

Cleveland, Cincinnati, Chicago & St. Louis Railway

The N. Y. C. R. R. Co., Lessee

OHIO DIVISION

Time Table No. 1

FOR EMPLOYES ONLY

EFFECTIVE

1:01 A. M., Eastern Standard Time
12:01 A. M., Central Standard Time

Sunday, June 25, 1933

T. J. HAYES,
Superintendent

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Handwritten scribbles.

SURGEONS

L. A. Ensminger, Chief Surgeon, Indianapolis
Sterling B. Taylor, Chief Surgeon, Columbus

<p>YARIAN, CHAMBERLAIN & BLAIR..... } HENRY C. KELKER..... } Cleveland. M. P. BOWSER..... } Berea. M. L. HELFRICH..... } PAUL A. MURR..... } Galion. D. S. JAMES..... } Delaware. H. A. BALDWIN..... } I. B. HARRIS..... } Columbus. AUGUST RHU..... } H. S. RHU..... } Marion. E. R. HENNING..... } F. R. MAKEMSON..... } Bellefontaine. J. C. POLING..... } Ansonia. R. A. VOISINET..... } Union City. I. E. BRENNER..... } Winchester. A. T. KEMPER..... } WILL C. MOORE..... } Muncie. HENRY W. GANTE..... } V. G. McDONALD..... } Anderson. B. A. BROWN..... } T. A. O'DELL..... } Brightwood. GORDON W. BATMAN..... } J. J. BRIGGS..... } Indianapolis. N. C. DAVIDSON..... } J. C. EVANS..... } E. M. KEEFE..... } Cincinnati.</p>	<p>T. J. MOHR..... } Lockland. F. E. BEEKLEY..... } Sharonville. E. O. BAUER..... } J. F. ATKINSON..... } Middletown. N. A. HAMILTON..... } Franklin. HARRY H. HATCHER..... } Dayton. H. H. AUSTIN..... } A. H. POTTER..... } Springfield. F. E. ROSNAGLE..... } London. C. D. MILLS..... } Marysville. MARK HOUSTON..... } Urbana. R. G. SCHUTTE..... } E. D. PROTZMAN..... } Kenton. R. C. VAN BUREN..... } Carey. J. A. GOSLING..... } Tiffin. P. F. SOUTHWICK..... } H. B. FREDERICK..... } Sandusky. GEO. M. TODD..... } JOHN R. DAVIS..... } Toledo. S. A. HAWES..... } Greenville. J. B. SAMPSELL..... } D. F. RUSSELL..... } Van Wert. J. W. LONG..... } Bryan. I. L. SPAULDING..... } Hudson. G. A. SEYBOLD..... } T. E. HACKETT..... } Jackson.</p>
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OCULISTS

B. J. Larkin, Consulting Oculist, Indianapolis.

<p>C. F. NELSON..... } Cleveland. D. N. JOHNSON..... } C. H. HOFFHINE..... } Columbus. H. F. TANGEMAN..... } Cincinnati. R. H. BUTLER..... } Bellefontaine.</p>	<p>WM. F. HUGHES..... } D. A. BARTLEY..... } Indianapolis. S. A. EDWARDS..... } Van Wert. E. C. UNKRICH..... } Toledo.</p>
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SPECIAL INSTRUCTIONS

Special Instructions shown by numbers, supplement, modify or supersede the Rules for the government of the Operating Department.

SAFETY FIRST.

Safe operation and conduct are more important than making schedule time.

OTHER RAILROADS.

Cleveland Terminal District rules and time-table govern between Cleveland and BE.

C. C. C. & St. L. and Erie joint special instructions govern between Burt and Marion.

Indianapolis Union Railway rules govern between Washington and Noble Streets on the east, and West Street on the west, and on the Belt R.R.

Toledo Terminal R.R. rules and time-table govern between Walbridge and Stanley Tower.

C. & O. rules and time-table govern between Walbridge and Rockwell Jct.

N. Y. C. rules and time-tables govern between Toledo and Rockwell Jct., between Stanley Tower and Berwick, between Stanley Tower and Hill Siding, and between Sandusky and Bay Jct.

Erie rules and time-table govern between Glen Echo and Cold Springs via Erie R.R.

Erie and C. C. C. & St. L. joint special instructions and their respective time-tables govern between Cold Springs and Second Street.

Dayton Union special instructions govern between Second Street and Miami City Jct.

B. & O. rules and time-table govern between Ivorydale Jct. and B. & O. Jct., and between RH Tower and Terminal Jct.

Cincinnati Union Terminal Company rules and time-table govern between Terminal Jct. and Storrs Jct.

Michigan Central rules and time-table govern between OD and Jackson.

DEFINITIONS.

Restricted Speed—A speed not exceeding that which will enable a train to stop short of train ahead, obstruction, switch not properly lined, and look out for broken rail.

Slow Speed—A speed not exceeding 10 miles per hour.

1. STANDARD TIME.

Eastern Standard Time is used between BE and Ivorydale Jct.; Galion and Bellefontaine; Sandusky and Springfield, and between Delaware and Springfield.

Central Standard Time is used between Bellefontaine and Indianapolis, and between OD and Carlisle Jct.

3. STANDARD CLOCKS.

Galion Yard.....	Telegraph office.
Fifth Ave.....	Telegraph office.
Columbus.....	{ Union station. Yard office. Engine-house.
Dennison Ave.....	Telegraph office.
BN Yard.....	Telegraph office.
Bellefontaine.....	{ Passenger station. Engine-house.
Anderson.....	Telegraph office.
South Anderson.....	{ Telegraph office. Engine house.
Brightwood.....	Engine-house.
Belt Jct.....	Telegraph office.
Shelby St.....	Telegraph office.
Indianapolis.....	Telegraph office.
Sandusky.....	{ Telegraph office. Yard office.
Carey.....	Telegraph office.
Gest.....	Yard office.
Delaware.....	Telegraph office.
Springfield Yard.....	Telegraph office.
Springfield.....	Telegraph office.
Dayton Yard.....	Telegraph office.
Sharon Yard.....	{ Telegraph office. Engine-house.

Riverside.....	Engine-house.
Cincinnati.....	{ Telegraph office. Engine-house.
Jackson.....	Telegraph office.
Jackson Jct.....	Telegraph office.
Van Wert Yard.....	Telegraph office.
Van Wert.....	Telegraph office.

6. TRAIN ORDER AND BLOCK STATIONS.

Followed by the sign "D" or "N" are open:

*St. James.....	8:00 A.M. to 4:00 P.M.
*Castalia.....	7:00 A.M. to 4:00 P.M.
*Tiffin.....	7:15 A.M. to 4:15 P.M.
*Wharton.....	8:00 A.M. to 5:00 P.M.
*White Sulphur.....	8:00 A.M. to 5:00 P.M.
*Ostrander.....	8:00 A.M. to 5:00 P.M.
*Irwin.....	8:00 A.M. to 5:00 P.M.
*Mechanicsburg.....	8:00 A.M. to 5:00 P.M.
*Lilly Chapel.....	8:00 A.M. to 5:00 P.M.
*Plattsburg.....	7:30 A.M. to 4:30 P.M.
Brooks.....	7:00 P.M. to 4:00 A.M.
*Dayton Yard.....	6:30 A.M. to 3:30 P.M.
*Franklin.....	8:00 A.M. to 5:00 P.M.
Wells.....	8:00 A.M. to 5:00 P.M.
*Cement City.....	7:30 A.M. to 4:30 P.M.
*Manitou Beach, Intermittent.....	8:00 A.M. to 5:00 P.M.
*Addison Jct., Intermittent.....	8:00 A.M. to 5:00 P.M.
*Rollin.....	8:00 A.M. to 5:00 P.M.
*Hudson.....	7:00 A.M. to 4:00 P.M.
*Prattville.....	7:30 A.M. to 4:30 P.M.
*Waldron.....	7:30 A.M. to 4:30 P.M.
*West Unity.....	7:30 A.M. to 4:30 P.M.
*Bryan.....	7:30 A.M. to 4:30 P.M.
*Ney.....	7:30 A.M. to 4:30 P.M.
*Cecil.....	7:45 A.M. to 4:45 P.M.
*Paulding.....	7:30 A.M. to 4:30 P.M.
*Scott.....	7:00 A.M. to 4:00 P.M.
*Rockford.....	7:00 A.M. to 4:00 P.M.
*Celina.....	6:00 A.M. to 7:00 P.M.
*Coldwater.....	7:30 A.M. to 4:30 P.M.
*St. Henry.....	7:30 A.M. to 4:30 P.M.
*Gilberts.....	7:30 A.M. to 4:30 P.M.
*Rossburg.....	8:00 A.M. to 5:40 P.M.
*Greenville.....	8:30 A.M. to 5:30 P.M.
*Savona.....	7:30 A.M. to 4:30 P.M.
*Lewisburg.....	8:00 A.M. to 5:00 P.M.
*West Alexandria.....	8:00 A.M. to 5:00 P.M.
*Farmersville.....	8:00 A.M. to 5:00 P.M.
*Germantown.....	8:00 A.M. to 5:00 P.M.

*Closed Sunday.

Followed by the sign "DN" are closed:

Cardington.....	{ Sunday..... 7:00 A.M. to 3:00 P.M. Intermittent, week days 7:00 A.M. to 3:00 P.M. Intermittent..... 6:00 A.M. to 2:00 P.M.
*Ashley.....	{ Intermittent..... 10:00 P.M. to 6:00 A.M. week days..... 12:30 A.M. to 8:00 A.M.
Delaware.....	{ 4:00 P.M. to 4:30 P.M. Sunday..... 12:30 A.M. to 4:30 P.M.
*Lewis Center.....	11:00 P.M. to 7:00 A.M.
Larue.....	11:59 P.M. to 8:00 A.M.
*Anderson.....	{ 11:59 P.M. to 7:30 A.M. 3:30 P.M. to 4:00 P.M.
*Clyde.....	9:00 P.M. to 5:00 A.M.
Carey.....	10:30 P.M. to 6:30 A.M.
Galloway.....	{ week days..... 5:30 A.M. to 7:30 A.M. 4:30 P.M. to 9:30 P.M.
Miamisburg.....	{ Sunday..... 5:30 A.M. to 9:30 P.M. week days..... 4:00 P.M. to 11:59 P.M.
Van Wert Yard.....	Sunday..... 8:00 A.M. to 11:59 P.M.
Van Wert.....	10:30 P.M. to 6:30 A.M.

*Closed Sunday.

STATIONS. (Additional)

Slicks.....	4.9 miles east of Marion.
Big Springs.....	3.5 miles west of Ridgeway.
Harper.....	0.4 mile west of Nelson.
Leonardsburg.....	3.9 miles west of Ashley.
Pershing.....	4.2 miles west of Delaware.
Flint.....	5.1 miles west of Lewis Center.
Gretna.....	4.1 miles east of DeGraft.
Oaklandon.....	1.8 miles west of McCordsville.

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Ransoms	2.0 miles west of Castalia.
York	5.8 miles east of Clyde.
Watsons	6.4 miles east of Tiffin.
J. O. U. A. M. Home	1.8 miles east of Tiffin.
Adrian	4.4 miles east of Carey.
Patterson	1.7 mile west of Forest.
McVittys	2.9 miles east of Grants.
France Quarry	1.5 miles west of Sands.
Silver Creek	5.5 miles west of Sands.
Yelverton	3.6 miles east of Belle Center.
Richland	1.8 miles west of Belle Center.
Bowlusville	1.6 miles east of Glen Echo.
West Marysville	1.6 miles west of Marysville.
N. Y. C. Crossing	0.3 mile east of Miami Crossing.
Avenue	1.0 mile west of Camp Chase.
West London	2.1 miles west of London.
Durbin	3.3 miles west of West End.
Enon	2.4 miles west of Cold Springs.
Wright	2.7 miles east of Tates Point.
Sand Cut	1.2 miles east of Moraine.
Excello	1.8 miles west of M. & C. Jct.
Monroe	3.1 miles west of M. & C. Jct.
Kyles	6.1 miles west of M. & C. Jct.
Hughes	2.3 miles east of Mauds.
West Chester	2.1 miles west of Mauds.
Elmwood Place	1.6 miles east of Ivorydale Jct.
B. & O. Junction	1.2 miles east of Smith St., (Cinti.)
Storrs	0.6 mile west of B.&O. Jct. (Cinti.)
Storrs Jct.	0.7 mile west of B.&O. Jct. (Cinti.)
King	1.1 miles west of B.&O. Jct. (Cinti.)
Wade	3.3 miles west of B.&O. Jct. (Cinti.)
Lyonette	1.4 miles north of Ackerson Lake.
Abbott	0.5 mile north of Manitou Beach.
Clay	1.0 mile south of Rollin.
Pulaski	3.6 miles north of Bryan.
Moats	3.7 miles north of Sherwood.
Gasco	1.0 mile south of Paulding.
Tama	6.3 miles north of Celina.

14. ENGINE WHISTLE SIGNALS.

Sound	Indication
(k) — o o	(Single Track) To call the attention of yard engines, extra trains or trains of the same or inferior class or inferior right to signals displayed for a following section. If not answered by a train, the train displaying signals must stop and ascertain the cause.
	(Two or More Tracks) To call the attention of yard engines, also of extra trains or trains of the same or inferior class moving in the same direction to signals displayed for a following section.
(q) — o	When running against the current of traffic:
	(1) Approaching stations, curves, or other points where view may be obscured.
	(2) Preceding the signals prescribed by Rule 14 (d), (e).

16. COMMUNICATING SIGNALS.

Sound	Indication
(m) o o o o o o	When running—shut off train heat.

17. HEADLIGHTS.

- Must be dimmed:
- (a) Passing through yards where yard engines are employed.
 - (b) Approaching stations at which stops are to be made or where trains are receiving or discharging passengers.
 - (c) Approaching train order signals, junctions, terminals, or meeting points or while standing on main track at meeting points.
 - (d) On two or more tracks when approaching trains in opposite direction.
 - (e) When closing up behind trains.

19. MARKERS.

A train not equipped to display markers as prescribed by Rule 19, will display red flag by day and red light by night. Between sunset and sunrise a red light must be carried on rear of last car of all cuts occupying main track within yard limits.

21. EXTRA TRAINS.

Extra trains and work extras may omit the display of white signals, on two or more tracks. Extra trains and work extras passing from single to double track may continue the display of white signals to the point on double track to which such train is authorized to run or work extra. Extra trains may omit the display of white signals between Paget and Jones, and between Gridley and Taft.

28. MAIN TRACK SWITCHTENDERS.

At Fourth, High and Park Streets, (Columbus); at C. & L. E. Bridge (BN Yard); Sandusky Avenue; and at Warder Street, Linden Ave., Limestone Street and Fountain Ave., (Springfield) trains and engines must not foul or pass switches until signaled by switchtender. At High and Park Streets, (Columbus) switchtenders will use yellow signal in giving proceed signal for movements out of station and green signal for all other movements. At Columbus, Union Station switchtenders will use green signal for east bound movements and yellow signal for west bound movements. At Sharon Ave. (Sharon Yard) trains and engines must approach crossover switches at Restricted Speed and be governed by signal from switchtender who will use green signal for main track movements and yellow signal for crossover movements. At Storrs Jct., trains and engines must approach crossover switches at Restricted Speed and must not foul or use the crossover tracks without hand signal from switchtender, who will use green signal for main track movements and yellow signal for crossover movements. Before accepting a hand signal it must be known that switches are properly lined. Trains and engines must approach switches at Bates Street, (Indianapolis) at Restricted Speed, and be governed by signal from switchtender who will use green signal for main track movements, and yellow signal for diverging or crossover movements.

