

JUDSON HARMON, RUFUS B. SMITH, Receivers

# THE CINCINNATI, HAMILTON & DAYTON RAILWAY COMPANY



## TOLEDO DIVISION

### TIME TABLE NO. 31

EFFECTIVE 12:01 A. M. CENTRAL STANDARD TIME

# Sunday, June 10, 1917

F. B. MITCHELL,  
*Superintendent.*

H. B. VOORHEES,  
*General Superintendent.*

J. R. KEARNEY,  
*Gen'l. Supt. of Transportation.*

C. W. GALLOWAY,  
*General Manager.*

# SAFETY FIRST

**S**afety means the conservation of human life.

**A**lways be on the alert to avoid accidents.

**F**oggy and stormy weather require special attention to the speed of your train.

**E**xercise precaution and regularity in your work.

**T**ake no chances.

**Y**ou should always look before stepping on a track.

**F**urnish your train proper protection at all times.

**I**njuries often result by depending upon others to protect you.

**R**eview from time to time your Book of Rules.

**S**tudy your time table carefully.

**T**hink of those dependent upon you before taking a chance  
and you will

**ALWAYS BE CAREFUL.**

## DIVISIONAL STAFF

### SUPERINTENDENT

F. B. MITCHELL

### ASSISTANT SUPERINTENDENTS

M. S. KOPP

S. U. HOOPER

### TRAIN MASTERS

Cincinnati to Hamilton

R. B. FITZPATRICK

Hamilton to Lima

R. W. BROWN

Lima to Toledo

C. W. HAVENS

### CHIEF DISPATCHERS

W. H. CRIST

W. L. AUGSPURGER

### DISPATCHERS

G. E. REEL

B. M. THARP

A. R. LANKER

S. C. PAYNE

E. L. FOX

E. H. RUPKEY

E. A. DICKSON

G. J. WILLIAMS

G. S. SMITH

W. W. BURCH, Relief.

### ROAD FOREMAN OF ENGINES

Cincinnati to Troy

M. P. HOBAN

Troy to Toledo

O. R. STEVENS

### DIVISION MASTER MECHANIC

W. D. JOHNSTON

### DIVISION OPERATOR

I. E. CLAYTON

### DIVISION ENGINEER

F. J. FARRISH

### ASSISTANT DIVISION ENGINEER

W. P. BALL

# SURGICAL DEPARTMENT.

Company's Surgeons and Rules Governing their Employment

## COMPANY'S SURGEONS.

DR. JOSEPH A. HALL, Chief Surgeon, Carew Building, Cincinnati, Ohio.	
Cincinnati, O.—	DR. E. O. PORTER, Ninth and Baymiller Streets; 'Phone West-896.
Cincinnati, O.—	DR. B. D. SMITH, Ninth and Baymiller Streets; 'Phone West-896.
Winton Place, O.—	DR. FOSTER J. BOYD, 731 Mellwood Avenue; 'Phone Park-303.
Elmwood Place, O.—	DR. JOHN G. REED, First National Bank Building; 'Phone Valley 537-R.
Elmwood Place, O.—	DR. L. A. MOORE, 614 Main St., 'Phone Valley 985.
Elmwood Place, O.—	DR. BYRON H. NELLANS, Linden and Main Ave., 'Phone Valley 276.
Hartwell, O.—	DR. JOHN V. MCGOWEN, 234 Hartwell Avenue; 'Phone Valley-114.
Wyoming, O.—	DR. PAUL GILLESPIE, 220 Wyoming Avenue; 'Phone Valley-62.
Lockland, O.—	DR. G. W. DAVIS, 230 Mill Street; 'Phone Valley-66.
Glendale, O.—	DR. ROBERT C. ALLEN, Fountain Avenue; 'Phone Glendale-54-X.
Hamilton, O.—	DR. MARK MILLIKIN, 311 South Second Street.
Hamilton, O.—	DR. MERLE FLENNER, 3rd & Dayton St.
Trenton, O.—	DR. J. C. GRAFF.
Middletown, O.—	DR. G. D. LUMMIS, Fourth and Main Streets.
Middletown, O.—	DR. E. O. BOWER.
Carlisle, O.—	DR. F. TALLIAFERRO, Carlisle, O.
Carlisle, O.—	DR. N. A. HAMILTON, Franklin, O.
Miamisburg, O.—	DR. W. BURNETT WEAVER.
Dayton, O.—	DR. F. S. THOMSON, 19 South Linden Avenue; Bell 'Phone East-1941.
Dayton, O.—	DR. E. R. ARN, 2706 3rd Street, Bell 'Phone East-743.
Tippecanoe City, O.—	DR. S. D. HARTMAN.
Troy, O.—	DR. GEORGE E. MCCULLOUGH.
Troy, O.—	DR. WARREN COLEMAN.
Piqua, O.—	DR. ROBT. M. SHANNON.
Sidney, O.—	DR. ARTHUR SILVER, 223 No. Main St.
Sidney, O.—	DR. M. F. HUSSEY.
Anna, O.—	DR. D. R. MILLETTE.
Wapakoneta, O.—	DR. CHAS. C. BERLIN, 106 Willipie St.; 'Phone 131.
Cridersville, O.—	DR. C. H. STRASBURG.
Lima, O.—	DR. OLIVER S. STEINER, Steiner Block; 'Phone Main 3645.
Lima, O.—	DR. J. B. POLING, 310 Holland Block; 'Phone Main 2423.
Columbus Grove, O.—	DR. FRANK MORRIS.
Ottawa, O.—	DR. A. F. SHIEBLEY.
Lepsic, O.—	DR. W. S. YEAGER, 36 Defiance St.
Deshler, O.—	DR. T. M. GEHRETT.
Weston, O.—	DR. J. W. WILLIAMS.
Weston, O.—	DR. CLIFF WETHERILL.
Tontogany, O.—	DR. HENRY J. JOHNSTON.
Haskins, O.—	DR. O. A. CANRIGHT.
Perrysburg, O.—	DR. W. H. RHEINFRANK.
Toledo, O.—	DR. CHARLES H. MILLS, 204 Fassett Street; 'Phone Bell East-244. 'Phone, Home East-77.
Toledo, O.—	DR. GEO. B. BOOTH, 215 Colton Bldg. Home 'Phone Main 6255, Bell 'Phone Main 5567.
Bowling Green, O.—	DR. F. D. HALLECK.
Bowling Green, O.—	DR. ARTHUR M. HARRISON.
North Baltimore, O.—	DR. J. R. ARCHER.
Findlay, O.—	DR. N. L. MACLACHLAN, Ewing Bldg.

