.4		1.8 GLEN ROY								1.05					
113.1	N	1 MEADOW RUN WYE						9.31		1.15					
115.2	D	C&O 2.1 Buckeye Sub-Div. WELLSTON						9.40		A 1.30					
								A. M.		P. M.					
		Time over Sub-Division Average speed per hour						09 14.0		3.55 17.6					
										5.25 12.3					
										1.45 19.7					

Passenger trains will not exceed a speed of 45 miles per hour.
Speed as shown in Special Rule 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. 40 Effective 12:01 A. M. Eastern Standard Time December 6, 1942.	Passing Stations Capacity in 45 ft. Cars	FIRST CLASS				SECOND CLASS				THIRD CLASS			
				43				97				91		89	
				DAILY	Ex. Sunday			DAILY				DAILY	Ex. Sunday	DAILY	Ex. Sunday
				P. M.				P. M.				A. M.	A. M.		
	D	WELLSTON Buckeye Sub-Div. 2.1 C&O		5.43							6.15				
2.1	N	MEADOW RUN WYE 1.7		5.48							6.35				
3.8		GLEN ROY 1.8									6.40				
5.6		COALTON 5.4 C&O									6.45				
11.0		BYERS 0.4									6.55				
		Ohio Div. BYERS JCT.									6.56				
11.4		Ohio Div. 7.5									7.15				
18.9	DN	WEST JCT. 2.7									7.25				
21.6		RICHMONDALE East end 1.2 double track									7.30				
22.8	DN	RA JUNCTION C&O 0.6													
23.4		RITTENOURS 2.9													
26.3		RUELS 1.8													
28.1		VAUCES CENTER S'G C&O 0.7	150												
28.8	DN	VA JUNCTION West end 4.3 double track									7.50				
29.1	DN	RENICK N&W 1.4									8.00				
34.5	D	CHILLICOTHE 5.4									8.10				
39.9		SLATE MILLS 3.5	78												
43.4		RK JUNCTION Ohio Div. 1.9													
45.9	DN	MUSSELMAN 3.3						1.35 88			8.05				
48.6	D	FRANKFORT 3.5	58					1.45			8.15				
52.1		AUSTIN 6.2	113					1.52			8.25				
58.3		FAIRVIEW 1.5	77					2.05			8.45				
59.8		McLEAN 5.3													
65.1		CARTON 1.8	80					2.25			9.01				
		DT&I Penna WASHINGTON C. H.													
66.9	DN	Newark Div. 3.4						2.50			9.40				
70.3		FAYNE 1.3	78					2.58			9.47				
71.6		LURAY 4.2									9.50				
75.8	D	MILLEDGEVILLE 1.7	40					3.08			10.00				
77.5		OCTA 1.6									10.05				
79.1		EDGEFIELD 1.5	90					3.15			10.15				
80.6		ROSEMOOR 2.1									88				
82.7		JAYFIELD 2.0													
84.7	D	JAMESTOWN 4.2	80					3.25			11.05				
88.9		NEW JASPER 2.9													
91.8		MN SIDING 4.1	77					3.38			11.30				
95.9	D	XENIA 0.3						3.46			11.50				
96.2	DN	WY TOWER Penna 0.9													
97.1		CEMETERY 3.1	21					3.49			12.30				
100.2		TREBEIN 4.2	66					3.55			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						4.20			1.25				
		EAST DAYTON 0.8													
113.6		SECOND STREET 0.8									1.40				
115.2	DN	DAYTON													

		P. M.			P. M.			A. M.	P. M.
Time over Sub-Division		.05			2.45			5.55	5.35
Average speed per hour		25.1			24.1			18.0	12.2