72. SUPERIORITY OF TRAINS.

The superior direction of trains is east or north.

83. TRAIN REGISTERS.

Galion Yard	Telegraph office.
Burt	Telegraph office.
Paget	Telegraph office.
Jones	Telegraph office.
Fifth Ave.	Telegraph office.
Columbus	Telegraph office.
BN Yard	Telegraph office.
South Anderson	Telegraph office.
Indianapolis	Telegraph office.
Sandusky	Telegraph office.
Berwick	Telegraph office.
Bellefontaine (Sandusky Line)	Passenger station.
Jewells	Telegraph office.
Springfield Yard	Telegraph office.
Springfield	Telegraph office.
Delaware	Telegraph office.
Dennison Ave.	Telegraph office.
Cincinnati	Telegraph office.
Jackson	Telegraph office.
Jackson Jct.	Telegraph office.
OD	Telegraph office.
Van Wert Yard	Telegraph office.
Van Wert	Telegraph office.
Carlisle Jct. (Jackson Line)	Telegraph office.

Galion Yard—Only trains starting via Columbus Line will be registered.
 Burt—Only eastbound trains from Columbus Line.
 Paget—Only westbound trains.
 Jones—Only eastbound trains.
 South Anderson—Nos. 37 and 38 will be registered by the operator if signals for a section are not and have not been displayed. Other trains will not be registered.
 Bellefontaine—Only first class trains on Sandusky Line will be registered.
 Springfield—Only first class eastbound trains will be registered.
 OD—Only first class trains will be registered.
 Van Wert—Only first class trains will be registered.
 OD and Carlisle Jct.—Trains will be registered by the operator if signals are not and have not been displayed.

Trains will be registered at intermediate register stations by the operator, except when a train is displaying signals for a following section, it must stop at intermediate register stations and be registered by the conductor unless relieved of that duty by train order.

Enginemen are relieved from examining register except when they act as pilot or have no conductor, but this does not relieve them from knowing whether all trains due, which are superior or of the same class, have arrived or left, before leaving a register station.

CLEARING OF TRAINS.

Westbound trains will not be required to receive Clearance Form A at BE except with train orders or in connection with signal failure.

When running on a schedule represented on the Cleveland Terminal District time-table, train may proceed from BE on corresponding schedule.

When running on a schedule represented on the Cleveland Terminal District time-table, and for which there is no corresponding schedule, or when running extra over tracks of the Cleveland Terminal District, train will proceed from BE as an extra train as prescribed by Special Instruction 21. This does not authorize the display of signals for a following section west of BE without train orders.

Eastbound trains out of Cincinnati (other than out of Passenger Terminal) will not be required to receive Clearance Form A at West Sharon, except with train orders or in connection with signal failure. Such trains will proceed as an extra train as prescribed by Special Instruction 21.

At Carey, Clearance Form A must be received by all first class trains except during hours office is closed.

At Bellefontaine, (Sandusky Line) first class through trains are relieved from receiving Clearance Form A. Inbound enginemen will deliver Clearance and train orders to outbound enginemen. Otherwise Rule 83 remains in effect.

Eastbound trains starting from Gest must secure verbal clearance by telephone from the signalman at Jewells.

At Springfield, Clearance Form A must be received by all first class eastbound trains and first class westbound trains from Sandusky Line.

Westbound trains leaving Franklin Line at Wells are relieved from receiving Clearance Form A.

Eastbound trains starting from Sharon Yard must secure verbal clearance by telephone from signalman at West Sharon.

85. MOVEMENT OF TRAINS.

Trains of one schedule may pass trains of another schedule of the same class, and extra trains may pass and run ahead of second class and extra trains.

91. SPACING TRAINS.

On portions of the road where no other form of block system is used, under the operation of Rule 91, it will be the duty of operators and signalmen to display the train order signal at stop, until ten minutes after the departure of a train carrying passengers, and until five minutes after the departure of any other train. They must not deliver, and trainmen must not accept, any form of Clearance until the time limit has expired.

93. YARDS.

Within yard limits the main track may be used protecting against first class trains. Other trains and engines must move within yard limits prepared to stop unless main track is seen or known to be clear.

Movements against the current of traffic within yard limits must be made at Restricted Speed.

Between Fifth Ave. and Dennison Ave.; Springfield Yard and West End; Draw Bridge and Second Street; Carney and Springfield; Eastwood and Washington Street (Indianapolis) movements with the current of traffic will be made with reference to other trains in the same direction, irrespective of class and at Restricted Speed. Care must be exercised not to delay passenger trains. Trainmen must ride rear of last car.

Between eastward home signal of Interlocking (Bellefontaine) and Sandusky Ave. movements must be made at Restricted Speed.

Trains and engines must expect to find the Beech Grove employes train receiving or discharging passengers, or about to stop for this purpose on either track, at points between Beech Grove and State Street, Indianapolis, and when so found must come to a stop, and then proceed at Slow Speed after giving warning signals. This employes train makes regular stops at Sherman Drive, Ice-house Crossover, Keystone Avenue and State Street.

Between Smith St. (Cincinnati) and King, movements will be made irrespective of class, with the current of traffic and at Restricted Speed, protecting against following movements.

The normal movement of westbound freight trains and engines between Storrs Jct. and King will be via the Wall Track. The normal position of the Wall Track switch at Storrs Jct. will be for the Wall Track.

While on the main track of the Cincinnati Terminal and Indianapolis Terminal a trainman must ride on last car of train or cut. The main track must not be blocked when it is possible to avoid doing so, and when blocked full protection must be given.

MOVEMENTS AGAINST THE CURRENT OF TRAFFIC.

May be made between:

(a) Crossover east end of Galion Yard and Galion Yard, westbound on permission of signalman and under supervision of yardmaster.

(b) Galion Yard and Burt, on signal indication and under supervision of yardmaster.

(c) Fifth Ave. and Dennison Ave.: at Fifth Ave. on signal from signalman; at Fourth, High and Park Streets (Columbus) on signal from switchtender; at Dennison Ave. on signal indication. All such movements must be made under supervision of yardmaster.

(d) Dennison Ave. and Miami Crossing on signal indication and by authority of train dispatcher.

(e) C. & L. E. bridge (BN Yard) and Sandusky Ave. under supervision of yardmaster.

(f) Interlocking Station (Bellefontaine) and Sandusky Ave. eastbound on signal indication; westbound, on signal from switchtender.

(g) Interlocking Station (Bellefontaine) and crossover Everett Street (Bellefontaine), eastbound, on signal indication and under supervision of yardmaster; westbound, on permission of signalman.

(h) Interlocking Station (Bellefontaine) and Jewells, westbound, on signal indication and under supervision of yardmaster.

(i) Crossover Gest and Interlocking Station (Bellefontaine), eastbound, on signal indication.

(j) Jewells and crossover Gest, eastbound, under supervision of yardmaster.

(k) Springfield Yard and Linden Ave. (Springfield), on signal from switchtender and under supervision of yardmaster.

(l) Draw Bridge and Second Street on signal indication.

(m) Sharon Ave. (Sharon Yard) and Ivorydale Jet., under supervision of yardmaster.

(n) Smith St. (Cincinnati) and Storrs under supervision of yardmaster.

(o) Storrs and King, and via the Wall Track over the westward main, on signal indication and under supervision of signalman at King.

(p) Storrs Jct. and King, westbound from C. U. T. or B. & O. under the supervision of signalman at King, and on message authority of the Superintendent.

(q) Eastwood and Belt Jet. on signal indication and under supervision of signalman at Eastwood.

95. DISPLAYING SIGNALS.

First class trains will display signals for following sections, Bellefontaine to Toledo, (via Berwick) by authority of the Superintendent.

98. RAILROAD CROSSINGS AT GRADE.

Location	Railroad	Signals
Grafton	B. & O.	Interlocking.
Huff	W. & L. E.	Interlocking.
Hiles	A. C. & Y.	Interlocking.
Boyd	B. & O.	Interlocking.
Shelby	B. & O.	Interlocking.
Vernon	P. R.R.	Interlocking.
Crestline	P. R.R.	Interlocking.
Burt	Erie	Interlocking.
Edison	N. Y. C.	Interlocking.
Worthington	P. R.R.	Interlocking.
Martel	N. Y. C.	Interlocking.
Marion	{ C. D. & M. (Elec.) P. R.R.	{ None. Interlocking.
Hayes	{ C. & O. N. Y. C.	{ Interlocking. Interlocking.
Morgan	D. T. & I.	Interlocking.
Ansonia	C. C. C. & St. L.	Interlocking.
Union City	P. R.R.	Interlocking.
Winchester	P. R.R.	Interlocking.

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Location	Railroad	Signals
Vance	P. R.R.	Interlocking.
Muncie	N. Y. C. & St. L.	Electric.
Hart (Warner Gear track)	Ind. R. (Elec.)	Interlocking.
Yorktown (Strawboard track)	Ind. R. (Elec.)	Gate.
Gridley (Cut Off)	P. R.R.	Interlocking.
South Anderson	C. C. C. & St. L.	None.
Delco	P. R.R.	Interlocking.
Anderson	C. C. C. & St. L.	None.
Anderson (0.9 mile west)	C. I.	Interlocking.
Anderson (1.5 miles west)	P. R.R.	Interlocking.
Pendleton (Reformatory track)	Ind. R. (Elec.)	Gate.
Ingalls (Quarry track)	Ind. R. (Elec.)	Gate.
Brightwood (0.6 mile west)	Belt	Interlocking.
Bay Jct.	N. Y. C. & St. L.	Interlocking.
Castalia	L. S. E. (Elec.)	None.
	(L. S. E. (Elec.))	None.
Clyde	W. & L. E.	Target.
	N. Y. C.	Target.
Green Springs Jct.	N. Y. C. & St. L.	Interlocking.
Tiffin	B. & O.	Interlocking.
	P. R.R.	Interlocking.
Berwick	N. Y. C.	Target.
Carey	A. C. & Y.	Gate.
	C. & O.	Target.
Carey (Vanlue Line)	A. C. & Y.	Interlocking.
Forest	P. R.R.	Interlocking.
Sands	Erie	Interlocking.
Huntsville	C. & L. E. (Elec.)	Interlocking.
Bellefontaine	C. C. C. & St. L.	Interlocking.
Urbana (Pit track)	Erie	Interlocking.
Springfield, E. Main St.	C. & L. E. (Elec.)	None.
Delaware (Sandusky St.)	C. D. & M. (Elec.)	None.
Delaware (1.5 miles west—Springfield Line)	C. & O.	Interlocking.
Marysville	N. Y. C.	Interlocking.
Milford Center	P. R.R.	Interlocking.
Springfield Yard (Delaware Line)	D. T. & I.	Target.
Dennison Ave. (0.3 mile west)	C. & O.	Interlocking.
	P. R.R.	Interlocking.
N. Y. C. Crossing	N. Y. C.	Interlocking.
Miami Crossing	P. R.R.	Interlocking.
London	P. R.R.	Interlocking.
Carney	D. T. & I.	Interlocking.
Springfield, (East St.)	D. T. & I.	Interlocking.
Springfield, (Linden Ave.)	C. C. C. & St. L.	Target.
Tates Point	B. & O.	Interlocking.
Carlisle Jct.	C. C. C. & St. L.	Interlocking.
Franklin	C. & L. E. (Elec.)	None.
	P. R.R.	Interlocking.
M. & C. Jct.	A. R. M.	Interlocking.
	Wabash	Interlocking.
Alvordton	T. & W. (Elec.)	Interlocking.
West Unity	Wabash	Interlocking.
	T. & I. (Elec.)	None.
Bryan	N. Y. C.	Interlocking.
Sherwood	B. & O.	Interlocking.
Cecil	Wabash	Interlocking.
Latty	N. Y. C. & St. L.	Interlocking.
Van Wert	Ft. W. & L. (Elec.)	None.
	P. R.R.	Interlocking.
	Erie	Target.
Ohio City	N. Y. C. & St. L.	Target.
	N. Y. C. & St. L.	Target.
Celina	N. Y. C. & St. L.	Target.
Meekers	P. R.R.	Interlocking.
D. & U. Crossing	D. & U.	Interlocking.
Penn.	P. R.R.	Interlocking.
Savona	C. C. C. & St. L.	Target.
West Manchester	P. R. R.	Interlocking.
West Alexandria	D. & W (Elec.)	None.
Carlisle	B. & O.	Interlocking.

98a. INDICATION OF GRADE CROSSING TARGETS.

At N. Y. C. & St. L. crossing Muncie, electric signals govern. Passenger trains will make crossing stop. Freight trains and engines may proceed over crossing without stopping, but must

approach, prepared to stop, and not proceed until crossing is seen to be clear and proper indication is displayed.

Clyde	Horizontal... C. C. C. & St. L.
	Vertical... N. Y. C.
	Diagonal... Stop.
Clyde	Horizontal... C. C. C. & St. L.
	Vertical... W. & L. E.
	Diagonal... Stop.
Berwick	Horizontal... C. C. C. & St. L.
	Vertical... N. Y. C.
	Diagonal... Stop.
Carey	Horizontal... C. C. C. & St. L.
	Vertical... C. & O.
	Diagonal... Stop.
Springfield Yard (City Track)	Horizontal... C. C. C. & St. L.
	Vertical... D. T. & I.
	Diagonal... Stop.
Springfield Yard (Delaware Line)	Horizontal... C. C. C. & St. L.
	Vertical... D. T. & I.
	Diagonal... Stop.
Springfield (Linden Ave.)	Vertical... To or from Colum- bus main.
	Diagonal... Either direction on double track.
	Horizontal... Stop.
Ohio City	Vertical... C. C. C. & St. L.
	Horizontal... Erie.
	Diagonal... N. Y. C. & St. L.
	Red Ball... Stop.
Celina	Vertical... C. C. C. & St. L.
	Horizontal... N. Y. C. & St. L.
	Normal... N. Y. C. & St. L.
Savona	Vertical... Ohio Division.
	Horizontal... Indiana Division.

103. PUBLIC GRADE CROSSINGS.

Trains must stop before crossing Liberty and Sandusky Streets, Delaware.

Rule 103 is revised:

When cars are pushed by an engine, except when shifting or making up trains in yards, a trainman must take a conspicuous position on the leading car, and when shifting over public crossings at grade not protected by a watchman or by gates, a member of the crew must protect the crossing.

When a train pulls over a public crossing at grade and a back-up movement over such crossing is to be made, the crossing must be protected by a member of the train crew unless protected by a watchman or gates.

In switching passenger equipment air brakes must be used unless impracticable and cars which are occupied must not be uncoupled while in motion.

104. SWITCHES.

It must be known that switch rails are in proper position and in good order before and after using a switch.

First class trains must approach the south end of Van Wert Yard expecting to find the switch lined for movement to the yard.

221 A. TRAIN ORDER SIGNALS.

The "wig-wagging" of train order signal (or of home signal, or slow-speed signal used in lieu thereof) and its immediate return to normal position, will indicate an approaching train or engine may proceed and pass signal at Restricted Speed, prepared to receive train orders and Clearance Forms, but if not received in passing, the train or engine must be stopped immediately and not proceed until properly authorized. This does not authorize holding the main track on the time of a superior train, except as may be provided in other rules or special instructions.

223. ABBREVIATIONS MAY BE USED.

Post for Ft. Benj. Harrison.
Ackerson for Ackerson Lake.
Unity for West Unity.
Henry for St. Henry.
Jefferson for Ft. Jefferson.
Chester for West Manchester.
Alex for West Alexandria.