## RULES.

1. All telegraphic calls for surgeons will have precedence over all other business, except train orders.

2. In all cases of injuries to passengers or employees requiring surgical aid, the Surgeon of the Company who can reach the point the quickest will be immediately called for by the officer in charge and the case put in his exclusive control. If impossible to secure immediate attendance of Company's Surgeons, other surgical aid should be promptly secured to attend until the arrival of the Company's Surgeon.

Upon the arrival of the Company's Surgeon he shall assume charge of the situation, making proper arrangement with the surgeon already in attendance for continuance or discontinuance of services.

3. When a number of persons are injured the services of competent surgeons in the vicinity should at once be secured and every attention given the wounded. Company's Surgeons will be immediately notified, giving number of persons injured and what will probably be required for their relief.

4. The Company will not be responsible for the employment of other surgeons than those above named, and no obligation of any kind, beyond the services required while awaiting the arrival of the Company's Surgeon, or subsequently arranged for by him, will be assumed for the Company.

5. The officer in charge will arrange to have the injured persons removed from the scene of the accident as promptly as possible, providing an ambulance or other conveyance, and sending a man, or men, with the injured persons when necessary; any expense incurred to be billed direct to the Company, or paid by the person in charge, who will present a statement of the same and receive voucher.

6. No important surgical operation should be performed previous to the arrival of the Company's Surgeon, except such as may be required for the immediate safety of the patient.

7. While the Company's Surgeons will be assigned to duty within prescribed limits, they will be expected to go out of such limits whenever required.

8. Employees will be expected, whenever possible, to visit the Company's Surgeon's office for treatment.

9. Any General Officer, Claim Agent, General Foreman, Station Agent, Yardmaster or Conductor may call for the services of Company Surgeons, and when so called the Company Surgeons will immediately respond.

10. First aid emergency boxes, directions for use of which are pasted on the inside of cover, will be carried on trains and located at every important shop and station.



# SPECIAL INSTRUCTIONS.

## 1. SUPERIORITY OF TRAINS.

On single track Northward trains are superior to Southward trains of same class.

Exceptions to No. 1, No. 47 is superior to No. 48; No. 43 is superior to No. 44.

## 2. LOCATION OF STANDARD CLOCKS.

Cincinnati	Piqua,
Gest St. Engine House,	Lima, Telegraph Office
Ivorydale Crew Dispatcher	Lima, Crew Dispatcher,
Elmwood Place,	North Lima,
Hamilton, Telegraph Office,	Ottawa,
Hamilton Engine House,	Deshler,
Dayton,	Tontogany,
East Dayton	Toledo Yardmasters Office.
North Dayton,	Toledo Engine House,
Troy,	Toledo Union Station.

## 3. REGISTER AND BULLETIN BOARD STATIONS.

Cincinnati,	*North Baltimore	*Findlay
Elmwood Place	*SW Cabin	*East Middletown
*Glendale	Lima	†Gest street Roundhouse
Hamilton	North Lima	†Ivorydale crew dispatcher
*AX Cabin	Deshler	†Hamilton Engine house
*Middletown	Tontogany	†East Dayton crew dispatcher
Dayton	*Bates	†Lima crew dispatcher
*North Dayton	*Penna Jct.	†Toledo yard office
*Kirkwood	Toledo	†Toledo Engine house
	* No Bulletin Boards.	
	† No Train Register.	

Elmwood Place, Glendale, Hamilton, Deshler, Tontogany, East Middletown, North Baltimore, and Findlay are register stations for trains starting and terminating there.

Dayton and Lima are register stations for first-class trains only.

Trains are relieved from examining registers at AX Cabin, Middletown, North Dayton, Kirkwood, SW Cabin, North Lima, and Bates; provided their superiority is not affected at these points by time table or train orders or it is known that all superior trains due have arrived before passing from double to single track. Conductors will then hand off register slip Form C to operator who will register train.

## 4. FORMS A. AND C.

At Register Stations Form A will be issued on authority of Train Dispatcher only, except that when unable to communicate with Train Dispatcher through failure of telegraph line or other cause, operator may issue, providing he has no orders affecting the movement of the train.

First-class trains will not leave Hamilton, Dayton and Lima without Form A.

Form A part A line 5 properly authorized by Train Dispatcher relieves both Conductor and Engineer from examining register.

Regular trains will leave North Baltimore, Findlay, and East Middletown without receiving Form A. During closed period of train order office regular trains will leave Cincinnati without receiving Form A and will receive Form A at Cincinnati Jct., Rule 83C of Book of Rules is modified accordingly.