Passenger trains will not exceed a speed of 45 miles per hour.
Speed as shown in Special Rule 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. 40 Effective 12:01 A. M. Eastern Standard Time December 6, 1942.	Passing Sidings Capacity in 45 ft. Cars	1st CLASS			Distance from Tontogany	Train Order Stations	BOWLING GREEN SUB-DIVISION TIME TABLE No. 40 Effective 12:01 A. M. Eastern Standard Time December 6, 1942.	Passing Sidings Capacity in 45 ft. Cars	1st CLASS		
				22							21		
				DAILY							DAILY		
				A. M.								P. M.	
8.0		Akron Div. N. BALTIMORE 8.0		5.27	.....		DN	TONTOGAN 5.4		135	7.31	.....
10.1		RUDOLPH 2.1			.....	5.4	D	BOWLING GREEN 1.8			07.42	.....
11.7		PORTAGE 1.6			.....	7.8		CHRISTY 1.6			7.45	.....
13.6	D	CHRISTY 1.8	135	5.46	.....	8.8		PORTAGE 2.1				.....
18.9	DN	BOWLING GREEN 5.4		5.50	.....	10.9		RUDOLPH 8.0				.....
		TONTOGAN		6.02	.....	18.9		N. BALTIMORE Akron Div.			8.03	.....
				A. M.							P. M.		
		Time over Sub-Division Average speed per hour		35 32.4				Time over Sub-Division Average speed per hour			32 35.4		

Passenger trains will not exceed a speed of 45 miles per hour.
Speed as shown in Special Rule 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. 40 Effective 12:01 A. M. Eastern Standard Time December 6, 1942.	Passing Sidings Capacity in 45 ft. Cars	SECOND CLASS			Distance from Deshler	Train Order Stations	FINDLAY SUB-DIVISION TIME TABLE No. 40 Effective 12:01 A. M. Eastern Standard Time December 6, 1942.	Passing Sidings Capacity in 45 ft. Cars	SECOND CLASS		
				40							41		
				DAILY Ex. Sunday							DAILY Ex. Sunday		
				A. M.							A. M.		
3.6		FINDLAY 3.6		9.15	.....		DN	DESHLER 0.4			7.45	.....
4.9		CHASE 1.3		9.26	.....	0.4		DESHLER JCT. 3.6			7.47	.....
8.7	D	MURPHY 3.8		9.30	.....	4.0		BUTLER'S MILL 0.7			7.57	.....
11.0		NYCSt.L 2.3		9.50	.....	4.7		HANCOCK 2.3			8.00	.....
13.8		DEWEYVILLE 2.3		10.00	.....	7.0		DEWEYVILLE 2.3			8.05	.....
14.0		HANCOCK 0.7		10.10	.....	9.3	D	NYCSt.L 3.8			8.10	.....
17.6		BUTLER'S MILL 3.6			.....	15.1		MURPHY 1.3			8.20	.....
18.0	DN	DESHLER JCT. 0.4		10.26	.....	14.4		CHASE 3.6			8.25	.....
		DESHLER		10.30	.....	18.0		FINDLAY			8.45	.....
				A. M.							A. M.		
		Time over Sub-Division Average speed per hour		15 14.4				Time over Sub-Division Average speed per hour			10 18.0		

Passenger trains will not exceed a speed of 20 miles per hour.
Speed as shown in Special Rule 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. 40 Effective 12:01 A. M. Eastern Standard Time December 6, 1942.	Passing Sidings Capacity in 45 ft. Cars				Distance from Piqua	Train Order Stations	P. & T. SUB-DIVISION TIME TABLE No. 40 Effective 12:01 A. M. Eastern Standard Time December 6, 1942.	Passing Sidings Capacity in 45 ft. Cars			
8.9	DN	TROY 3.9			.....	4.6		PIQUA 4.6				.....
8.6		ELDEAN 4.6			.....	8.6	DN	ELDEAN 3.9				.....
		PIQUA			.....			TROY				.....