DESIGNATION AND USE OF MAIN TRACKS.

Single Track:

- Between Burt and Fifth Ave.
- Gridley and Taft.
- Bay Jet. and Hill Siding.
- Carey and Vanlue.
- Glen Echo and Springfield Yard.
- Delaware and Springfield Yard. (Delaware Line.)
- Miami Crossing and Springfield.
- West End and Durbin.
- West End and Cold Springs.
- Carlisle Jct. and Wells via Franklin.
- OD and Carlisle Jct.

Double Track:

- Between BE and Gridley.
- Taft and Indianapolis.
- Hill Siding and Glen Echo.
- Fifth Ave. and Miami Crossing.
- Springfield Yard and West End.
- Cold Springs and Ivorydale Jct.

Between Paget and Jones, trains will run via Delaware, where time is shown at Delaware. Unless otherwise provided other trains will run via Cut-off.

Between Anderson and Taft and between Gridley and Taft, trains will run via South Anderson where their time is shown at South Anderson. Unless otherwise provided extra trains will run via South Anderson.

Trains having time shown at Franklin, will use single track, and all other trains will use double track between Carlisle Jct. and Wells.

251. MOVEMENT OF TRAINS BY BLOCK SIGNALS.

Between BE and Eastwood.

- Burt and Fifth Ave.
- Berwick and Springfield Yard.
- Dennison Ave. and Carney.
- West End and Durbin.
- West End and Ivorydale Jct.

Rules S-251 to S-254 inclusive will govern on single track, and Rules D-251 to D-254 inclusive will govern with the current of traffic on double track.

In Manual or Automatic Block territory, when a train or engine takes siding or otherwise clears the main track, it must not again enter the block or foul the main track without permission from the signalman or dispatcher. At points where outlying switches are remote control, trains will be governed by signal indication.

Between Ivorydale Jct. and West Sharon, trains and engines must keep clear of regular trains except when authorized by signalman at Ivorydale Jct. or West Sharon.

301. MANUAL BLOCK SYSTEM.

The Manual Block System will be used:

- Between Burt and Fifth Ave.
- Gridley and Taft.
- Berwick and Hill Siding.
- Glen Echo and Springfield Yard.
- Dennison Ave. and Carney.
- West End and Durbin.
- Cold Springs and Draw Bridge, westward track.
- Draw Bridge and Tates Point, eastward track.
- Carlisle Jct. and Wells, via Franklin.
- OD and North Yard Limit board Van Wert.
- South yard limit board Van Wert and Carlisle Jct.

Rule 317A will govern the movement of passenger trains on single track, 318A on double track, and 331A on single and double track.

Rule 317B will govern the movement of freight trains on single track, 318B on double track, and 331B on single and double track.

Between West End and Durbin movements may be made in either direction on authority of special Clearance Form K from the signalman at West End or Cold Springs. This Clearance must not be issued except on instructions of train dispatcher, and not until control of block has been secured. Eastbound trains entering C. C. & St. L. track at Durbin must report to signalman at Cold Springs when train is clear of Erie main track and switch closed.

Between OD and Carlisle Jct. the permissive indication will be displayed to other than passenger trains to indicate that the train may proceed expecting to find the block occupied by

- (a) a preceding freight train;

- (b) an opposing freight train that is to be met before reaching the next open block station;

- (c) a freight train or yard engine switching on main track.

At Meekers and Rossburg the signals governing southbound trains are south of the siding clearance point. Trains finding these signals in normal position must stop to clear trains entering siding.

501. AUTOMATIC BLOCK SYSTEM.

The Automatic Block System will be used for movements with the current of traffic:

- Between BE and Gridley.
- Taft and Mass. Ave.
- Mass. Ave. and Washington Street (Indianapolis), on eastward track.
- Hill Siding and Glen Echo.
- West End and Cold Springs.
- Cold Springs and Tates Point, eastward track.
- Miami City Jct. and Ivorydale Jct.
- Wade and King.
- Westward track Smith St. to Carr St. (Cinti.).

The Automatic Block System will be used on single track between West End and Cold Springs. The movement of trains in either direction will be governed by block signals whose indication will supersede time-table superiority. Signalman will report the approach of all trains to train dispatcher, who will instruct what signal to display.

In Automatic Block System territory the manual block system will be used for movements against the current of traffic on double track. Rules 318A and 331A will govern the movement of passenger trains, and 318B and 331B the movement of freight trains.

Rule 501 B is revised:

Indication—Proceed at a speed not to exceed one-half the maximum authorized at point involved (not exceeding 30 miles per hour) prepared to stop at next signal.

GRADE SIGNALS.

A yellow light displayed in a vertical line with the automatic block signal light.

Indication—Proceed at Restricted Speed.

AUTOMATIC TRAIN STOP.

In automatic train stop territory, when train stop device on locomotive becomes inoperative after leaving terminal, train will be operated at a speed not to exceed 75% of the normal speed (maximum for passenger 50 miles per hour and for freight trains 30 miles per hour) and, unless otherwise specified, will not be operated beyond an engine terminal where a relief engine can be furnished. When forestalling whistle fails to sound while forestalling, locomotive will be operated at the speeds specified above until after forestalling, as prescribed in the rules, and the whistle sounds. Failure of whistle to sound must be reported on form SC-1.

REMOTE CONTROL SWITCHES.

Location	Release
Vernon, west end of eastward siding.....	Dual control.
Galion Yard, east end of westward siding.....	Dual control.
DeGraff, crossovers and east and west end of eastward and westward sidings.....	Dual control.
Ansonia, west crossover and west end of eastward siding.....	Dual control.
Union City, east end of westward siding.....	Dual control.
Winchester, west end of eastward and westward sidings.....	Crank.
Cold Springs, west end of eastward siding.....	Crank.
Gano, crossover and yard lead.....	Crank.

Semi-automatic block signals at De Graff are controlled from Morgan, and at Gano from Mauds. Trains must not pass these block signals without entire train, or "do" switching, without first notifying the controlling operator of intended moves, and report to the controlling operator after such moves have been completed.

Instructions for manual operation of each remote control switch are posted in telephone box.

When a remote control switch equipped with dual control lever fails, the switch must, regardless of position of switch points, be thrown by hand in accordance with instructions.

When a remote control switch not equipped with dual control lever fails, the switch must, regardless of position of switch points, be cranked to desired position. If after cranking switch

machine the signal does not indicate proceed, switch must not be used in facing direction without spiking or blocking switch points.

720. BULLETIN BOARDS AND BOOKS.

Cleveland.....	(C.U.T.) Crew Dispatchers office.
Linndale.....	Engine-house.
Collinwood.....	Yard office.
	Engine-house.
Galion Yard.....	Yard office.
	Engine-house.
Galion.....	Passenger station.
Fifth Ave. (Cinti. Line).....	Yard office.
Columbus.....	Telegraph office.
	Engine-house.
	Yard office.
BN Yard.....	Telegraph office.
Bellefontaine.....	Engine-house.
	Passenger station.
South Anderson.....	Telegraph office.
	Engine-house.
Anderson.....	Telegraph office.
Belt Jet.....	Telegraph office.
Brightwood.....	Engine-house.
Shelby St.....	Telegraph office.
Indianapolis.....	Telegraph office.
Toledo.....	Passenger station.
Sandusky.....	Telegraph office.
Carey.....	Telegraph office.
Gest.....	Yard office.
Springfield Yard.....	Telegraph office.
	Engine-house.
Springfield.....	Telegraph office.
Delaware.....	Telegraph office.
	Engine-house.
Dennison Ave.....	Telegraph office.
Dayton Yard.....	Telegraph office.
	Engine-house.
Sharon Yard.....	Engine-house.
	Sharon Ave.
Riverside.....	Engine-house.
Cincinnati.....	Telegraph office.
	Engine-house.
Van Wert Yard.....	Yard office.
Van Wert.....	Telegraph office.
	Engine-house.
Middletown Yard (Jackson Line).....	Engine Foreman's office.

747. SIDING SWITCHES.

At Deer Creek, Myers and Brooks, trains taking siding will pull in at first switch.
At Carey, west bound trains taking siding will pull in at east switch of old westward siding.

790. REDUCE SPEED BOARD.

Location—Upon the right of and adjoining the track to which it refers, approximately 6,000 feet from the point to be protected.
Indication—Approach Slow Speed Board at not exceeding speed shown on Reduce Speed Board.
Note—Flags of prescribed color may be substituted for the Boards when necessary.
When yellow flags are substituted, or the Reduce Speed Board does not designate the speed limit, speed must be reduced to 10 miles per hour.
Lights of the prescribed color must be used by night in addition to the Boards or Flags.

PASSING TRAINS.

Observance of passing trains by employes and code of signals to be used:
When trains are passing, trainmen at rear of train must observe the general condition of trains on other tracks.
When trains are standing, trainmen must place themselves in the best possible position to observe the running gear of passing passenger trains, and, when other duties do not interfere, the same observation must be made of passing freight trains.
The forward trainmen of freight trains, and enginemen and firemen when practicable, must be on the lookout for signals from the rear after meeting or passing trains, also when approaching and passing stations and trackmen, and frequently at other points.

When trains are passing, signalmen and operators must observe the general condition of trains. Trackmen, bridgemen, signal maintainers, pumpers, and other employes must make similar observations.

If any indication of conditions endangering a train is observed, "Stop" signal must be given. If there are no apparent defects, employes, except crossing watchmen, must give "Proceed" signal.

Hot Journals.

By day: Hold nose with finger and thumb of one hand and point down toward track with the other.
By night: Swing lamp in small vertical circle; lamp to be held by guard wires.

Connections Dragging.

By day or night: Give "Stop" signal.

Car Door Swinging.

By day: Raise and lower right hand slowly full length of body.*
By night: Same signal to be given with lamp.*
*In addition, give "Stop" signal.

Brakes Sticking.

By day: Shove hand in sliding movement out from body.*
By night: Same signal to be given with lamp.*
*In addition, give "Stop" signal to freight trains.

Flat Wheels.

By day: Place palms of hands together in horizontal position.
By night: Hold lamp in horizontal position at arms length.

All Clear.

By day or night: "Proceed" signal.
All signals must be acknowledged.

SPEED RESTRICTIONS.

Speed restrictions are shown in miles per hour and apply to entire train.

General.

(unless otherwise restricted)

Through crossovers, turnouts, and entering or leaving sidings.....	15
Yard movements through turnouts.....	10
Express trains handling freight equipment except Jackson Line.....	50
Express trains handling freight equipment (Jackson Line).....	40
Troop trains handling freight or passenger equipment with cast iron wheels.....	30
Trains handling dead engines with side rods.....	30
Trains handling dead engines without side rods.....	20
Engines without engine truck operating under steam or being towed.....	20
Road engines running light or with caboose.....	30
(Rule 743 is revised)	
Engines equipped with trailers, running backward.....	30
(Rule 744 is revised)	
Trains handling scale test cars.....	25
Columbus, Union Station tracks, between Fourth and High Streets.....	10
Bellefontaine, (Mill Track) between Sandusky Ave. and Interlocking Station.....	10
Sandusky Ave. through crossovers and entering or leaving engine house lead.....	5
Bellefontaine, through crossover west of Interlocking Station on Indianapolis Line.....	6
Bellefontaine, through west wye connection between Indianapolis and Sandusky Lines.....	6
Paget, curve (old line) and entering or leaving old line.....	25
Delaware, corporate limits.....	15
Jones, curve (old line) and entering or leaving old line.....	25
Between Fifth Ave. and Clintonville, reverse curve.....	40
Fifth Ave., entering or leaving eastward track.....	30
Burt, between westward home signal and Erie station.....	15
Marion, entering or leaving westward track.....	15
Marion, corporate limits.....	30
Big Springs, curve east.....	55
Rushsylvania, first curve east.....	55
Rushsylvania, first curve west.....	55
Mile-post 148, curve (Indianapolis Line) { Passenger Trains.....	55
{ Freight Trains.....	40
Between Sidney and Spafford (Old Line) curves.....	20
Union City, corporate limits.....	30
Winchester, P. R.R. crossing.....	55
Gridley, through crossovers.....	30
Between Gridley and Taft via South Anderson.....	30
Between South Anderson and Taft, curves.....	15

Between Gridley and Delco 40
 Between Delco and C. I. crossing, west of Anderson 25
 Between C. I. crossing west of Anderson and Taft 40
 Taft, through crossovers 30
 Indianapolis { First District 10
 Second District 15
 Third District 20
 Between Bay Jct. and Berwick, engines running backward 15
 Bridge 11 (600 ft. west of Castalia) all engines 15
 Bridge 44 (1.3 miles west of Green Springs Jct.) Class K engines 20
 Bridge 53 (2 miles east of Tiffin) Class K engines 20
 Bridge 55 (1.3 miles east of Tiffin) Class K engines 30
 Bridge 56 (Tiffin, east end Sandusky River Bridge) all engines 15
 Bridge 59 (Tiffin, Washington St.)
 Freight engines 10
 Class K engines 5
 Berwick, Main track wye 30
 Vanlue Line, between A. C. & Y. interchange track and Vanlue 15
 Hill Siding, entering or leaving eastward track, through crossover, entering or leaving N. Y. C. connection 30
 Between Hill Siding and Sands { Passenger trains 50
 Freight trains 35
 Huntsville, through crossovers 30
 Glen Echo, entering or leaving westward track 30
 Springfield Yard, entering or leaving end double track at Warder Street 12
 Delaware Line, Bridge 114 east of Springfield Yard 10
 Dennison Ave., first curve west 30
 B. & O. Jct. (Columbus) through crossover 30
 Miami Crossing, entering or leaving westward track 30
 London, over street crossings 30
 Carney, over D. T. & I. crossing 45
 Between Springfield passenger station and Lowry Ave. 15
 Between Lowry Ave. and West End 20
 Between West End and Durbin 25
 West End, entering or leaving eastward track 30
 Cold Springs, curves east of end double track 45
 Cold Springs, entering or leaving Erie track 30
 Cold Springs, entering or leaving eastward track 30
 Miami City Jct., entering or leaving Dayton Union tracks 15
 Franklin, Miami River bridge 20
 Franklin, passenger station curve 12
 Franklin Jct., curves 15
 Wells, entering or leaving double track 30
 Between Middletown Yard and M. & C. Jct. 20
 Gano, through crossover and entering lead 30
 Between Mauds and Sharonville, curves, eastward track 40
 Ivorydale Jct., entering or leaving B. & O. tracks 20
 Storrs, Oklahoma track 10
 Hudson, between station and coal dock 10
 Bryan, over N. Y. C. crossing 30
 Sherwood wye 10
 Van Wert, between P.R.R. crossing and Center Street 10
 D. & U. Crossing 20
 Penn, over P.R.R. crossing 30

Passenger Trains

(unless otherwise restricted)

Between BE and Belt Jct. 70
 Galion and Columbus 70
 Berwick and Springfield 70
 Columbus and Ivorydale Jct. 70
 When handled by Class I engine 65
 When handled by other freight engines 50
 Cold Springs and Draw Bridge, westward track 60
 When handled by freight engines 50
 OD and Carlisle Jct. 45
 When handled by freight engines 35
 Bay Jct. and Berwick 40
 Delaware and Springfield Yard (Delaware Line) 40
 Clarks Lake, first curve south 30
 Between Mile Post 23 (Jackson Line) and foot of Rollin Hill 30
 Hudson, first curve south 30
 Paulding, curve 1 mile north 30
 Paulding, curve at depot 30
 Van Wert Yard, over north and south switches 30
 Van Wert, first curve north of Leeson Avenue 30
 Stumps curve, 3.5 miles south of Van Wert 30
 Mile Post 158 (Jackson Line), curve 30
 West Manchester, first curve south 30
 Lewisburg, curve between station and water tank 30

Ingomar, second and third curves north 30
 Germantown, first curve north 30
 To Receive or Discharge Mail:
 No. 18, Miamisburg and West Carrollton 30
 No. 24 and 46, Sidney and Crestline 30
 No. 27, Crestline 30
 No. 39, Shelby, 30
 No. 40, Marion and Crestline 15
 No. 49, Edison and Ashley 25

Freight Trains.