## 5. SPEED RESTRICTIONS.

LIMITS	CLASS OF SERVICE		
	Passenger and Express Trains.	Passenger Trains handled by Freight Eng. and 2nd Class.	Extras, Slow Freight, Locals, Pick up's and Work Trains.
Toledo Division, except as noted below.....	55	40	30
Engines running backwards, on tangents...	20	20	20
Engines running backwards on curves.....	15	15	15
Trains backing .....	20		
When other than passenger trains are run on first-class schedules the train orders will specify the maximum speed.....			
In weather so foggy or stormy as to obscure in any degree the clear view of signals, Engineers will cause their train to approach them under control.....			
Between Gest Street and Elmwood Place...	40	25	20
Through Brighton and Northside.....	25	15	15
Southward main track between Woodlawn and opposite Grasselli Co. switch.....	40	25	20
Lindenwald to Old River Jct.....	25	20	20
Washington Street, Dayton.....	10	10	10
Through Tippecanoe City 5 a.m to 11 p.m....	25	25	25
Troy passenger station to Miami River Bridge, north of Troy.....	20	20	20
AK Tower to Wapakoneta passenger station.....	20	20	20
Between Erie Junction and North Lima...	30	15	15
Through Perrysburg.....	25	20	20
Through Bates.....	25	20	20
Middletown Sub-division.....	20	20	20
Findlay Sub-division.....	25	20	20
Bowling Green Sub-division.....	25	20	20
P. & T. Sub-division.....	25	20	20
Entering Double Track at AX Cabin.....	15	10	10
Entering double track at SW Cabin, leaving double track at Kirkwood.....	20	20	20
Entering double track, North Dayton, and leaving Double Track North Lima....	15	15	15
Southward Trains Leaving Double Track Middletown.....	10	10	10
On Northward Main between telegraph poles 54-20 and 54-30 South of WF Cabin.....	40	25	20
Between Mile post C-76 and telegraph pole C-76-10 North of Tippecanoe City....	40	25	20
Between Hump yard office and south end of curve at Oregon Road Bridge on High Speed Main Rossford.....	45	30	20
Of Curve at Oregon Road Bridge on High Speed Main Rossford.....	30	20	20
Through interlocking Plants.....	50	35	30
Entering or leaving sidings.....	12	12	12
Bridge 41 at Louie Street Dayton for Engines rated 180 or over.....	15	15	15
Canal Bridge, Middletown Sub-division....	10	10	10
Reverse movement on double track over facing point switches not interlocked..	10	10	10
Trains handling Steam Crane.....		35	35
Light Engines with or without caboose will not exceed 35 miles per hour.....			
Excursion trains with open platform equipment will not exceed 45 miles per hour.			

Trains and engines will run under control between Cincinnati passenger station and Gest St. and will not pass Carr or Gest Sts. until proceed signal is received from switch tender, given with hand signal by day and green lamp by night.

Trains and engines will run under control between Second Street Dayton and North Dayton, and between Lima Depot and North Lima.

## SPECIAL INSTRUCTIONS—CONTINUED

Trains and engines will approach Canal Bridge on Middletown Sub-division at Hamilton under control, and stop, unless known that bridge is in proper position to cross.

### 6. BRAKEMEN, FLAGMEN AND FLAGGING.

When flagging, in addition to other signals, flagmen will at all times take fuses with them. When called in during the night, or unfavorable weather condition will leave a lighted fuse in addition to torpedoes.

When stop signal is displayed by flagman, engineer will reduce to slow speed and unless he receives definite instructions, oral or written, as to cause of being flagged, will bring train to a stop and not proceed, until he receives such information from flagman.

When a broken rail is discovered or dangerous condition of track the flagman will remain on the ground and protect until relieved by section men or other competent employe.

When switching over street car crossing, street or road crossing not protected by gates or crossing watchman a trainmen will be stationed at such crossing to give proper signals so as to prevent accident.

After a passenger train departs from a station, trainmen will announce in each coach, in a clear and distinct voice, "The next station stop is . . . ." (using the name of the next stop). The announcement should be made facing the rear of the train.

When a train is nearing the next station at which it stops, trainmen will again announce in each coach "The next station is . . . ." which announcement should be made with the door closed in order that passengers may understand what is being said.

When a passenger train is stopped before its arrival at a regularly scheduled stop, trainmen will announce in each coach, "Not a station stop".

When there is a flag stop between two regularly scheduled stops and passengers to be discharged at the flag stop, trainmen will announce the flag station. When there are no passengers to be discharged at a flag station, trainmen will not announce the next regularly scheduled stop until after the train has passed such flag station.

A switch will not be closed for main track while a train, engine or car, is outside of clearance point of the siding. A train entering siding or moving through cross-over between main tracks, will not stop to pick up man at switch while any part of train is between switch and clearance point of siding, or between switches of cross-over.

Inside switches leading to main track will be left set for straight track.

When leaving sidings, a member of train crew will stand near the switch and inspect train.

Two long and one short blasts of the whistle will be used by enginemen in answering signal of flagman.

A light engine coming up behind a train inside of yard limits will not relieve trainmen from protecting against following movements.

Extra trains will run under control through Piqua Yard, expecting to find yard engine working, unprotected by flagman.

Findlay Sub-division trains will protect against main line trains between Deshler Junction and Deshler passenger station.

Second and Third-class and extra trains will approach Deshler Junction under control, expecting to find main track occupied between Deshler Junction and Deshler.

Regular trains on Findlay and Middletown Sub-divisions are relieved from protecting the rear of their train, except on the time of an overdue regular train. When extra trains are run on these Sub-Divisions, train will be protected by train order.

### 7. EXPLOSIVES.

Cars loaded with inflammable articles, acids, dynamite, powder, and other explosives, and oil tanks, loaded or empty, will be handled in accordance with General Notice No. 143, revised to October 1, 1914, issued by the Transportation Department.

### 8. EXTRA TRAINS.

Extra trains may run ahead of and between sections of third-class trains.

After receiving form A, trains not scheduled may be dispatched with current of traffic as extras from Cincinnati or Ivorydale to AX Cabin, from AX Cabin to Ivorydale or Cincinnati, from Middletown to North Dayton and North Dayton to Middletown.

## 9. FIXED SIGNALS.

### Railroad Crossings.

STATIONS	CROSSINGS	Position of Signal indicating clear route for C. H. & D. Trains.
Cincinnati Junction.	B. & O. S-W . . . . .	Horizontal
" "	Oklahoma Crossing. . . . .	Horizontal
" "	C. & O. of Ind. . . . .	Horizontal
Hamilton . . . . .	C. I. & W. . . . .	Interlocked signals
Old River Jet. . . . .	P. C. C. & St. L. . . . .	Interlocked signals
New River Jet. . . . .	P. C. C. & St. L. . . . .	Interlocked
Carlisle. . . . .	Cincinnati Northern	Interlocked
Miami City Junction	C. C. C. & St. L. . . . .	Interlocked
" " " "	P. C. C. & St. L. . . . .	Interlocked
Dayton, Second Street	C. C. C. & St. L. . . . .	Interlocked
Dayton First Street.	C. C. C. & St. L. . . . .	Horizontal
Troy . . . . .	P. & E. . . . .	Gates Clear of track
Piqua Crossing. . . . .	P. C. C. & St. L. . . . .	Interlocked
AK Tower . . . . .	T. & O. C. . . . .	Interlocked
Erie Junction. . . . .	C. & E. . . . .	Diagonal
Lima Belt. . . . .	Lima Southern . . . . .	Gates clear of track
Lima Belt. . . . .	L. E. & W. . . . .	Interlocked
Lima. . . . .	L. E. & W. . . . .	Horizontal
Lima. . . . .	P. F. W. & C. . . . .	Gates Clear of track
Columbus Grove. . . . .	Nor. Ohio. . . . .	Gates clear of track
Ottawa. . . . .	C. F. & Ft. W. . . . .	Interlocked
Leipsic. . . . .	D. T. & I. . . . .	Interlocked
Leipsic Junction. . . . .	N. Y. C. & St. L. . . . .	Horizontal
Deshler. . . . .	B. & O. . . . .	Horizontal
Bates. . . . .	T. T. R. R. Co. . . . .	Interlocked
Penna Jet. . . . .	P. C. C. & St. L. . . . .	Interlocked signals
McComb. . . . .	N. Y. C. & St. L. . . . .	Interlocked
E. Middletown. . . . .	C. L. & N. . . . .	Rule 20 to be observed