Passenger trains will not exceed a speed of 20 miles per hour.
Speed as shown in Special Rule 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 TIME TABLE No. 40 Effective 12:01 A. M. Eastern Standard Time December 6, 1942.	Passing Sidings Capacity in 45 ft. Cars	THIRD CLASS			Distance from Dayton	Train Order Stations	DAYTON AND UNION SUB-DIVISION TIME TABLE No. 40 Effective 12:01 A. M. Eastern Standard Time December 6, 1942.	Passing Sidings Capacity in 45 ft. Cars	THIRD CLASS		
				46							11		
				DAILY Ex. Sunday							DAILY Ex. Sunday		
				A. M.						A. M.			
11.0	CN	UNION CITY 11.0		10.40	.....			MIAMI CITY JCT. 14.0		7.30	.....	
		C. N. CROSSING 0.9		11.15	.....	14.0		DODSON Penna Jct. 1.8		8.25	.....	
11.9	Penna	GREENVILLE 6.2		11.25	.....	15.8		NATIONAL ROAD 0.8		8.31	.....	
18.1		DELISLE 2.2		11.43	.....	16.6		WENGERLAWN 2.5		8.34	.....	
20.3		ARCANUM 0.3		11.51	.....	19.1		VERONA 2.2		8.42	.....	
20.6		P. & E. CROSSING CCC&St.L. 4.5		11.55	.....	21.3		GORDON CCC&St.L. 4.5		8.50	.....	
26.1		GORDON 2.2		12.10	.....	25.8		P. & E. CROSSING 0.3		9.05	.....	
27.3		VERONA 2.5		12.16	.....	26.1		ARCANUM 2.2		9.10	.....	
29.8		WENGERLAWN 0.8		12.22	.....	28.3		DELISLE Penna 6.2		9.17	.....	
30.6		NATIONAL ROAD 1.8		12.24	.....	34.5		GREENVILLE 0.9		9.45	.....	
32.4	Penna Jct.	DODSON 14.0		12.32	.....	35.4		C. N. CROSSING CN 11.0		9.50	.....	
46.4		MIAMI CITY JCT.		A 1.15	.....	46.4		UNION CITY		A 10.25	.....	
				P. M.						A. M.			
		Time over Sub-Division Average speed per hour		2.35				Time over Sub-Division Average speed per hour		2.55			
				17.8						15.9			

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

NORTHWARD.

SOUTHWARD.

Distance from Hamilton	Train Order Stations	MIDDLETOWN SUB-DIVISION TIME TABLE No. 40 Effective 12:01 A. M. Eastern Standard Time December 6, 1942.	Passing Sidings Capacity in 45 ft. Cars				Distance from East Middletown	Train Order Stations	MIDDLETOWN SUB-DIVISION TIME TABLE No. 40 Effective 12:01 A. M. Eastern Standard Time December 6, 1942.	Passing Sidings Capacity in 45 ft. Cars				
1.8	DN	HAMILTON 1.3		.....		1.9	D	E. MIDDLETOWN Penna 1.9		.....			
		FAIR GROUNDS 4.0		.....		2.6		ARMCO JCT. 0.6		.....			
	DN	NEW RIVER JCT.		.....		3.0		NORTH EXCELLO 0.5		.....			
5.3		WOODSDALE JCT. 1.6		.....		5.6		SOUTH EXCELLO 2.6		.....			
6.9		ROCKDALE 1.4		.....		7.0		LE SOURDSVILLE 1.4		.....			
8.3		LE SOURDSVILLE 2.6		.....		8.6		ROCKDALE 1.6		.....			
10.9		SOUTH EXCELLO 0.5		.....			DN	WOODSDALE JCT. 4.0		.....			
11.4		NORTH EXCELLO 0.6		.....				NEW RIVER JCT.		.....			
12.0	D	ARMCO JCT. Penna 1.9		.....		12.6		FAIR GROUNDS 1.3		.....			
13.9		E. MIDDLETOWN		.....		13.9	DN	HAMILTON		.....			

Passenger trains will not exceed a speed of 25 miles per hour.
Speed as shown in Special Rule 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 TIME TABLE No. 40 Effective 12:01 A. M. Eastern Standard Time December 6, 1942.	Passing Sidings Capacity in 45 ft. Cars				Distance from Superior No. 11	Train Order Stations	BUCKEYE SUB-DIVISION TIME TABLE No. 40 Effective 12:01 A. M. Eastern Standard Time December 6, 1942.	Passing Sidings Capacity in 45 ft. Cars				
0.6	D	WELLSTON 0.6		.....		3.4		SUPERIOR NO. 11 3.4		.....			
		PENNA AVE. 4.4		.....		7.8		DOWNARDSVILLE 4.4		.....			
5.0		DOWNARDSVILLE 3.4		.....		8.4	D	PENNA AVE. 0.6		.....			
8.4		SUPERIOR NO. 11		.....		8.4		WELLSTON		.....			

Passenger trains will not exceed a speed of 10 miles per hour.
Speed as shown in Special Rule No. 5, and such other restrictions as may be in effect, will not be exceeded.

DON'T

GET

HURT