(unless otherwise restricted)

Preferred 50
 Other freight trains:
 Between BE and Belt Jct. 40
 Galion and Columbus 40
 Berwick and Springfield 40
 Columbus and Ivorydale Jct. 40
 Bay Jct. and Berwick 30
 Delaware and Springfield Yard (Delaware Line) 30
 OD and Carlisle Jct. 30
 Germantown, southbound and light engines 20
 Handling loaded high hopper coal cars:
 Between BE and Belt Jct. 40
 Galion and Columbus 40
 Berwick and Springfield 40
 Columbus and Ivorydale Jct. 40
 Bay Jct. and Berwick 30
 Delaware and Springfield Yard (Delaware Yard) 30
 OD and Carlisle Jct. 30
 (Rule 745 is revised)
 Handling steam cranes:
 Between BE and Belt Jct., straight track 40
 curves 30
 Galion and Columbus, straight track 40
 curves 30
 Berwick and Springfield, straight track 40
 curves 30
 Columbus and Ivorydale Jct., straight track 40
 curves 30
 OD and Carlisle Jct., straight track 25
 curves 20
 Bay Jct. and Berwick 25
 Delaware and Springfield Yard (Delaware Line) 25

ENGINE AND CAR RESTRICTIONS.

Engines must not be operated—

Location	Classes
Between Bay Jct. and Berwick	H-7, H-10, J, L, N, U.
A. C. & Y. interchange tracks (Carey) and Vanlue	G, H, J, K, L, N, U.
Delaware and Springfield Yard (Delaware Line)	H-7, H-10, L, N, U.
OD and Carlisle Jct.	J, K-5, L.

LOCOMOTIVE CRANES.

Whenever possible locomotive cranes handled in trains will be run with the heavy end forward.

HELPER ENGINES.

A helper engine must not couple onto either head or rear of train it is to help until such train is stopped. Helper engines must not push trains beyond the summit of the grade. If helper engine is to continue in the same direction in automatic block territory, it may proceed complying with the automatic block rules, and in manual block territory it may proceed with caution prepared to stop short of any obstruction to the next block station, where the block rules must be complied with.

Limits of Columbus helper engine are between Worthington and Galloway. It will help any train within its limits and will return to end double track at Fifth Ave. or Miami Crossing against second class and inferior trains, running extra, without train orders. Helper engines in this territory may omit the display of white signals.

AIR BRAKES.

When a failure renders the brakes on both train and engine inoperative, the train may proceed with extreme care to the first siding where it will await relief engine.

If the failure involves the brakes on the train or a part of the train, leaving the brakes on the engine operative, the train

may be moved with extreme care at a speed at which the train may be stopped short of any obstruction with the available braking power. Weather and other conditions must be such as to insure the safety of the movement. If a relief engine is necessary, it must be provided at the first possible point.

If the conditions are not extremely favorable, the train must be side tracked until relief engine is provided.

STOPPING TRAINS FROM REAR.

When necessary to make an emergency application of the brakes from rear of train account of derailed car, connections dragging, broken truck, etc., conductors valve must be opened quickly. In cases other than extreme emergency:

Trains of less than 75 cars running at a speed of 15 miles per hour or less: Open valve slowly, consuming 90 seconds.

Trains of less than 75 cars running at a speed of more than 15 miles per hour: Open valve slowly, consuming 60 seconds.

Trains of 75 cars or more running at a speed of 15 miles per hour or less: Open valve slowly, consuming 2 minutes and 20 seconds.

Trains of 75 cars or more running at a speed of more than 15 miles per hour: Open valve slowly, consuming 80 seconds.

In each case valve must not be closed until train has come to a full stop.

MIXED TRAINS.

Mixed trains carry passengers and must stop coach (or caboose) at station platform.

REGULAR STOPS.

CLEVELAND-COLUMBUS-INDIANAPOLIS

No. 5 at Shelby daily except Sunday to discharge newspapers.

No. 23 at Cardington on Monday to discharge mail.

No. 3 at Pendleton on Saturday for express.

CINCINNATI-COLUMBUS-SANDUSKY

No. 12 at Belle Center on Sunday to receive or discharge revenue passengers.

No. 49 at Osborn and West Carrollton, daily except Sunday

CONDITIONAL STOPS.

Trains will stop on signal as follows:

CLEVELAND-COLUMBUS-INDIANAPOLIS

No. 3 at Ansonia to receive revenue passengers for Indianapolis or beyond.

Nos. 3 and 19 at Spring Valley Road, Ft. Benj. Harrison to discharge passengers from Cleveland, Toledo, Cincinnati or beyond and to receive passengers for St. Louis or beyond.

Nos. 4 and 34 at Spring Valley Road, Ft. Benj. Harrison to receive passengers for Cleveland, Toledo, Cincinnati or beyond and to discharge passengers from St. Louis or beyond.

No. 7 at Sidney to discharge revenue passengers from Toledo or beyond, and to receive revenue passengers for Indianapolis or beyond.

No. 11 at Spring Valley Road, Ft. Benj. Harrison to discharge revenue passengers from east of Cleveland, and to receive revenue passengers for regular stops west of Indianapolis.

No. 12 at Anderson to discharge revenue passengers from St. Louis and to receive revenue passengers for Albany or beyond.

No. 19 at Martel, Caledonia, Agosta, LaRue, Mt. Victory, Ridgeway, Big Springs, Rushsylvania and Harper to receive or discharge passengers, mail or express.

No. 20 at Sidney to discharge revenue passengers from Indianapolis or beyond, and to receive revenue passengers for Cleveland, Toledo, or beyond, at Mt. Victory, Larue, Greenwich, Wellington and Grafton to receive or discharge passengers or mail.

No. 28 at Greenwich, New London, Wellington and Grafton to discharge revenue passengers from points south of Galion.

No. 35 at Shelby on Sunday, to receive revenue passengers for Columbus or beyond.

No. 37 at Fortville and Lawrence to receive or discharge passengers or express.

No. 45 at Leonardsburg on Sunday, to discharge passengers from Cleveland or beyond.

Nos. 47 and 48 at Leonardsburg, Pershing and Flint to receive or discharge revenue passengers or mail.

CINCINNATI-COLUMBUS-SANDUSKY

No. 2 at Miamisburg to receive revenue passengers for Urbana and beyond, at Kenton to receive or discharge revenue passengers, and at Fostoria to discharge passengers from Carey and beyond and to receive passengers for points beyond Toledo.

No. 3 at Fostoria to discharge passengers from points beyond Toledo and to receive passengers for Carey and beyond, and at Forest to receive revenue passengers for Cincinnati or Indianapolis and beyond.

No. 5 at Miamisburg to receive revenue passengers for Winton Place and beyond, and at Miamisburg and Lockland to discharge revenue passengers from Toledo and beyond.

No. 9 at Fostoria to discharge passengers from points beyond Toledo, to receive passengers for Carey and beyond, and at Kenton to receive or discharge revenue passengers.

No. 12 at Belle Center and Forest to discharge passengers from Dayton and beyond or from De Graff and beyond and to receive passengers for Fostoria and beyond, and at Fostoria to discharge passengers from Carey and beyond and to receive passengers for points beyond Toledo.

No. 47 at Camp Chase, Enon, Excello, Monroe, Kyles and West Chester to receive or discharge parcel post; at Moraine and Ivorydale (Toll Gate crossing) to receive or discharge company mail; and at Kyles, Hughes and Elmwood Place to receive or discharge passengers.

No. 48 at Elmwood Place, Hughes and Kyles to receive or discharge passengers, and at Camp Chase to receive or discharge parcel post.

Nos. 126 and 135 at Bowlsville, Richland, Yelverton, Silver Creek, Patterson, Adrian, Watsons, York and Ransoms to receive or discharge passengers or mail.

JACKSON-CARLISLE JCT.

Nos. 1 and 2 at Lyonette, Pulaski and Moats to receive or discharge passengers.

Nos. 7 and 8 at Tama to receive or discharge passengers.

T. J. HAYES

Superintendent
Bellefontaine, Ohio.

E. F. HAYES

Asst. Superintendent
Springfield, O.

D. A. FAWCETT

Trainmaster
Springfield, O.

E. W. McVICKER

Trainmaster
Springfield, O.

S. G. MILLER

Chief Dispatcher
Bellefontaine, Ohio.

C. H. McELROY

Trainmaster
Bellefontaine, Ohio.

L. A. CHAMP

Trainmaster
Bellefontaine, O.

C. F. WIEGELE

Terminal Trainmaster
Columbus, O.

R. A. HALEY

Chief Dispatcher
Springfield, O.

J. V. KENNEDY

Asst. Superintendent
Van Wert, O.

E. B. PADGETT

Trainmaster
Galion, O.

R. T. GRAY

Asst. Trainmaster
Galion, O.

F. W. LAMSON

Chief Dispatcher
Van Wert, O.

EASTERN STANDARD TIME

CLEVELAND TO COLUMBUS AND BELLEFONTAINE—WEST

Miles from Cleveland.	STATIONS	FIRST CLASS										(Continued on page 12)					
		5		39		15		49		11		47		119		19	
		BUFFALO-CINTL. EXPRESS		MISSOURIAN		OHIO STATE LIMITED		CINCINNATI MAIL		SOUTHWESTERN LIMITED		CLEV.-CINTL. EXPRESS		CINCINNATI SPECIAL		INDIANAPOLIS EXPRESS	
		Daily		Daily		Daily		Daily		Daily		Daily Ex. Sunday		Daily		Daily	
		AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	
.....	Cleveland.....DN	12.15	3.00	3.30	3.55	7.05	7.10	8.45									
12.5	BE.....DN	12.41	3.26	3.52	4.20	7.31	7.41	9.11									
15.7	West View.....						s 7.46										
18.1	Columbia.....						s 7.51										
20.7	North Eaton.....						f 7.55										
25.4	Grafton.....DN	12.56	3.39	4.04	4.32	7.43	s 8.02	9.24									
29.5	La Grange.....						s 8.10										
36.5	Wellington.....						s 8.21										
37.0	Huff.....DN	1.07 ⁶⁹	3.50	4.14	4.43	7.53	8.22	9.35 ⁵¹									
42.0	Rochester.....						s 8.29										
46.9	Hiles.....DN	1.18	4.00	4.23	4.52	8.02	8.36	9.44									
47.5	New London.....						s 8.38										
54.5	Boyd.....DN	1.27	4.07	4.30	4.59	8.09	8.47	9.51									
54.9	Greenwich.....						s 8.49										
61.2	Shiloh.....						s 9.00										
67.2	Shelby.....DN	1.41	4.19	4.41	s 5.21	8.20	s 9.15	s 10.05									
70.3	Vernon.....DN	1.45	4.22	4.44	5.26	8.23	f 9.20	10.11									
75.7	Crestline.....DN	1.52	s 4.32	4.49	s 5.40	8.28	s 9.37	s 10.20									
78.9	Galion Yard.....DN	1.59	4.38	4.52	5.46	8.32	9.43	10.25							AM		
79.8	Galion.....	s 2.08	s 5.00 ¹⁵	s 5.00 ³⁹	s 6.00	s 8.36	s 9.55	s 10.40							10.35		
80.3	Burt.....DN	2.09		5.02	6.01		9.56	10.41									
85.7	St. James.....D	2.18		5.10	6.08		s 10.04	10.48									
92.8	Edison.....DN	2.27		5.17	f 6.15		s 10.14	10.55									
97.4	Cardington.....DN	2.33		5.22	f 6.20		s 10.23	11.00									
104.4	Ashley.....DN	2.43		5.30	6.28		s 10.35 ⁵²	11.07 ⁵³									
111.1	Paget.....DN	2.52		5.37	6.35		10.44	11.14									
114.0	Delaware.....DN				s 6.42		s 10.55 ⁵³	s 11.20 ⁵³									
117.1	Jones.....DN	2.57		5.41	6.48		11.01	11.25									
122.1	Lewis Center.....DN	3.05 ⁶⁷		5.47	6.54 ⁵⁹		s 11.10	11.31									
129.8	Worthington.....DN	3.15		5.56	7.02		s 11.22	11.38									
133.5	Clintonville.....																
136.8	Fifth Ave.....DN	3.25		6.04	7.09		11.32	11.46									
138.0	Columbus.....DN	3.40		6.10	7.15		11.45	11.55									
87.7	Martel.....DN	AM	5.10	AM	AM	8.46	AM	AM						f 10.47			
91.8	Caledonia.....													f 10.53			
99.8	Q.....																
101.5	Marion.....DN		s 5.28 ⁵⁵			f 9.02								s 11.10			
110.7	Agosta.....													f 11.22			
114.5	La Rue.....DN		5.42			9.17								f 11.29			
122.2	Mt. Victory.....													f 11.40			
124.7	Hayes.....DN		5.52			9.28								11.45 ⁵⁵			
125.3	Ridgeway.....													f 11.48			
131.8	Rushsylvania.....													f 11.58			
134.4	Nelson.....																
137.8	Turner.....		6.07			9.43								12.07	PM		
139.4	BN Yard.....DN		6.09			9.45								12.09			
140.6	Sandusky Ave.....DN		6.12			9.47								12.11			
140.8	Bellefontaine.....		6.15			9.50								12.20			