Where switch lights are burning dimly, or not at all, Engineers will report the fact to the superintendent by wire from the first open telegraph office at which the train stops. The train dispatcher upon receipt of this report, will select the first available employe to go and put the lights in proper condition making full report of conditions found.

Miami City Junction: Trains leaving Delphos Division main or lead track No. 5 at Washington Street, will not enter southward main track without having a clear route from the tower operator.

Rule 362 of Book of Rules is modified so as to permit passenger trains to pass a stop signal at station stops to do platform work, except that no train will pass a signal far enough to run by the clearance of the passing track switch where an opposing train would enter siding, or pass clearance at end of double track where an opposing train would enter double track, without first having received hand signals from signalman. Before leaving, conductor and engineman will receive Form A, part A, line 3.

Attention is directed to Wellston Division Rule 10, which provides that; Automatic block signals are in use between Front Street and 400 feet east of scale house East Dayton yard. Be governed by Rules 501 to 510 inclusive Book of Rules.

Rule 10 Book of Rules is modified to the extent that yellow indicates caution and green indicates clear.

Yards are located at following points;

Cincinnati,	Piqua Crossing,	Tontogany,
Hamilton,	Lima,	Bates,
Dayton,	Ottawa,	Over P.&T. Subdivision
Troy,	Deshler,	

In Automatic block territory, where the semaphore is used as a train order signal, such signal will indicate "clear" when there are no orders and "stop" when trains are to be stopped for train orders. When an operator receives the signal "31" or "19" followed by the direction, he will immediately display the "stop signal" for the direction indicated and reply "stop displayed" adding the direction; and until the orders have been delivered or annulled the signal will not be restored to "proceed". Rule 221, Book of Rules, conflicting is modified accordingly.

At Cincinnati Junction, Winton Place, Elmwood Place, Wyoming, McComb and Bowling Green, where there are no fixed signals as covered by Rule 221, Book of Rules, a red flag by day or red light by night will be used to stop trains for delivery of train orders. A train will not pass a signal so given unless authorized by Form A. That part of Rule 221 conflicting is modified accordingly.

## SPECIAL INSTRUCTIONS—CONTINUED

Rule 504, paragraph (a) of the Book of Rules is modified as follows:—

On single track, preceded by a flagman a sufficient distance to insure protection until he can see the block signal in advance in the caution or proceed position, when the flagman may be taken up and the train proceed to that signal at a speed not exceeding six miles per hour.

### 10. SPACING TRAINS.

Rules 501 to 510 inclusive will govern between, Cincinnati Jct. and AX Cabin, Middletown and Washington St. Dayton, North Dayton and Tippecanoe City, and between,

Approach signals and opposing home signals at AK Tower and Leipsic interlocking plants.

Rules 301 to 379 inclusive, will govern between AX Cabin and Middletown, Tippecanoe City and Lima, North Lima and Penna Jct.

Rules 326-A and 365 are modified as follows:—

When a train takes siding at a non-telegraph station and the telephone proves inoperative the train may proceed under control when its superiority permits, protecting its movement in the rear and observing a spacing rule of ten minutes.

### 11. HELPER, SWITCH AND YARD ENGINES.

Not applicable.

### 12. TELEPHONES.

When a train enters a siding and is known to be clear of the main track, the conductor or engineer is authorized to report same. When getting authority to proceed from the siding the conductor or engineer will procure it.

Conductors of trains on sidings adjacent to an open telegraph office where siding telephones are not located will leave a member of the crew remain at such office (or if telephone is installed, remain at it), so that communication may be had.

Conductors and locomotive engineers securing information by telephone in connection with block system will give train number and their name. The operator responding will also give his name.

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

Not applicable.

### 14. WATER AND FUEL.

Rule 115 Book of Rules is modified as follows.

To take water or fuel, engines will be detached from freight trains consisting of twenty-five or more cars and brakeman will remain at head end of train to give proper signals, unless engine will pass over street crossings, when brakeman will accompany engine and ride rear of tank or cars to protect movement over street crossings.

### 15. OPERATING TRAINS BY SIGNAL INDICATION.

Not applicable.

### 16. JOINT OR SPECIAL USE OF TRACKS.

P. C. C. & St. L. trains running with the current of traffic between Old River Junction and New River Junction will be governed by block signals located at these Junctions and may proceed after receiving block signal regardless of overdue C. H. & D. trains, except that Northward trains will stop at Old River Junction before passing onto C. H. & D. tracks.

Trains or engines using P. C. C. & St. L. tracks at Hamilton, to and from Middletown Sub-division will run under control and before entering upon such tracks will secure the block and after leaving clear the block to P. C. C. & St. L. operator at Hamilton over telephones located near connection switches at each end.

Dayton Joint track Rules will govern between Second Street and Miami City Junction.

L. S. & M. S. Time Table and Rules will govern between L. S. & M. S. Junction and Toledo.

Between Penna Jct. and L. S. and M. S. Jct., trains and engines will be governed by block signals controlled by operator at Penna Jct.

Wellston Division time Table will govern between Second Street and East Dayton. Attention is directed to Wellston Division Special Rule No. 16, which provides that: Trains and engines, except first class using main track between Second Street and East Dayton will examine the register at East Dayton or Second Street to ascertain if all first-class trains have departed, and run under control, expecting to find main track occupied.

17.

Not applicable.

MAIL.

### 18. TRAIN ORDER OFFICES—IRREGULAR HOURS.

Hours of Train Order offices open less than twenty-four hours

Cincinnati	6:00 A. M. to 11:50 P. M.
Winton Place	7:00 A. M. to 6:00 P. M.
Wyoming	6:00 A. M. to 5:00 P. M.
Glendale	6:00 A. M. to 11:50 P. M.
Stockton	6:30 A. M. to 5:30 P. M.
Sidney	6:00 A. M. to 5:00 P. M.
Anna	6:00 A. M. to 5:00 P. M.
South Columbus Grove	7:00 P. M. to 6:00 A. M.
Columbus Grove	7:00 A. M. to 6:00 P. M.
Belmore	7:00 A. M. to 6:00 P. M.
Custar	7:00 A. M. to 6:00 P. M.
Milton	7:00 P. M. to 6:00 A. M.
Weston	7:00 A. M. to 6:00 P. M.
Haskins	7:00 A. M. to 6:00 P. M.
Roachton	7:00 P. M. to 6:00 A. M.
Perrysburg	7:00 A. M. to 6:00 P. M.
Bowling Green	7:00 A. M. to 6:00 P. M.

### 19. MAXIMUM WEIGHT LIMITS, ENGINES OR CARS.

Shown in official list No. 16 issued by Supt. car service.

### 20. RESTRICTIONS AT RAILROAD CROSSINGS AND DRAWBRIDGES.

At railroad crossings not equipped with approved interlocking, all trains or engines will stop not less than two hundred (200) feet or more than eight hundred (800) feet from crossing and not proceed until the way is known to be clear.

21.

### WHISTLE SIGNALS.

Whistle signals as per Rule 14 (F) and (G) will be used on the Middletown, P. & T., Findlay and Bowling Green Sub divisions.

22.

### MARKERS.

Rule 19 is modified as follows:

On all trains, unlighted marker lamps as day markers will indicate the same as flags, and trains other than passenger will not out cabooses, or having cars attached behind cabooses, will move lamp markers and display marker flags on the rear car.

During snow and sleet storms by day, the lights in marker lamps should be kept burning to prevent snow and ice from obscuring them.

P. C. C. & St. L. trains will display green flags by day as markers between Old River Junction and New River Junction, and between Penna Junction and L. S. & M. S. Junction Toledo.

23.

### TRAIN ORDERS.

When a train order is issued in manual block territory making a meeting or waiting point at a train order telegraph station, whether it be a block station or otherwise, a copy of the order will be transmitted to the operator at the meeting or waiting point simultaneously with its transmission to the points at which the trains are addressed. The operator at the meeting or waiting point will deliver a copy of the same to train affected thereby until all have arrived from one direction.

On single track, except on specified helper districts, copies of all train orders will be addressed to engineers of each engine a train, which orders will specify numbers of all the engine. When all engines are on head end, orders will state engines coupled. When any engine is elsewhere in trains, orders will state engine . . . . . assisting.

Example—

- (1) Engines 1630 and 1632, coupled, run extra A to Z.
- (2) No. Ninety-six, (06), engines 1630 and 1631, couple meet No. ninety-seven (07) engine 1633, at G.
- (3) Engine 1630, engine 1631 assisting, run extra A to G.
- (4) No. ninety-six (06), engines 1631 and 1625, couple engine 1631 assisting, meet No. ninety-seven (07) engine 1632 at G.

On single track, the scheduled meeting points between first class trains will be supplemented by a train order to such train when they are to meet at these points.

## SPECIAL INSTRUCTIONS—CONTINUED

Between Cincinnati and AX Cabin and between Middletown and North Dayton trains may run with the current of traffic ahead of superior class trains upon authority of the Train Dispatcher without receiving Form 19 or 31 order authorizing such movement.

Before accepting authority to proceed ahead of an over due train, the conductor and engineer will know that their train is in condition to make average speed and will not do work not provided for by schedule.

Train order Form 19 may be used in accordance with Rule 211, Book of Rules, between Cincinnati and Toledo, except that when an order that restricts the superiority of a train is issued at the point where such superiority is restricted, and except that in territory where manual block rules are effective, when an order that restricts the superiority of a train at an advance or intermediate siding is issued at the last telegraph office before reaching such siding, Form 31 will be used.

### 24. UNCLASSIFIED.

Rule 28, Book of Rules, is modified to the extent that a white signal will indicate same as combined green and white at flag stations.

When trains are moving against the current of traffic, engineers will sound the whistle frequently and distinctly at points where the view is obscured.

When backing, conductor of trains carrying passengers will ride on rear platform of train.

Rule 113 and the 7th and 9th paragraphs of Rule 808 of the Book of Rules are hereby cancelled.

Trainmen will be required to ride out on their trains at the following points.

Between Cincinnati and Elmwood Place,  
Between Lindenwald and Old River Junction,  
Between South Dayton and Miami City Junction,  
Between Second Street Dayton and North Dayton,  
Between Erie Junction and North Lima,  
Through Bates and Toledo Terminals.

A freight train will not pass any open telegraph office or siding at which it is not required to stop without the engineer receiving the proceed signal from train crew, unless weather conditions or other causes will make the exchange of such signals impracticable: Proceed signal from the rear will be given by white flag or light and stop signal by red flag, red light or fusee. Application of air from the rear will only be made in case of extreme emergency.

Locomotives on Passenger trains—In addition to engine men and fireman in charge, but one man will be permitted to ride locomotive in addition to the Road Foreman of Engines or other Division Officers. The total number of men on passenger locomotives to be limited to four, which will include crew, and unless one of the four is a Division officer, there must not be more than three, including the crew.

Locomotives on freight trains and moving without trains: The total number of men permitted to ride on such locomotives will be four (4), which will include the engine man and fireman in charge, brakeman or others who have authority to ride on an engine so long as the total number does not exceed four (4) men and in no case will two grade learners be permitted on the same engine. The limit of four (4) men does not include the Road Foreman of Engines, his assistant or other division officers who might be on the engine.