EASTERN STANDARD TIME

CLEVELAND TO COLUMBUS AND BELLEFONTAINE—WEST

Miles from Cleveland	STATIONS	FIRST CLASS													
		33		3		35		45		31		25		27	
		CLEVE. CINTL. SPECIAL		CLEVE. ST. LOUIS SPECIAL		COLS.-CINTL. SPECIAL		CAPITAL CITY SPECIAL		ST. LOUIS SPECIAL		NIGHT EXPRESS		THE GATEWAY	
		Daily		Daily		Daily		Daily		Daily		Daily		Daily	
		PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	
.....	Cleveland.....DN	12.15	12.50	3.30	6.10	6.10	8.40	9.45							
12.5	BE.....DN	12.41	1.16	3.56	6.36	6.43	9.06	10.11							
15.7	West View.....														
18.1	Columbia.....														
20.7	North Eaton.....														
25.4	Grafton.....DN	12.54	1.29	4.09	6.48	6.57	9.21	10.24							
29.5	La Grange.....														
36.5	Wellington.....	s 1.05		s 4.22	s 6.59		s 9.35								
37.0	Huff.....DN	1.06	1.40	4.23	7.00	7.09	9.37	10.35							
42.0	Rochester.....														
46.9	Hiles.....DN	1.16	1.49 ⁰³	4.35	7.10	7.20	9.49	10.44							
47.5	New London.....				s 7.13		s 9.52								
54.5	Boyd.....DN	1.23	1.56	4.42	7.22	7.28	10.03	10.51							
54.9	Greenwich.....				s 7.24										
61.2	Shiloh.....														
67.2	Shelby.....DN	s 1.36	2.07	4.54	s 7.40	7.44	s 10.32	11.02							
70.3	Vernon.....DN	1.40	2.10	4.57	7.45	7.49	10.38	11.05							
75.7	Crestline.....DN	s 1.48	2.15	s 5.04	s 7.53	s 7.56	s 11.05	11.11							
78.9	Galion Yard.....DN	1.54	2.19	5.10	7.58	8.03	11.15 ²⁷	11.15 ²⁵							
79.8	Galion.....	s 2.00	s 2.23	s 5.20	s 8.08	s 8.15	s 11.30	s 11.20							
80.3	Burt.....DN	2.01		5.21	8.09		11.32								
85.7	St. James.....D	2.08		5.28	8.15		11.40								
92.8	Edison.....DN	2.15		5.35	f 8.22		11.48								
97.4	Cardington.....DN	2.19		5.39	s 8.27		11.53								
104.4	Ashley.....DN	2.25		5.47	f 8.36		12.02 ^{AM}								
111.1	Paget.....DN	2.31		5.55	8.42 ⁰³		12.11								
114.0	Delaware.....DN			s 6.02 ⁴⁸	s 8.48		s 12.20								
117.1	Jones.....DN	2.34		6.08 ¹⁶	8.53		12.27								
122.1	Lewis Center.....DN	2.39		6.13	9.03 ¹²⁴		12.33								
129.8	Worthington.....DN	2.46		6.20	9.13		12.42								
133.5	Clintonville.....														
136.8	Fifth Ave.....DN	2.55		6.27	9.21		12.52								
138.0	Columbus.....DN	3.00		6.30	9.30		1.00								
87.7	Martel.....DN	PM	2.33	PM	PM	8.25	AM	11.31							
91.8	Caledonia.....														
99.8	Q.....														
101.5	Marion.....DN		s 2.50			s 8.50		s 11.48							
110.7	Agosta.....														
114.5	La Rue.....DN		3.03			9.06		12.03 ^{AM}							
122.2	Mt. Victory.....														
124.7	Hayes.....DN		3.13			9.17		12.14							
125.3	Ridgeway.....														
131.8	Rushsylvania.....														
134.4	Nelson.....														
137.8	Turner.....		3.28			9.33		12.30							
139.4	BN Yard.....DN		3.30			9.35		12.33							
140.6	Sandusky Ave.....DN		3.32			9.37		12.35							
140.8	Bellefontaine.....		3.35			9.40		12.40							

Miles from Indianapolis and Columbus	STATIONS	FIRST CLASS															
		28		20		40		42		44		46		146		4	
		EASTERN MAIL		CLEVELAND SPECIAL		MISSOURIAN		MIDNIGHT SPECIAL		CLEVELAND EXPRESS		CLEVELAND EXPRESS		CLEVELAND SPECIAL		NEW YORK SPECIAL	
		Daily		Daily		Daily		Daily		Daily		Daily		Daily		Daily	
143.0	Bellefontaine																
143.2	Sandusky Ave. DN		2.35 ^{AM}		2.43 ^{AM}							8.45 ^{AM}					2.40 ^{PM}
144.4	BN Yard DN		2.36		2.44							8.46					2.41
146.0	Turner		2.40		2.47							8.49					2.44
149.4	Nelson																
152.0	Rushsylvania																
158.5	Ridgeway																
159.1	Hayes DN		3.02 ⁴⁰		3.02 ⁸⁰							9.02					2.58
161.6	Mt. Victory		f 3.07														
169.3	La Rue DN		f 3.20		3.12							9.12					3.07
173.1	Agosta																
182.3	Marion DN		s 3.45		3.26							s 9.30					s 3.20
184.0	Q																
192.0	Caledonia																
196.1	Martel DN	AM	4.10		3.42		AM		AM			9.47		NOON			3.36
.....	Columbus DN	2.20					3.25		8.00					12.00			
1.2	Fifth Ave. DN	2.25					3.30		8.03					12.05			
4.5	Clintonville																
8.2	Worthington DN	2.34					3.40 ⁰⁷		8.11					12.15 ⁵³			
15.9	Lewis Center DN	2.43 ⁰⁷					3.50		8.18					12.23			
20.9	Jones DN	2.48					3.56		8.23					12.28			
24.0	Delaware DN	s 3.02							s 8.30 ⁵²					s 12.36			
26.9	Paget DN	3.09					4.01		8.34					12.42			
33.6	Ashley DN	3.18					4.11		s 8.43					12.50			
40.6	Cardington DN	f 3.27					4.21		s 8.52 ⁵³					12.57			
45.2	Edison DN	s 3.36					4.26		8.58					s 1.03			
52.3	St. James D	3.47					4.36		9.05					1.14			
57.7	Burt DN	3.53					4.43		9.10					1.19			
58.2	Galion	s 4.12		s 4.30			s 4.51		s 9.15		s 10.05			s 1.25			3.50
59.1	Galion Yard DN	4.15		4.35		3.56	4.55		9.17		10.09			1.27			PM
62.3	Crestline DN	s 4.35		s 4.43		4.01	5.02		s 9.23		10.13			s 1.37			
67.7	Vernon DN	4.43		4.52		4.07	5.12		9.30		10.20			1.45			
70.8	Shelby DN	s 4.52		4.58		4.10	5.17		s 9.34		10.23			s 1.51			
76.8	Shiloh																
83.1	Greenwich			f 5.18													
83.5	Boyd DN	5.10		5.20		4.24	5.42		9.47		10.36			2.05			
90.5	New London			s 5.32					s 9.55					2.12			
91.1	Hiles DN	5.20		5.34		4.33	5.56		9.57		10.44			2.13			
96.0	Rochester																
101.0	Huff DN	5.32		5.50		4.44	6.15		10.06		10.54			2.22			
101.5	Wellington			f 5.55					s 10.08					s 2.24			
108.5	La Grange																
112.6	Grafton DN	5.45		f 6.15		4.57	6.35		10.19 ^{08 50}		11.06			2.39			
117.3	North Eaton																
119.9	Columbia																
122.3	West View																
125.5	BE DN	6.05		6.41		5.13	7.00		10.35		11.20			2.55			
138.0	Cleveland DN	6.30		7.15		5.38	7.30		11.00		11.45			3.20			
		AM		AM		AM	AM		AM		AM			PM			

EASTERN STANDARD TIME

BELLEFONTAINE AND COLUMBUS TO CLEVELAND—EAST

Miles from Indianapolis and Columbus	STATIONS	FIRST CLASS						
		104	48	16	12	124	24	18
		NEW YORK SPECIAL	CINTI-CLEV'D EXPRESS	OHIO STATE LIMITED	SOUTHWESTERN LIMITED	THE KNICKERBOCKER	THE KNICKERBOCKER	HUDSON RIVER EXPRESS
		Daily	Daily Ex. Sunday	Daily	Daily	Daily	Daily	Daily
143.0	Bellefontaine				5.38 PM		8.48 PM	
143.2	Sandusky Ave. DN				5.39		8.49	
144.4	BN Yard. DN				5.43		8.52	
146.0	Turner							
149.4	Nelson							
152.0	Rushsylvania							
158.5	Ridgeway							
159.1	Hayes DN				5.59		9.07	
161.6	Mt. Victory							
169.3	La Rue DN				6.09		9.17	
173.1	Agosta							
182.3	Marion DN				6.22		9.32	
184.0	Q.							
192.0	Caledonia							
196.1	Martel DN				6.37		9.49	
		PM	PM	PM		PM		PM
.....	Columbus DN	3.00	5.00	5.45		8.45		10.30
1.2	Fifth Ave. DN	3.03	5.05	5.48		8.48		10.35
4.5	Clintonville							
8.2	Worthington DN	3.11	5.17	5.56		8.56		10.44
15.9	Lewis Center DN	3.18	5.29	6.03		9.03 ⁴⁵		10.51
20.9	Jones DN	3.23	5.37	6.08 ³⁵		9.08		10.56
24.0	Delaware DN		8.12 ³⁵			9.14		
26.9	Paget DN	3.26	6.19	6.11		9.20		10.59
33.6	Ashley DN	3.32	6.29	6.18		9.27		11.05
40.6	Cardington DN	3.38	6.40	6.25		9.33		11.11
45.2	Edison DN	3.42	6.50	6.29		9.37 ⁴⁵		11.15
52.3	St. James D	3.48	7.01	6.36		9.44		11.21
57.7	Burt DN	3.53	7.09	6.41		9.49		11.26
58.2	Galion	4.02	7.20	6.44		9.53		11.31
59.1	Galion Yard DN	4.04	7.22	6.46	6.52	9.55 ⁰⁰	10.07 ⁰⁰	11.33
62.3	Crestline DN	4.10	7.35	6.52	6.58	10.00	10.12	11.44
67.7	Vernon DN	4.17	7.43	6.58	7.04	10.05	10.18	11.51
70.8	Shelby DN	4.21	7.50	7.01	7.07	10.08	10.21	11.59
76.8	Shiloh		8.00					
83.1	Greenwich		8.11					
83.5	Boyd DN	4.36	8.12	7.12	7.20	10.19	10.32	12.15 ^{AM}
90.5	New London		8.23					
91.1	Hiles DN	4.44	8.25	7.19	7.28	10.26	10.39	12.24
96.0	Rochester		8.31					
101.0	Huff DN	4.54	8.36	7.29	7.38	10.35	10.49	12.35
101.5	Wellington		8.39					
108.5	La Grange		8.48					
112.6	Grafton DN	5.05	8.56	7.40	7.50	10.45	11.00	12.47
117.3	North Eaton							
119.9	Columbia							
122.3	West View							
125.5	BE DN	5.20	9.20	7.54	8.05	10.56	11.15	1.05
138.0	Cleveland DN	5.45	9.45	8.18	8.30	11.20	11.40	1.30
		PM	PM	PM	PM	PM	PM	AM

**CENTRAL STANDARD TIME
BELLEFONTAINE TO INDIANAPOLIS—WEST**

Miles from Cleveland	STATIONS	FIRST CLASS															
		7		39		37		11		19		3		31		27	
		INDIANA SPECIAL		MISSOURIAN		THE WINONA		SOUTHWESTERN LIMITED		INDIANAPOLIS EXPRESS		CLEVE.-ST. LOUIS SPECIAL		ST. LOUIS SPECIAL		THE GATEWAY	
		Daily		Daily		Daily Ex. Sunday		Daily		Daily		Daily		Daily		Daily	
		AM	AM			AM	AM	AM	AM	PM	PM	PM	PM	PM	PM	PM	
140.8	Bellefontaine	3.25	5.20			8.53	11.25	2.45	8.45	11.45							
150.4	De Graff	3.38	5.30			9.03	11.36	2.56	8.56	11.55							
153.3	Quincy																
153.5	Morgan..... DN	3.43	5.34			9.07	11.40	3.00	9.00	11.59							
156.8	Pemberton																
159.3	Mix																
163.7	Sidney	3.57						11.52	3.15	9.13							
166.2	Spafford																
168.2	Hardin																
170.2	Lamb																
173.4	Houston																
177.4	Russia																
180.9	Harvard																
181.5	Versailles							12.13 PM									
186.4	Dawn																
189.7	Ansonia..... DN	4.30	6.08			9.42	12.25	3.43	9.40	12.37 AM							
193.4	Elroy																
198.8	Union City..... DN	4.45	6.17			9.50	12.38	3.55 ⁶⁹	9.53	12.47							
202.7	Harrisville.....																
207.9	Winchester..... DN	5.00	6.26			9.59	12.51 ⁵⁷	4.08	10.06	12.57							
215.8	Farmland																
218.8	Connor																
219.9	Parker City.....																
223.3	Selma																
228.5	Vance	5.28	6.45			10.18	1.10	4.32	10.26	1.16							
229.6	Muncie	5.45	6.52			10.25	1.15	4.40	10.40	1.22							
232.7	Hart	5.51	6.57			10.30	1.20	4.46	10.45	1.27							
235.3	Yorktown																
240.0	Daleville																
242.3	Chesterfield.....																
245.7	Gridley	6.05	7.09			10.42	1.33	5.00	10.58	1.40							
246.7	Delco	6.07	7.11			10.44	1.35	5.02	11.00	1.42							
247.4	Anderson	6.20	7.15		AM	10.47	1.40	5.10	11.10	1.45							
247.9	South Anderson... DN					9.45											
250.9	Taft	6.27	7.21			9.50	10.53 ⁶⁹	1.46	5.17	11.17	1.52						
255.4	Pendleton					9.58											
257.3	Raleigh																
260.4	Ingalls																
262.3	David																
263.1	Fortville					10.08											
268.0	McCordsville																
272.7	Ft. Benj. Harrison..	6.48	7.40			10.20	11.12	2.05	5.39	11.38	2.13						
274.6	Lawrence					10.23											
277.8	Eastwood	6.53	7.45			10.27	11.17	2.10	5.44	11.43	2.18						
279.1	Belt Jct..... DN																
279.4	Brightwood																
281.9	Mass. Ave.																
283.8	Indianapolis..... DN	7.20	8.05			10.55	11.35	2.30	6.10	12.10	2.40						
		AM	AM			AM	AM	PM	PM	AM	AM						

**CENTRAL STANDARD TIME
INDIANAPOLIS TO BELLEFONTAINE—EAST**

Miles from Indianapolis	STATIONS	FIRST CLASS															
		46		34		4		12		24		38		20		40	
		CLEVELAND EXPRESS		EXPRESS		NEW YORK SPECIAL		SOUTHWESTERN LIMITED		THE KNICKERBOCKER		THE WINONA		CLEVELAND SPECIAL		MISSOURIAN	
		Daily		Daily		Daily		Daily		Daily		Daily Ex. Sunday		Daily		Daily	
		AM	AM	AM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	
.....	Indianapolis..... DN	4.35	7.00	10.40	1.45	5.00	5.40	10.00	10.50								
1.9	Mass. Ave.....																
4.4	Brightwood.....																
4.7	Belt Jct..... DN																
6.0	Eastwood..... DN	4.48	7.13	10.53	1.58	5.13	5.53	10.13	11.03								
9.2	Lawrence.....																
11.1	Ft. Benj. Harrison...	4.53	7.18	10.58	2.03	5.18	5.58	10.18	11.08								
15.8	McCordsville.....																
20.7	Fortville.....																
21.5	David.....		7.27 ⁶⁸														
23.4	Ingalls.....																
26.5	Raleigh.....																
28.4	Pendleton.....																
32.9	Taft..... DN	5.13	7.37	11.17	2.22	5.37	6.17	10.38	11.27								
35.1	South Anderson.. DN						6.20										
36.4	Anderson..... DN	s 5.25	s 7.48	s 11.27	2.29	s 5.46	PM	s 10.50	s 11.36								
37.1	Delco..... DN	5.27	7.50	11.29	2.31	5.48		10.52	11.38								
38.1	Gridley..... DN	5.29	7.52	11.31	2.33	5.50		10.54	11.40								
41.5	Chesterfield.....																
43.8	Daleville.....																
48.5	Yorktown.....																
51.1	Hart.....	5.42	8.04	11.43	2.45	6.02		11.07	11.52								
54.2	Muncie.....	s 5.55	s 8.13	s 11.54	s 2.55	s 6.12		s 11.22	s 12.03 ^{AM}								
55.3	Vance..... DN	5.57	8.15	11.56	2.57	6.14		11.24	12.05								
60.5	Selma.....		s 8.22														
63.9	Parker City.....		s 8.28														
65.0	Connor.....																
68.0	Farmland.....		s 8.35														
75.9	Winchester..... DN	6.19	s 8.48	s 12.18 ^{PM}	3.18	6.34		11.46 ^{PM}	12.25								
81.1	Harrisville.....																
85.0	Union City..... DN	6.28	s 9.02	s 12.30	3.27	6.43		s 12.02 ^{AM}	12.35								
90.4	Elroy.....																
94.1	Ansonia..... DN	6.40 ⁶⁶	s 9.17 ⁶⁶	12.40	3.37	6.52		12.15	12.45 ⁶⁴								
97.4	Dawn.....		f 9.22														
102.3	Versailles.....		s 9.30														
102.9	Harvard.....																
106.4	Russia.....		f 9.36														
110.4	Houston.....		s 9.44														
113.6	Lamb.....																
115.6	Hardin.....																
117.6	Spafford.....																
120.1	Sidney.....	f 7.10	s 10.00	s 1.07				12.45									
124.5	Mix.....																
127.0	Pemberton.....		s 10.10														
130.3	Morgan..... DN	7.22	10.15	1.18	4.15	7.25		12.57	1.20								
130.5	Quincy.....		s 10.18														
133.4	De Graff.....	7.25	s 10.25	1.21 ⁶⁶	4.18	7.28		1.02	1.23								
143.0	Bellefontaine.....	7.40	10.45	1.35	4.35	7.45		1.30	1.40								