On double track when necessary to make movement against current of traffic within yard limits, trains or engines will stop before moving against current of traffic and receive train order or written instructions from General Yard Master and proceed under control.

In observing temporary speed restrictions over bridges and uneven sections of track, speed will not be resumed until the rear car in the train has passed the limits of restricted speed and the proceed signal given by the flagman stationed on the rear car. On passenger trains where the view is obstructed flagman will use communicating signal.

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

Second-class trains on Middletown and Findlay Sub-divisions and third class trains on Bowling Green Sub-division will carry passengers.

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

Switching will not be permitted on the next track paralleling main track when passenger trains are passing.

Running switches of cars should not be made except when absolutely necessary and should not be made at main track switches unless unavoidable. When running switches are made the conductor will handle the switch except on local freight trains where the switch may be handled by the foreman.

### EXPLANATION OF LETTERS.

- A Arrive.
- B Stop on signal to receive passengers.
- C Stop on signal to discharge passenger.
- D Day train order station.
- DN Day and night train order station.
- DPN Day and part night train order station.
- H Stop on signal to receive or discharge passengers Toledo and beyond.
- J Stop on signal to receive or discharge passengers Dayton and beyond.
- K Stop on signal to receive or discharge passengers Indianapolis and beyond.
- M Stop on signal to receive or discharge passengers west of Hamilton.
- N Night train order station.
- PN Part of night train order station.
- Q Stop on signal to receive or discharge passengers Middletown and beyond.
- R Stop on signal to receive passengers for north of Dayton.
- U Stop on signal to receive passengers for Lima and beyond.
- X Stop on signal to discharge passengers from south of Dayton.
- Y Stop on signal to discharge passengers from Cincinnati or west of Hamilton.
- Z Stop on signal to discharge passengers from south or west of Hamilton.

## ADDITIONAL REGULAR AND FLAG STOPS.

No. 44 will be held for No. 676's connection.

Northward through trains, except No. 54 and 56 will stop at Northside on signal for passengers for Middletown, Dayton or points beyond.

Nos. 51 and 52 will stop at Dock Jet.

Following trains will stop on signal to receive or discharge passengers:

No. 55 Tadmor, Saturday only.

No. 65 Cincinnati Jet. to unload baggage checked through to connecting lines.

Nos. 51 and 52 Johnson, Tadmor, Swanders.

No. 171, Carr Street, Cincinnati.

Nos. 72, 172 and 177, South Hamilton.

Nos. 63, 64, 73 all stations for Erie passengers.

Nos. 41 and 42 Dunhams and Cramers Crossing.

Nos. 46, 44, 43 and 45 Poverty Flats and Sunset Lodge.

No. 64, Northside, Hartwell and Stockton Sunday only.



## SPECIAL INSTRUCTIONS—CONTINUED

### OUTLYING TELEPHONES CONNECTED WITH TELEGRAPH OFFICE.

NEW RIVER JCT.....	Old River Jct. Pumping Station. Connected.	
NEW RIVER JCT.....	Steel Plant No. 1, Crossover Overpeaks. Connected.	
MIDDLETOWN.....	South end south siding, north end north siding, Trenton Gravel pit, north end AX Cabin.	
MIAMISBURG.....	North end of north, south end of south siding.	
MIAMI CITY JCT.....	{ Floralspur, Washington street, Cross over WF Cabin } Connected.	
SECOND ST.....	{ Yard office South Dayton, Yard Office Perry street } Connected.	
NORTH DAYTON.....	Monument Ave. West End East Dayton Yards.	
TIPPECANOE CITY.....	North and South end Gravel pit siding, Leo St. Yard Office.	
TROY.....	North end east siding, at lap, south end west siding.	
TROY CROSSING.....	South end of east siding, Pump station } Connected.	
PIQUA CROSSING.....	North and south end of GR Cabin siding } Connected.	
KIRKWOOD.....	{ Piqua Crossing Ticket Office } Connected.	
SIDNEY.....	South end of siding.	
SW CABIN.....	North and south end of siding, crossover Summitt. } Connected.	
ANNA.....	North end of siding.	
BOTKINS.....	North and south end of east siding. }	
AK TOWER.....	North end of siding.	
CRIDERSVILLE.....	North and south end east siding, Wapakoneta station.	
ERIE JCT.....	North end of west siding, south end east siding.	
LIMA.....	North and south end of west siding.	
NORTH LIMA.....	Market St., Pearl St., Viaduct, North Lima Yard Office.	
CAIRO.....	North end extension, Quarry spur.	
SOUTH COLS GROVE.....	North end east and south end west siding. }	
COLUMBUS GROVE.....	North and south end siding }	
OTTAWA.....	North end house track }	
LEIPSIC JCT.....	North end east track, North and South end east and west siding, South Ottawa. }	
BELMORE.....	South end Leipsic siding, Leipsic Station, D T & I Tower, Easten St. }	
DESHLER.....	North end Leipsic Jct. siding }	
CUSTAR.....	North and south end of Belmore siding.	
MILTON.....	Deshler Jct., north end of north siding and north and south end south siding.	
WESTON.....	North and South end of siding.	
TONTOGANY.....	North and south end of siding. }	
HASKINS.....	South end of siding, in waiting room }	
ROACHTON.....	North and south end siding }	
PERRYSBURG.....	North and south end east siding, south end west siding. }	
BATES TOWER.....	North and South end of siding. }	
	Campion and Hay Shed tracks. }	

### OUTLYING TELEPHONES CONNECTED WITH DISPATCHERS CIRCUIT.

GEST STREET—watchman's shanty.	GLENDALE—South end siding	BU CABIN—At Lap South end
BRIGHTON—waiting room.	STOCKTON—waiting room.	south siding, north end north
FAIRMOUNT—waiting room.	STOCKTON—mile post 20-33.	siding.
CARTHAGE—waiting room.	LINDENWALD—Booth.	
MAPLEWOOD—Crossover.	CARLISLE Interlocker.	

### SPEED SCHEDULE.

Time per mile.	0 Second	Miles per hour.	2 "	55 "	20.6
1 minute	0	.60	3	0	20.0
1 "	5	.55.4	3	5	19.4
1 "	10	.51.4	3	10	18.9
1 "	15	.48.0	3	15	18.4
1 "	20	.45.0	3	20	18.0
1 "	25	.42.3	3	25	17.5
1 "	30	.40.0	3	30	17.1
1 "	35	.38.0	3	35	16.7
1 "	40	.36.0	3	40	16.3
1 "	45	.34.3	3	45	16.0
1 "	50	.32.7	3	50	15.6
1 "	55	.31.3	3	55	15.3
2 "	0	.30.0	4	0	15.0
2 "	5	.28.8	4	17	14.0
2 "	10	.27.7	4	36	13.0
2 "	15	.26.6	5	0	12.0
2 "	20	.25.7	6	27	11.0
2 "	25	.24.8	6	0	10.0
2 "	30	.24.0	6	40	9.0
2 "	35	.23.2	7	30	8.0
2 "	40	.22.5	8	34	7.0
2 "	45	.21.8	10	0	6.0
2 "	50	.21.1	12	0	5.0

# NORTHWARD.

Distance from Cincinnati	Train Order Stations	1st SUB-DIVISION TIME TABLE No. 31 June 10, 1917	Passing Siding Capacity in Cars	FIRST CLASS											
				CI & W						CI & W					
				52	72	172	56	38	30	54	676	64	66	60	760
				DAILY	DAILY	Ex. Sunday	DAILY	DAILY	DAILY	DAILY	Saturday Only	DAILY	Ex. Sunday	DAILY Ex. Sunday	Sunday Only
A.M.	A.M.	A.M.	A.M.	A.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.				
0.8	DPN	CINCINNATI		2.55	6.00	7.00	8.10	8.25	12.25	12.45	12.47	1.10	3.00	5.15	5.30
	DN	CINCINNATI JCT.		2.57	6.03	7.03	8.13	8.28	12.28	12.48	12.50	1.13	3.03	5.18	5.33
1.5		GEST STREET		3.00	6.06	7.05	8.15	8.30	12.30	12.50	12.52	1.15	3.05	5.20	5.35
2.8		BRIGHTON		3.02	6.09	7.08	8.17	8.32	12.32	12.52	12.55	1.17	3.07	5.22	5.37
3.4		FAIRMOUNT	58	3.04	6.12	7.10	8.18	8.34	12.34	12.53	12.57	1.18	3.09	5.24	5.39
4.9		SOUTHSIDE		.....	6.15	7.13	.....	.....	.....	.....	12.59	.....	3.11	.....	5.42
5.5		NORTHSIDE		3.07	6.18	7.15	8.21	8.37	12.37	12.56	.....	1.01	1.21	3.12	5.27
5.9		DANE STREET		.....	6.20	7.17	.....	.....	.....	.....	.....	1.02	.....	.....	.....
6.6	D	WINTON PLACE		F 3.09	6.23	7.19	8.23	8.39	12.39	12.58	.....	1.04	1.23	3.14	5.29
7.0		IVORYDALE		3.11	6.27	7.21	8.25	8.41	12.41	1.00	1.06	1.25	3.16	5.31	5.49
8.5	DN	ELMWOOD PLACE		F 3.13	6.30	7.23	8.27	8.43	12.43	1.02	1.08	1.27	3.18	5.33	5.51
9.4		CARTHAGE		F 3.15	6.33	7.25	8.28	8.44	12.45	1.03	1.10	1.28	3.20	5.35	5.53
10.4		RENSSELAER		.....	.....	.....	.....	.....	.....	.....	1.12	.....	.....	.....	.....
10.8		HARTWELL		F 3.17	6.37	7.29	8.30	8.46	12.47	1.05	1.14	1.30	3.23	5.37	5.55
11.2		MAPLEWOOD		.....	.....	F 7.31	.....	.....	.....	.....	F 1.16	.....	.....	F 5.57	.....
11.8	DPN	WYOMING		F 3.20	6.42	7.34	8.33	8.48	12.50	1.07	1.18	F 1.33	3.26	5.40	6.01
12.2		PARK PLACE		.....	.....	F 7.36	.....	.....	.....	.....	F 1.20	.....	.....	F 6.05	.....
13.8		WOODLAWN		.....	F 6.46	F 7.39	.....	.....	.....	.....	F 1.22	.....	.....	F 6.09	.....
15.0	DPN	GLENDALE	115	F 3.26	6.50	7.43	8.39	8.53	12.56	1.12	1.27	F 1.39	3.33	5.47	6.15
17.0		CRESTVUE		.....	F 6.54	F 7.47	.....	.....	.....	.....	F 1.31	.....	.....	F 6.19	.....
18.5		MUHLHAUSER		.....	F 6.57	F 7.51	.....	.....	.....	.....	F 1.34	.....	.....	F 6.22	.....
19.2	D	STOCKTON		3.32	6.59	F 7.54	8.44	8.59	1.02	1.17	F 1.37	1.44	F 3.40	5.53	6.25
22.2		SCHENCK		.....	.....	.....	.....	.....	.....	.....	F 1.42	.....	.....	F 6.31	.....
24.0		LINDENWALD		3.38	7.06	8.01	8.50	9.05	1.08	1.23	1.45	1.50	3.46	5.59	6.35
26.4	DN	HAMILTON		S 3.47	7.10	A 8.05	S 8.56	A 9.10	A 1.13	S 1.29	A 1.50	S 1.57	A 3.50	S 6.05	S 6.43
28.5		OLD RIVER JCT.		3.50	7.23	.....	8.59	.....	.....	1.32	.....	2.00	.....	6.08	6.46
28.0	DN	NEW RIVER JCT.	60	S 3.52	F 7.25	.....	9.01	.....	.....	1.34	.....	2.02	.....	6.10	6.49
30.1		OVERPECK		.....	F 7.29	.....	.....	.....	.....	.....	.....	.....	.....	F 6.52	.....
32.9	DN	AX. CABIN	275	3.58	7.33	.....	9.07	.....	.....	1.39	.....	2.08	.....	6.16	6.56
33.8		TRENTON		F 4.00	F 7.36	.....	.....	.....	.....	.....	.....	.....	.....	F 6.17	6.59
37.5	DN	MIDDLETOWN	100	S 4.07	S 7.45	.....	S 9.14	.....	.....	S 1.45	.....	S 2.16	.....	S 6.24	S 7.06
40.3		POAST TOWN		.....	F 7.51	.....	.....	.....	.....	1.49	.....	.....	.....	F 7.10	.....
44.0		CARLISLE		F 4.17	7.57	.....	9.24	.....	.....	1.54	.....	2.26	.....	F 6.36	7.17
48.9	DN	MIAMISBURG	100	F 4.25	S 8.05	.....	H 9.30	.....	.....	2.00	.....	y 2.33	.....	S 6.45	S 7.25
51.4		WHITFIELD		4.29	F 8.11	.....	9.33	.....	.....	2.03	.....	2.36	.....	y 6.49	S 7.29
58.5	DN	MIAMI CITY JCT.		4.38	8.28	.....	9.43	.....	.....	2.13	.....	2.48	.....	7.02	7.42
59.2	DN	DAYTON		A 4.40	A 8.30	.....	A 9.45	.....	.....	A 2.15	.....	A 2.50	.....	A 7.05	A 7.45
				A.M.	A.M.	A.M.	A.M.	A.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.
		Time over Sub-Division..		1.45	2.15	1.05	1.35	1.45	1.48	1.30	1.3	1.40	1.50	1.50	2.15
		Average Speed per hour ..		33.8	26.2	23.4	37.6	33.9	31.9	39.5	24.2	35.5	30.5	31.5	26.3