EASTERN STANDARD TIME COLUMBUS AND BELLEFONTAINE TO CINCINNATI—WEST

Miles from Columbus and Sandusky	STATIONS	FIRST CLASS								(Continued on page 24)	
		25	5	9	15	49	7	119	47		
		NIGHT EXPRESS	BUFFALO-CINTL. EXPRESS	ROYAL PALM	OHIO STATE LIMITED	CINCINNATI MAIL	EXPRESS	CINCINNATI SPECIAL	CLEVELAND-CINTL. EXPRESS		
		Daily	Daily	Daily	Daily	Daily	Daily Ex. Sunday	Daily	Daily Ex. Sunday		
		AM	AM		AM	AM	NOON	PM			
.....	Columbus..... DN	1.15	4.00		6.15	7.30		12.00	12.25		
0.5	Dennison Ave.... DN	1.17	4.02		6.17	7.32		12.02	12.27		
1.5	B. & O. Jct..... DN	1.19	4.04		6.19	7.34		12.04	12.29		
2.7	Miami Crossing. DN	1.21	4.07		6.21	7.36		12.06	12.31		
5.2	Camp Chase.....										
10.0	Galloway..... DN	1.31 ²⁸	4.18		6.29	7.44		12.14	12.42 ⁵⁷		
13.5	Georgesville.....								12.46		
16.7	Lilly Chapel..... D	1.38	4.26		6.36	7.50		12.21	12.51		
20.8	Deer Creek.....										
25.5	London..... DN	1.51	4.37 ⁹²		6.45 ⁴⁴	7.59		12.30	1.05		
29.8	Myers.....										
34.3	Plattsburg..... D	2.02	4.48		6.55	8.09		12.40	1.16		
37.7	Brooks..... N	2.06	4.52		6.58	8.12		12.43	1.21		
43.1	Carney..... DN	2.12	4.58	AM	7.04	8.18		12.49	1.27		
98.2	Bellefontaine... DN			4.15							
99.0	Gest.....										
100.2	Jewells..... DN			4.19							
105.9	West Liberty.....										
110.1	Lippincotts.....										
114.3	East Urbana.....										
116.0	Urbana.....			4.37							
123.8	Glen Echo..... DN			4.47							
129.6	Springfield Yard DN			4.54							
44.9	Springfield..... DN	2.15 ⁴²	5.15	5.00	7.10	8.25		12.55	1.55		
46.8	West End..... DN	2.45	5.20	AM	7.15	8.30		1.00	2.02		
50.2	Cold Springs.... DN	2.50	5.25		7.19	8.34		1.04	2.07		
58.7	Osborn..... DN	2.59	5.35		7.28	8.43 ⁵⁹		1.13	2.17		
66.6	Tates Point.... DN	3.09	5.45		7.36	8.52		1.21	2.29		
67.7	Dayton Yard.... D					8.53 ⁹¹					
68.6	Draw Bridge.... DN	3.11	5.47		7.38	8.54		1.23	2.32		
68.9	Second Street....										
69.9	Dayton..... DN	3.40	5.57		7.45	9.04		1.32	2.50		
70.6	Miami City Jct....	3.42	5.59		7.47	9.06		1.34	2.52		
73.8	Moraine.....										
77.3	West Carrollton...					9.15			3.05		
79.9	Miamisburg.... DN	3.56	6.13		7.59	9.18	AM	1.46	3.12		
85.0	Carlisle Jct.... DN	4.03	6.19		8.05	9.24	11.25	1.52	3.20		
86.5	Franklin..... D	4.10				9.26	11.31		3.30		
88.2	Wells..... D	4.20	6.23		8.08	9.33	11.39	1.55	3.38		
90.5	Middletown Yard...										
90.8	Middletown.....	4.35	6.28		8.12	9.38	11.45	1.59	3.55		
91.5	M. & C. Jct.... DN	4.39	6.31		8.14	9.40	AM	2.01	3.58		
101.9	Mauds..... DN	4.55	6.44		8.26	9.51		2.12	4.15		
106.2	Gano.....	5.02	6.50		8.32	9.57		2.17	4.22		
107.8	Sharonville.....								4.26		
108.5	Sharon Yard.....								4.29		
109.4	West Sharon.... DN	5.08	6.56		8.36	10.01		2.21	4.32		
112.1	Lockland.....								4.45		
116.9	Ivorydale Jct.... DN	5.25	7.06		8.45	10.10		2.30	4.55		
117.7	Winton Place.....	5.27	7.08		8.47	10.12		2.32	4.57		
122.4	Cincinnati.... DN	5.45	7.25		9.00	10.25		2.45	5.15		

EASTERN STANDARD TIME

COLUMBUS AND BELLEFONTAINE TO CINCINNATI—WEST

Miles from Columbus and Sandusky	STATIONS	FIRST CLASS						
		33	3	123	135	35	45	
		CLEVE.-CINTL. SPECIAL	THE FLAMINGO	EXPRESS	SPRINGFIELD EXPRESS	COLS.-CINTL. SPECIAL	CAPITOL CITY SPECIAL	
		Daily	Daily	Daily Ex.Sunday	Daily Ex.Sunday	Daily	Daily	
		PM				PM	PM	
0.5	Columbus.....DN	3.05				6.35	9.40	
	Dennison Ave.....DN	3.07				6.37	9.43	
1.5	B. & O. Jct.....DN	3.09				6.39	9.45	
2.7	Miami Crossing..DN	3.11				6.41	9.47	
5.2	Camp Chase.....							
10.0	Galloway.....DN	3.19				6.50	f10.10 ¹⁸	
13.5	Georgesville.....							
16.7	Lilly Chapel.....D	3.26				6.57	f10.18 ⁵⁴	
20.8	Deer Creek.....							
25.5	London.....DN	3.35 ⁴⁸				7.06	s10.28	
29.8	Myers.....							
34.3	Plattsburg.....D	3.45				7.16	f10.38	
37.7	Brooks.....N	3.49				7.19	10.42	
43.1	Carney.....DN	3.54				7.25	10.49	
			PM		PM			
98.2	Bellefontaine...DN		3.38		6.05			
99.0	Gest.....							
100.2	Jewells.....DN		3.41		6.08			
105.9	West Liberty.....				s 6.15			
110.1	Lippincotts.....				f 6.21			
114.3	East Urbana.....							
116.0	Urbana.....		s 3.57		s 6.33			
123.8	Glen Echo.....DN		4.06		f 6.43			
129.6	Springfield Yard DN		4.12	PM	6.53			
44.9	Springfield.....DN	s 4.00	s 4.20	4.30	7.00	s 7.31	10.55	
46.8	West End.....DN	4.05	4.25	4.37	PM	7.36	PM	
50.2	Cold Springs...DN	4.09	4.29	4.41		7.40		
58.7	Osborn.....DN	4.18	4.38	PM		7.49		
66.6	Tates Point.....DN	4.26	4.46			7.58		
67.7	Dayton Yard....D							
68.6	Draw Bridge...DN	4.28	4.48			8.00		
68.9	Second Street....							
69.9	Dayton.....DN	s 4.35	s 4.55			s 8.07		
70.6	Miami City Jct....	4.37	4.57			8.09		
73.8	Moraine.....							
77.3	West Carrollton....							
79.9	Miamisburg...DN	4.50	5.09			8.21		
85.0	Carlisle Jct....DN	4.56	5.15			8.27		
86.5	Franklin.....D							
88.2	Wells.....D	4.59	5.18			8.30		
90.5	Middletown Yard....							
90.8	Middletown.....	s 5.04	s 5.22			s 8.35		
91.5	M. & C. Jct....DN	5.06	5.24			8.37		
101.9	Mauds.....DN	5.18	5.35			8.49		
106.2	Gano.....	5.24	5.41			8.55		
107.8	Sharonville.....							
108.5	Sharon Yard.....							
109.4	West Sharon...DN	5.29	5.45			8.59		
112.1	Lockland.....							
116.9	Ivorydale Jct...DN	5.38	5.54			9.10		
117.7	Winton Place....	s 5.40	s 5.56			s 9.12		
122.4	Cincinnati.....DN	5.55	6.10			9.30		
		PM	PM			PM		

**EASTERN STANDARD TIME
COLUMBUS AND BELLEFONTAINE TO CINCINNATI—WEST**

Miles from Columbus and Sandusky	STATIONS	SECOND CLASS							
		(Continued on page 26)							
		195	91	55	59	151	57	97	155
		IND. DIV. FREIGHT	HOUSE FREIGHT	SWITCH RUN	SWITCH RUN	IND. DIV. LOCAL FREIGHT	LOCAL FREIGHT	BFI-BF7 FREIGHT	LOCAL FREIGHT
Daily	Daily	Daily Ex. Sunday	Daily Ex. Sunday	Daily Ex. Sunday	Daily Ex. Sunday	Daily	Daily Ex. Sunday		
.....	Columbus.....DN								
0.5	Dennison Ave.....DN						PM		
1.5	B. & O. Jct.....DN						12.05		
2.7	Miami Crossing...DN						12.09		
5.2	Camp Chase.....						12.14		
10.0	Galloway.....DN						s 12.42 ⁴⁷		
13.5	Georgesville.....						f.....		
16.7	Lilly Chapel.....D						s 1.05		
20.8	Deer Creek.....								
25.5	London.....DN						s 2.26 ¹⁰⁴		
29.8	Myers.....								
34.3	Plattsburg.....D						f 2.58		
37.7	Brooks.....N						f 3.11 ⁴⁸		
43.1	Carney.....DN						3.30		
98.2	Bellefontaine.....DN								
99.0	Gest.....							PM	
100.2	Jewells.....DN		AM 5.30	AM 7.30				1.00	
105.9	West Liberty.....			s.....					
110.1	Lippincotts.....			f.....					
114.3	East Urbana.....								
116.0	Urbana.....			s.....					
123.8	Glen Echo.....DN	AM	6.35	10.30	AM	AM		1.38	
129.6	Springfield Yard DN	2.55	7.10	10.55	7.30	7.45	3.45	Via	
44.9	Springfield.....DN			AM			PM	Erie	
46.8	West End.....DN	3.20	7.25		7.50	8.10			
50.2	Cold Springs.....DN	3.30	7.35		8.00	8.20		1.55	
58.7	Osborn.....DN	AM			s 8.43 ⁴⁹	AM			
66.6	Tates Point.....DN								
67.7	Dayton Yard.....D		8.53 ⁴⁹		s.....				
68.6	Draw Bridge.....DN								
68.9	Second Street.....								
69.9	Dayton.....DN								
70.6	Miami City Jct....								
73.8	Moraine.....				f.....				
77.3	West Carrollton...				s.....				
79.9	Miamisburg.....DN				s.....				PM
85.0	Carlisle Jct.....DN								3.50
86.5	Franklin.....D								
88.2	Wells.....D								4.00
90.5	Middletown Yard...				s.....				4.15
90.8	Middletown.....								PM
91.5	M. & C. Jct.....DN								
101.9	Mauds.....DN				f.....				
106.2	Gano.....				f.....				
107.8	Sharonville.....								
108.5	Sharon Yard.....								
109.4	West Sharon.....DN		12.00		2.00			4.00	
112.1	Lockland.....		NOON		PM			PM	
116.9	Ivorydale Jct....DN								
117.7	Winton Place.....								
122.4	Cincinnati.....DN								

EASTERN STANDARD TIME CINCINNATI TO BELLEFONTAINE AND COLUMBUS—EAST

Miles from Cincinnati	STATIONS	FIRST CLASS								(Continued on page 28)			
		44	146	126	12	48	104	122	16				
		CLEVELAND EXPRESS	CLEVELAND SPECIAL	SANDUSKY EXPRESS	THE FLAMINGO	CINTL.-CLEVE. EXPRESS	NEW YORK SPECIAL	EXPRESS	OHIO STATE LIMITED				
		Daily	Daily	Daily Ex. Sunday	Daily	Daily Ex. Sunday	Daily	Daily Ex. Sunday	Daily				
.....	Cincinnati.....DN												
4.7	Winton Place.....		AM 9.00			NOON 12.00	PM 12.25				PM 3.05		
			s 9.11			s12.11	s12.36				s 3.16		
5.5	Ivorydale Jct.....DN		9.13			12.13	12.38				3.18		
10.3	Lockland.....					s12.20							
13.0	West Sharon.....DN		9.22			12.25	12.47				3.27		
13.9	Sharon Yard.....												
14.6	Sharonville.....					s12.27							
16.2	Gano.....		9.26			12.30	12.51				3.31		
20.5	Mauds.....DN		9.32			f12.37	12.57				3.37		
30.9	M. & C. Jct.....DN		9.42			12.49	1.06				3.46		
31.6	Middletown.....		s 9.45			s12.58	s 1.08				s 3.48		
31.9	Middletown Yard...												
34.2	Wells.....D		9.49			1.02	1.11				3.51		
37.5	Franklin.....D					s 1.10							
37.4	Carlisle Jct.....DN		9.52			1.17	1.14				3.54		
42.5	Miamisburg.....DN		9.58 ⁵⁸			s 1.25	1.19				3.59		
45.1	West Carrollton...					s 1.30							
48.6	Moraine.....												
51.8	Miami City Jct....		10.09			1.42	1.28				4.08		
52.5	Dayton.....DN		s10.14			s 1.55	s 1.31				s 4.11		
53.5	Second Street.....												
53.8	Draw Bridge.....DN		10.18			1.59	1.34				4.14		
54.7	Dayton Yard.....D		10.19			2.01	1.35				4.15		
55.8	Tates Point.....DN		10.21			2.03	1.36				4.16		
63.7	Osborn.....DN		10.30			s 2.14	1.44			PM	4.24		
72.2	Cold Springs.....DN		10.39			2.24	1.52			1.33	4.32		
75.6	West End.....DN		10.43	AM	AM	2.29	1.56			1.38	4.36		
77.5	Springfield.....DN	AM 6.10	s10.55	9.55	11.05	s 3.00	s 2.05			1.45	s 4.45		
78.4	Springfield Yard.DN			9.57	11.07					PM			
84.2	Glen Echo.....DN			f10.05	11.14								
92.0	Urbana.....			s10.20	s11.23								
93.7	East Urbana.....												
97.9	Lippincotts.....			f10.28									
102.1	West Liberty.....			s10.40									
107.8	Jewells.....DN			10.48	11.41								
109.0	Gest.....												
109.8	Bellefontaine.....DN			10.55	11.45								
79.3	Carney.....DN	6.14	10.58	AM	AM	3.04	2.08				4.49		
84.7	Brooks.....N	6.21	11.05			3.11 ⁵⁷	2.14				4.56		
88.1	Plattsburg.....D	f 6.25	11.09			s 3.16	2.17				5.00		
92.6	Myers.....												
97.1	London.....DN	s 6.45 ¹⁵	f11.18			s 3.35 ³⁵	2.26 ⁵⁷				5.10		
101.6	Deer Creek.....												
105.7	Lilly Chapel.....D	f 6.55	11.27			s 3.50	2.35				5.19		
108.9	Georgesville.....					f 3.55							
112.4	Galloway.....DN	f 7.03	11.34			s 4.00	2.41				5.26 ⁹⁹		
117.2	Camp Chase.....												
119.7	Miami Crossing..DN	7.12	11.42			4.12	2.49				5.34		
120.9	B. & O. Jct.....DN	7.14	11.44			4.15	2.51				5.36		
121.9	Dennison Ave....DN	7.16	11.46			4.17	2.53				5.38		
122.4	Columbus.....DN	7.20	11.50			4.40	2.55				5.42		
		AM	AM			PM	PM				PM		

EASTERN STANDARD TIME CINCINNATI TO BELLEFONTAINE AND COLUMBUS—EAST

Miles from Cincinnati.	STATIONS	FIRST CLASS										
		8	124		18		28		2		42	
		EXPRESS	THE KNICKERBOCKER		HUDSON RIVER EXPRESS		EASTERN MAIL		MICHIGAN SPECIAL		MIDNIGHT SPECIAL	
		Daily Ex. Sunday	Daily		Daily		Daily		Daily		Daily	
		PM	PM	PM	PM	PM	PM	PM	PM	AM		
.....	Cincinnati.....DN		5.50	7.35	9.35	11.30	11.50					
4.7	Winton Place.....		s 6.01	s 7.46	s 9.46	s 11.41	s 12.01	AM				
5.5	Ivorydale Jct.....DN		6.03	7.48	9.48	11.43	12.03					
10.3	Lockland.....				s 9.57							
13.0	West Sharon.....DN		6.12	7.57	10.01	11.53	12.13					
13.9	Sharon Yard.....											
14.6	Sharonville.....											
16.2	Gano.....		6.16	8.01	10.06	11.57	12.17					
20.5	Mauds.....DN		6.22	8.07	10.13	12.04	12.25	AM				
30.9	M. & C. Jet.....DN	PM	6.32	8.17	10.23	12.15	12.36					
31.6	Middletown.....	4.15	s 6.35	s 8.20	s 10.35	s 12.18	s 12.41					
31.9	Middletown Yard.....											
34.2	Wells.....D	4.19	6.39	8.24	10.39	12.22	12.45					
37.5	Franklin.....D	s 4.28			s 10.50							
37.4	Carlisle Jct.....DN	4.33	6.43	8.28	10.54	12.26	12.49					
42.5	Miamisburg.....DN	PM	6.49	8.34	11.01	12.32	12.57					
45.1	West Carrollton.....											
48.6	Moraine.....											
51.8	Miami City Jct.....		7.00	8.45	11.13	12.44	1.10					
52.5	Dayton.....DN		s 7.05	s 8.50	s 11.30	s 12.53	s 1.20					
53.5	Second Street.....											
53.8	Draw Bridge.....DN		7.09	8.54	11.34	12.57	1.24					
54.7	Dayton Yard.....D		7.10	8.55	11.35	12.59	1.26					
55.8	Tates Point.....DN		7.12	8.57	11.37	1.01	1.28					
63.7	Osborn.....DN		7.21	9.06	11.49	1.11	1.38					
72.2	Cold Springs.....DN		7.29	9.14	11.59	1.20 ⁹⁸	1.48					
75.6	West End.....DN		7.33	9.18	12.04 ^{AM}	1.24	1.53					
77.5	Springfield.....DN		s 7.42	s 9.27	s 12.30	s 1.40	s 2.15 ⁹⁵					
78.4	Springfield Yard.....DN					1.42						
84.2	Glen Echo.....DN					1.50						
92.0	Urbana.....					s 2.01						
93.7	East Urbana.....											
97.9	Lippincotts.....											
102.1	West Liberty.....											
107.8	Jewells.....DN					2.20						
109.0	Gest.....											
109.8	Bellefontaine.....DN					2.35						
79.3	Carney.....DN		7.46	9.31	12.35	AM	2.19					
84.7	Brooks.....N		7.53	9.38	12.44		2.26					
88.1	Plattsburg.....D		7.57	9.42	12.48		2.30					
92.6	Myers.....											
97.1	London.....DN		8.07	f 9.53	s 1.05		2.41					
101.6	Deer Creek.....											
105.7	Lilly Chapel.....D		8.17	10.03 ⁸⁴	1.18		2.51					
108.9	Georgesville.....											
112.4	Galloway.....DN		8.24	10.10 ⁴⁵	1.31 ²⁵		2.58					
117.2	Camp Chase.....											
119.7	Miami Crossing.....DN		8.32	10.18	1.43		3.06					
120.9	B. & O. Jct.....DN		8.34	10.20	1.45		3.08					
121.9	Dennison Ave.....DN		8.36	10.22	1.47		3.10					
122.4	Columbus.....DN		8.40	10.25	2.05		3.15					
			PM	PM	AM		AM					

**EASTERN STANDARD TIME
CINCINNATI TO BELLEFONTAINE AND COLUMBUS—EAST**

Miles from Cincinnati	STATIONS	SECOND CLASS								(Continued on page 30)	
		92	154	58	194	94	54	150	60		
		THROUGH FREIGHT	LOCAL FREIGHT	SWITCH RUN	IND. DIV. FREIGHT	THROUGH FREIGHT	SWITCH RUN	IND. DIV. LOCAL FREIGHT	CO+MC4 FREIGHT		
		Daily	Daily Ex. Sunday	Daily Ex. Sunday	Daily	Daily	Daily Ex. Sunday	Daily Ex. Sunday	Daily		
4.7	Cincinnati.....DN Winton Place.....										
5.5	Ivorydale Jct.....DN										
10.3	Lockland.....										
13.0	West Sharon.....DN			AM							PM
13.9	Sharon Yard.....			7.00							1.35
14.6	Sharonville.....										
16.2	Gano.....			f.							
20.5	Mauds.....DN			f.							
30.9	M. & C. Jct.....DN										
31.6	Middletown.....										
31.9	Middletown Yard.....		AM								
34.2	Wells.....D		7.00	s.							
37.5	Franklin.....D										
37.4	Carlisle Jct.....DN		7.20								
42.5	Miamisburg.....DN		AM	s 9.58 ¹⁴⁶							
45.1	West Carrollton.....			f.							
48.6	Moraine.....			f.							
51.8	Miami City Jct.....										
52.5	Dayton.....DN										
53.5	Second Street.....										
53.8	Draw Bridge.....DN										
54.7	Dayton Yard.....D			s.							
55.8	Tates Point.....DN										
63.7	Osborn.....DN			s.		AM				PM	
72.2	Cold Springs.....DN			1.35	PM	7.00				1.15	3.25
75.6	West End.....DN			1.45		7.10				1.25	
77.5	Springfield.....DN	AM						AM	AM		Via Erie
78.4	Springfield Yard.....DN	3.00		2.00		8.00		8.30	11.45	1.45	
84.2	Glen Echo.....DN			PM		AM			12.05	PM	3.45
92.0	Urbana.....								s.		
93.7	East Urbana.....										
97.9	Lippincotts.....								f.		
102.1	West Liberty.....								s.		
107.8	Jewells.....DN										
109.0	Gest.....								2.00		4.30
109.8	Bellefontaine.....DN								PM		PM
79.3	Carney.....DN	3.15						8.40			
84.7	Brooks.....N	3.35						8.55			
88.1	Plattsburg.....D	3.45						9.05			
92.6	Myers.....										
97.1	London.....DN	4.37 ⁵						9.35			
101.6	Deer Creek.....										
105.7	Lilly Chapel.....D	4.55						9.55			
108.9	Georgesville.....										
112.4	Galloway.....DN	5.10						10.15			
117.2	Camp Chase.....										
119.7	Miami Crossing.....DN	5.25						10.35			
120.9	B. & O. Jct.....DN	5.35						10.45			
121.9	Dennison Ave.....DN	5.40						10.55			
122.4	Columbus.....DN	5.45						11.00			
		AM						AM			

**EASTERN STANDARD TIME
SANDUSKY TO BELLEFONTAINE—WEST**

Miles from Sandusky.	STATIONS	FIRST CLASS				SECOND CLASS			
		9	3	135		67	97	53	93
		ROYAL PALM	THE FLAMINGO	SPRINGFIELD EXPRESS		THROUGH FREIGHT	BT 7 FREIGHT	LOCAL FREIGHT	BT 4 FREIGHT
		Daily	Daily	Daily Ex. Sunday		Daily Ex. Monday	Daily	Daily Ex. Sunday	Daily
	Toledo	Via N.Y.C. AM 1.30	Via N.Y.C. PM 1.20						
	Stanley Yard			PM		AM	5.00	AM	1.00
	Sandusky DN			3.00		3.00		6.00	
1.6	Bay Jet			3.02		3.05		6.05	
6.0	Castalia D			s 3.09		3.20		f 6.20	
17.0	Clyde DN			s 3.29		3.55		s 7.05	
22.2	Green Springs			s 3.37		4.10		s 7.30	
22.7	Green Springs Jet DN			s 3.38		4.15		f 7.35	
34.0	Tiffin D	AM	PM	s 3.58		4.50	AM	s 8.15 ⁶⁵	PM
42.7	Berwick DN	2.50	2.22	s 4.15		5.15	6.35	s 9.05	2.35
49.7	Carey DN	s 3.04	s 2.35	s 4.30		6.05	7.00 ⁶⁶	10.00 ⁵²	3.20
57.3	Wharton D	3.16	2.45	s 4.45		6.30 ⁶⁶	7.25 ⁶⁸	10.30	3.45
62.2	Forest DN	3.22	2.51	s 4.57		7.00 ⁶⁸	7.40	11.25 ⁸²	4.05
68.4	Grants	3.28	2.58	f 5.07		7.45	7.55	11.56 ¹²⁶	4.26
73.6	Hill Siding DN	3.34	3.04	5.14		8.05 ⁹⁷	8.05 ⁶⁷	12.10 ^{PM}	4.40
74.1	Kenton	3.35	s 3.06	s 5.20					
74.8	Sands DN	3.36	3.07	5.22					
86.4	Belle Center			s 5.40					
91.7	Huntsville DN	3.55	3.25	s 5.50 ⁹³				f	5.50 ¹³⁶
98.2	Bellefontaine DN	s 4.05 ^{AM}	s 3.35 ^{PM}	s 6.00 ^{PM}		10.00 ^{AM}	9.00 ^{AM}	1.30 ^{PM}	7.00 ^{PM}

**EASTERN STANDARD TIME
BELLEFONTAINE TO SANDUSKY—EAST**

Miles from Springfield	STATIONS	FIRST CLASS			SECOND CLASS				
		2	126	12	66	98	52	82	60
		MICHIGAN SPECIAL	SANDUSKY EXPRESS	THE FLAMINGO	THROUGH FREIGHT	MC 2 FREIGHT	LOCAL FREIGHT	THROUGH FREIGHT	MC 4 FREIGHT
		Daily	Daily Ex. Sunday	Daily	Daily Ex. Sunday	Daily	Daily Ex. Sunday	Daily	Daily
32.3	Bellefontaine DN	3.05	11.00	11.50	4.00	5.35	6.30	9.30	5.00
38.8	Huntsville DN	3.15	s 11.11	11.58			f		
44.0	Belle Center		s 11.24	12.05 ^{PM}			s		
55.6	Sands DN	3.35	11.42	12.17	5.15	6.25	7.50	10.45	5.40
56.3	Kenton	3.37	s 11.48	s 12.19			s		
56.8	Hill Siding DN	3.40	11.50	12.21	5.25	6.30	8.10	10.50	5.43
62.0	Grants	3.48	f 11.56 ⁶⁵	12.27	5.40	6.45	f 8.25	11.05	5.50
68.2	Forest DN	3.57	s 12.08 ^{PM}	12.35	6.05	7.00 ⁶⁷	s 9.00	11.25 ⁶³	6.00
73.1	Wharton D	4.04	s 12.17	12.40	6.30 ⁶⁷	7.25 ⁶⁷	s 9.30	11.40	6.10
80.7	Carey DN	s 4.20	s 12.38 ¹²	s 12.55 ¹²⁶	7.00 ⁶⁷	8.00	10.00 ⁶³	12.20 ^{PM}	6.25
87.7	Berwick DN	4.35	f 1.19	1.05	7.30	8.25	s 10.30	12.45	6.40
96.4	Tiffin D	AM	s 1.33	PM	8.15 ⁶³	AM	s 11.15	PM	PM
107.7	Green Springs Jct. DN		1.48		8.45		f 11.45		
108.2	Green Springs		s 1.50		8.55		s 12.05 ^{PM}		
113.4	Clyde DN		s 2.00		10.00		s 1.00		
124.4	Castalia D		s 2.16		10.45		f 1.45		
128.8	Bay Jet		2.26		10.55		1.55		
130.4	Sandusky DN		2.30		11.00		2.00		
129.9	Stanley Yard		PM		AM	1.00	PM	4.15	8.00
134.1	Toledo	5.50 ^{AM}		2.25 ^{PM}		Via N.Y.C.		Via N.Y.C.	Via N.Y.C.

CENTRAL STANDARD TIME JACKSON TO CARLISLE JCT.—SOUTH

Miles from Jackson	STATIONS	FIRST CLASS					SECOND CLASS					
		7		1			57		55		63	
		EXPRESS		EXPRESS			LOCAL FREIGHT		LOCAL FREIGHT		THROUGH FREIGHT	
		Daily Ex. Sunday		Daily Ex. Sunday			Daily Ex. Sunday		Daily Ex. Sunday		Daily	
	Jackson..... DN			PM 2.00			AM 6.00			AM 8.00		
1.2	OD..... DN			2.05			6.05			8.05		
5.7	Ackerson Lake.....		f	2.11			6.15			8.18		
9.7	Clarks Lake.....		s	2.18			f 6.25					
13.5	Cement City..... D		s	2.25 ⁶⁶			s 6.50			9.05		
18.0	Wood.....			2.34			7.00			9.15		
18.8	Addison Jct..... D		s	2.36			f 7.05			9.18		
20.8	Manitou Beach..... D		s	2.41			f 7.15			9.22		
24.9	Rollin..... D		s	2.49			f 7.25			9.40 ²		
29.9	Hudson..... D		s	3.00 ⁶⁴			s 8.05			10.05		
35.7	Prattville..... D		s	3.12			f 8.20			10.25		
39.5	Waldron..... D		s	3.20			f 8.35			10.35		
43.9	Alvordton..... DN		s	3.30			s 9.01 ⁸			11.00		
49.0	West Unity..... D		s	3.38			s 9.20			11.30 ⁶⁶		
58.7	DV..... DN			3.53						11.50		
59.5	Bryan..... D		s	3.57			s 10.50 ⁶⁶			12.01 ^{PM}		
66.0	Ney..... D		s	4.09			s 11.05			12.20 ⁶⁴		
73.1	Sherwood..... DN		s	4.23			s 11.25 ⁶⁴			12.40		
78.8	Cecil..... D		s	4.33			s 11.45			1.05		
84.9	Paulding..... D		s	4.45			s 12.30 ^{PM}			1.20		
88.5	Latty..... DN		s	4.54			s 12.55			1.40		
93.1	Haviland.....		s	5.04			s 1.10					
95.1	Scott..... D		s	5.09			s 1.25			2.05		
98.1	Cavett.....		f	5.14			f 1.40		AM			
102.2	Van Wert Yard..... DN	AM		5.22			2.00		7.15	4.00		
103.3	Van Wert..... DN	7.00		5.30			PM		7.20	4.10		
110.6	Ohio City..... DN	s 7.15		PM					s 8.00	4.25		
116.3	Rockford..... D	s 7.27							s 8.15	4.40		
126.9	Celina..... D	s 7.43							s 9.45	5.05		
132.4	Coldwater..... D	s 8.00							s 10.10	5.30		
137.0	St. Henry..... D	s 8.09							s 10.25	5.54 ⁸		
141.5	Gilberts..... D	s 8.17							f 10.40	6.10		
142.5	New Weston.....	s 8.20							f 10.45	6.15		
146.5	Rosburg..... D	s 8.27							s 10.55 ⁶⁴	6.25		
151.3	Ansonia..... DN	s 8.39							s 11.20	6.55		
154.1	Meekers..... DN	8.44							11.30	7.05		
158.6	D. & U. Crossing....											
159.3	Greenville..... D	s 8.55							s 11.55	7.30		
161.2	Penn..... DN	8.59							11.58	7.35		
164.7	Ft. Jefferson.....	f 9.06							f 12.10 ^{PM}			
167.5	Savona..... D	s 9.14 ⁶⁴							s 12.25	8.00		
171.8	Castine.....	f 9.21							f 12.35			
173.9	West Manchester DN	s 9.26							s 12.50	8.25		
179.8	Lewisburg..... D	s 9.35							s 1.20	8.50		
187.0	West Alexandria.... D	s 9.50							s 1.45	9.15		
189.7	Ingomar.....	s 9.55							f 1.55			
193.1	Backus.....	10.03							2.05	9.35		
194.2	Farmersville..... D	s 10.06							s 2.15	9.40		
199.6	Germantown..... D	s 10.17							s 2.30	9.55		
201.2	Wiggins.....	10.20							2.40	10.05		
203.6	Carlisle..... DN	f 10.24							f 2.45	10.10		
203.9	Carlisle Jct..... DN	10.25							2.50	10.15		
		AM							PM	PM		

**CENTRAL STANDARD TIME
CARLISLE JCT. TO JACKSON—NORTH**

Miles from Carlisle Jct.	STATIONS	FIRST CLASS				SECOND CLASS			
		2	8			54	56	64	
		EXPRESS	EXPRESS			LOCAL FREIGHT	LOCAL FREIGHT	THROUGH FREIGHT	
		Daily Ex. Sunday	Daily Ex. Sunday			Daily Ex. Sunday	Daily Ex. Sunday	Daily	
	Carlisle Jct. DN		PM 3.33			AM 6.20		PM 10.30	
0.3	Carlisle DN		f 3.34			f 6.25		10.32	
2.7	Wiggims		3.38			6.30		11.00	
4.3	Germantown D		s 3.43			s 7.05		11.05	
9.7	Farmersville D		s 3.55			s 7.20		11.30	
10.8	Backus		3.58			7.25		11.35	
14.2	Ingomar		s 4.07			f 7.35			
16.9	West Alexandria . . . D		s 4.12			s 7.50		12.15 ^{AM}	
24.1	Lewisburg D		s 4.27			s 8.25		12.55	
30.0	West Manchester DN		s 4.38			s 8.45		1.20	
32.1	Castine		f 4.42			f 8.50			
36.4	Savona D		s 4.50			s 9.14 ⁷		1.40	
39.2	Ft. Jefferson		f 4.55			f 9.30			
42.7	Penn DN		5.01					2.00	
44.6	Greenville D		s 5.08			s 9.55		2.05	
45.3	D. & U. Crossing . . .								
49.8	Meekers DN		5.18			s10.10		2.25	
52.6	Ansonia DN		s 5.23			s10.35		3.05	
57.4	Rosburg D		s 5.35			f10.55 ⁵⁶		3.20	
61.4	New Weston		s 5.42			f11.05			
62.4	Gilberts D		s 5.45			f11.10		3.40	
66.9	St. Henry D		s 5.54 ⁶³			s11.20		3.50	
71.5	Coldwater D		s 6.03			s11.50		4.05	
77.0	Celina D		s 6.16			s12.40 ^{PM}		4.45	
87.6	Rockford D		s 6.32			s 1.00		5.15	
93.3	Ohio City DN	AM	s 6.42			s 1.40		5.40	
100.6	Van Wert DN	7.10	7.00			1.55	AM	6.15	
101.7	Van Wert Yard . . . DN	7.13	PM			2.00	7.25	9.50	
105.8	Cavett	f 7.19				PM	f 7.40		
108.8	Scott D	s 7.25					s 8.00	10.15	
110.8	Haviland	s 7.31					s 8.10		
115.4	Latty DN	s 7.40					s 8.25	10.40	
119.1	Paulding D	s 7.48					s 9.00	10.55	
125.1	Cecil D	s 7.58					s 9.25	11.10	
130.8	Sherwood DN	s 8.07					s10.00	11.25 ⁵⁷	
137.9	Ney D	s 8.21					s10.15	12.20 ⁵⁸ PM	
144.4	Bryan D	s 8.30					s10.50 ⁵⁷	12.40	
145.2	DV DN	8.34						12.43	
154.9	West Unity D	s 8.51					s11.30 ⁶³	1.10	
160.0	Alvordton DN	s 9.01 ⁵⁷					s11.50	1.45	
164.4	Waldron D	s 9.09					f12.15 ^{PM}	2.00	
168.2	Prattville D	s 9.17					f12.30	2.25	
174.0	Hudson D	s 9.30					s12.50	3.00 ¹	
179.0	Rollin D	s 9.48 ⁶³					s 1.05	3.35	
183.1	Manitou Beach . . . D	s 9.49					f 1.20	3.50	
181.1	Addison Jct. D	s 9.53					s 1.35		
185.9	Wood	9.55					1.40	5.00	
190.4	Cement City D	s10.03					s 2.25 ¹	5.15	
194.2	Clarks Lake	s10.10					f 2.35		
198.2	Ackerson Lake	f10.18					2.45	5.30	
202.7	OD DN	10.25					3.00	5.50	
203.9	Jackson DN	10.35					3.15	6.00	
		AM					PM	PM	

EASTERN STANDARD TIME

DELAWARE TO SPRINGFIELD—WEST					SPRINGFIELD TO DELAWARE—EAST				
Miles from Delaware.	STATIONS	SECOND CLASS			Miles from Springfield.	STATIONS	SECOND CLASS		
		51					50		
		MIXED					MIXED		
		Daily Ex. Sunday					Daily Ex. Sunday		
		AM				AM			
.....	Delaware.....DN	9.00	..	.....	.....	Springfield.....DN	11.30	..	.....
4.2	Scioto.....	f 9.15	..	.....	0.9	Springfield Yard.DN	11.40	..	.....
5.6	White Sulphur....D	s 9.25	..	.....	6.9	Moorefield.....	s 11.55	..	.....
8.7	Ostrander.....D	s 9.45	..	.....	11.0	Catawba.....	f 12.10	PM	.....
13.4	New Dover.....	f 10.00	..	.....	17.8	Mechanicsburg....D	s 12.50	⁵¹	..
17.0	Marysville.....	s 11.10	..	.....	22.8	Irwin.....D	s 1.05	..	.....
22.5	Milford Center....	s 11.40	..	.....	27.4	Milford Center....	s 1.25	..	.....
27.1	Irwin.....D	s 11.55	..	.....	32.9	Marysville.....	s 2.15	..	.....
32.1	Mechanicsburg....D	s 12.50	⁵⁰ PM	.....	36.5	New Dover.....	f 2.25	..	.....
38.9	Catawba.....	f 1.10	..	.....	41.2	Ostrander.....D	s 2.45	..	.....
43.0	Moorefield.....	s 1.20	..	.....	44.3	White Sulphur....D	s 2.55	..	.....
49.0	Springfield Yard..DN	1.35	..	.....	45.7	Scioto.....	f 3.05	..	.....
49.9	Springfield.....DN	1.45	..	.....	49.9	Delaware.....DN	3.30	..	.....
		PM					PM		

CAREY TO VANLUE WEST					VANLUE TO CAREY EAST				
Miles from Carey	STATIONS				Miles from Vanlue	STATIONS			
.....	Carey.....DN	.....	..	.....	.....	Vanlue.....DN	.....	..	.....
5.5	Vanlue.....	.....	..	.....	5.5	Carey.....	.....	..	.....

NOTE—This table is for information only and does not authorize exceeding speed limitations of special instructions or however issued.

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. 36 sec.	100.00	1 min. 30 sec.	40.00	2 min. 24 sec.	25.00	3 min. 18 sec.	18.18
0 " 37 "	97.30	1 " 31 "	39.56	2 " 25 "	24.83	3 " 19 "	18.09
0 " 38 "	94.74	1 " 32 "	39.13	2 " 26 "	24.66	3 " 20 "	18.00
0 " 39 "	92.31	1 " 33 "	38.71	2 " 27 "	24.49	3 " 21 "	17.91
0 " 40 "	90.00	1 " 34 "	38.30	2 " 28 "	24.32	3 " 22 "	17.82
0 " 41 "	87.80	1 " 35 "	37.89	2 " 29 "	24.16	3 " 23 "	17.73
0 " 42 "	85.71	1 " 36 "	37.50	2 " 30 "	24.00	3 " 24 "	17.65
0 " 43 "	83.72	1 " 37 "	37.11	2 " 31 "	23.84	3 " 25 "	17.56
0 " 44 "	81.82	1 " 38 "	36.73	2 " 32 "	23.68	3 " 26 "	17.48
0 " 45 "	80.00	1 " 39 "	36.36	2 " 33 "	23.53	3 " 27 "	17.39
0 " 46 "	78.26	1 " 40 "	36.00	2 " 34 "	23.38	3 " 28 "	17.31
0 " 47 "	76.60	1 " 41 "	35.64	2 " 35 "	23.23	3 " 29 "	17.22
0 " 48 "	75.00	1 " 42 "	35.29	2 " 36 "	23.08	3 " 30 "	17.14
0 " 49 "	73.47	1 " 43 "	34.95	2 " 37 "	22.93	3 " 31 "	17.06
0 " 50 "	72.00	1 " 44 "	34.62	2 " 38 "	22.78	3 " 32 "	16.98
0 " 51 "	70.59	1 " 45 "	34.29	2 " 39 "	22.64	3 " 33 "	16.90
0 " 52 "	69.23	1 " 46 "	33.96	2 " 40 "	22.50	3 " 34 "	16.82
0 " 53 "	67.92	1 " 47 "	33.64	2 " 41 "	22.36	3 " 35 "	16.74
0 " 54 "	66.67	1 " 48 "	33.33	2 " 42 "	22.22	3 " 36 "	16.67
0 " 55 "	65.45	1 " 49 "	33.03	2 " 43 "	22.08	3 " 37 "	16.59
0 " 56 "	64.29	1 " 50 "	32.73	2 " 44 "	21.95	3 " 38 "	16.51
0 " 57 "	63.16	1 " 51 "	32.43	2 " 45 "	21.82	3 " 39 "	16.44
0 " 58 "	62.07	1 " 52 "	32.14	2 " 46 "	21.69	3 " 40 "	16.36
0 " 59 "	61.02	1 " 53 "	31.86	2 " 47 "	21.56	3 " 41 "	16.29
1 " 0 "	60.00	1 " 54 "	31.58	2 " 48 "	21.43	3 " 42 "	16.22
1 " 1 "	59.02	1 " 55 "	31.30	2 " 49 "	21.30	3 " 43 "	16.14
1 " 2 "	58.06	1 " 56 "	31.03	2 " 50 "	21.18	3 " 44 "	16.07
1 " 3 "	57.14	1 " 57 "	30.77	2 " 51 "	21.05	3 " 45 "	16.00
1 " 4 "	56.25	1 " 58 "	30.51	2 " 52 "	20.93	3 " 46 "	15.93
1 " 5 "	55.38	1 " 59 "	30.25	2 " 53 "	20.81	3 " 47 "	15.86
1 " 6 "	54.55	2 " 0 "	30.00	2 " 54 "	20.69	3 " 48 "	15.79
1 " 7 "	53.73	2 " 1 "	29.75	2 " 55 "	20.57	3 " 49 "	15.72
1 " 8 "	52.94	2 " 2 "	29.51	2 " 56 "	20.45	3 " 50 "	15.65
1 " 9 "	52.17	2 " 3 "	29.27	2 " 57 "	20.34	3 " 51 "	15.58
1 " 10 "	51.43	2 " 4 "	29.03	2 " 58 "	20.22	3 " 52 "	15.52
1 " 11 "	50.70	2 " 5 "	28.80	2 " 59 "	20.11	3 " 53 "	15.45
1 " 12 "	50.00	2 " 6 "	28.57	3 " 0 "	20.00	3 " 54 "	15.38
1 " 13 "	49.31	2 " 7 "	28.35	3 " 1 "	19.89	3 " 55 "	15.32
1 " 14 "	48.65	2 " 8 "	28.12	3 " 2 "	19.78	3 " 56 "	15.25
1 " 15 "	48.00	2 " 9 "	27.91	3 " 3 "	19.67	3 " 57 "	15.19
1 " 16 "	47.37	2 " 10 "	27.69	3 " 4 "	19.57	3 " 58 "	15.13
1 " 17 "	46.75	2 " 11 "	27.48	3 " 5 "	19.46	3 " 59 "	15.06
1 " 18 "	46.15	2 " 12 "	27.27	3 " 6 "	19.35	4 " 0 "	15.00
1 " 19 "	45.57	2 " 13 "	27.07	3 " 7 "	19.25	4 " 17 "	14.00
1 " 20 "	45.00	2 " 14 "	26.87	3 " 8 "	19.15	4 " 36 "	13.00
1 " 21 "	44.44	2 " 15 "	26.67	3 " 9 "	19.05	5 " 0 "	12.00
1 " 22 "	43.90	2 " 16 "	26.47	3 " 10 "	18.95	5 " 27 "	11.00
1 " 23 "	43.37	2 " 17 "	26.28	3 " 11 "	18.85	6 " 0 "	10.00
1 " 24 "	42.86	2 " 18 "	26.09	3 " 12 "	18.75	6 " 40 "	9.00
1 " 25 "	42.35	2 " 19 "	25.90	3 " 13 "	18.65	7 " 30 "	8.00
1 " 26 "	41.86	2 " 20 "	25.71	3 " 14 "	18.56	8 " 34 "	7.00
1 " 27 "	41.38	2 " 21 "	25.53	3 " 15 "	18.46	10 " 0 "	6.00
1 " 28 "	40.91	2 " 22 "	25.35	3 " 16 "	18.37	12 " 0 "	5.00
1 " 29 "	40.45	2 " 23 "	25.17	3 " 17 "	18.27		