**Passenger trains will not exceed a speed of 55 miles per hour.**

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



# SOUTHWARD.

Distance from Toledo	Train Order Stations	1st SUB-DIVISION TIME TABLE No. 31 June 10, 1917	Passing Siding Capacity in Cars	FIRST CLASS												
				CI & W			CI & W			CI & W			CI & W			
				171	57	35	175	59	759	65	51	31	63	55	37	
				Ex. Sunday	DAILY	DAILY	Ex. Sunday	Ex. Sunday	Sunday Only	Ex. Sunday	DAILY	DAILY	DAILY	DAILY	DAILY	
A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	P. M.	P. M.	P. M.	P. M.	P. M.				
148.8	DN	DAYTON 0.7		.....	5.45	.....	.....	8.00	8.00	.....	11.55	.....	1.50	2.32	.....	.....
148.0	DN	MIAMI CITY JOT. 7.1		.....	5.47	.....	.....	8.02	8.02	.....	11.57	.....	1.52	2.34	.....	.....
180.1		WHITFIELD 2.5		.....	6.00	.....	.....	8.11	8.11	.....	12.10	.....	2.03	2.47	.....	.....
158.8	DN	MIAMISBURG 4.9	100	.....	H 6.03	.....	.....	S 8.14	S 8.14	.....	S 12.14	.....	F 2.07	F 2.51	.....	.....
167.8		CARLISLE 3.7		.....	6.12	.....	.....	8.20	8.21	.....	S 12.23	.....	2.14	F 2.59	.....	.....
161.8	(CN)	POAST TOWN 2.8		.....	.....	.....	.....	F 8.26	.....	.....	F 12.28	.....	2.19	.....	.....	.....
184.0	DN	MIDDLETOWN 3.7 double track	100	.....	S 6.24	.....	.....	S 8.30	S 8.31	.....	S 12.33	.....	S 2.26	S 3.09	.....	.....
167.7		TRENTON 0.9		.....	.....	.....	.....	S 8.36	S 8.38	.....	S 12.39	.....	.....	3.14	.....	.....
168.8	DN	AX. CABIN 2.8 double track	275	.....	6.33	.....	.....	8.37	8.39	.....	12.41 50	.....	2.33	3.16	.....	.....
171.4		OVERPECK 2.1		.....	.....	.....	.....	F 8.42	.....	.....	F 12.44	.....	.....	.....	.....	.....
173.5	DN	NEW RIVER JOT. 1.5	60	.....	6.39	.....	.....	8.43	8.45	.....	F 12.47	.....	2.39	3.21	.....	.....
176.0		OLD RIVER JOT. 1.1		.....	6.42	.....	.....	8.45	8.47	.....	12.49	.....	2.41	3.23	.....	.....
176.1	DN	HAMILTON 1.4		.....	5.50	S 6.50	7.03	7.20	S 8.51	S 8.54	11.00	S 12.56	1.13	S 2.47	S 3.30	5.08
177.8		LINDENWALD 1.2		F 5.53	6.53	7.06	S 7.23	8.54	8.57	11.03	12.59	1.16	2.50	3.33	5.11	.....
178.7		SOHENCK 3.6		F 5.56	.....	.....	F 7.26	.....	F 8.59	.....	.....	.....	.....	.....	.....	.....
188.3	D	STOCKTON 0.7		F 6.03	7.00	7.11	S 7.31	9.00	S 9.06	F 11.09	F 1.05	1.22	2.56	3.39	5.17	.....
183.0		MUHLHAUSER 1.5		F 6.05	.....	.....	F 7.33	.....	F 9.08	.....	.....	.....	.....	.....	.....	.....
184.8		CRESTVUE 2.0		F 6.08	.....	.....	F 7.36	.....	F 9.12	.....	.....	.....	.....	.....	.....	.....
188.8	DPN	GLENDALE 1.4	116	S 6.12	J 7.06	k 7.17	S 7.40	S 9.06	S 9.16	S 11.16 81	S 1.12	k 1.28	S 3.02	q 3.44	k 5.22	.....
187.9		WOODLAWN 0.8		S 6.18	.....	.....	F 7.43	.....	F 9.19	.....	.....	.....	.....	.....	.....	.....
188.7		PARK PLACE 1.0		S 6.18	.....	.....	F 7.45	.....	F 9.21	.....	.....	.....	.....	.....	.....	.....
189.7	DPN	WYOMING 0.6		S 6.21	J 7.11	k 7.22	S 7.47	S 9.11	S 9.25	S 11.22	S 1.17	k 1.33	S 3.07	q 3.49	k 5.27	.....
190.3		MAPLEWOOD 0.6		S 6.23	.....	.....	S 7.49	.....	F 9.27	.....	.....	.....	.....	.....	.....	.....
190.9		HARTWELL 0.2		S 6.25	7.13	7.24	S 7.51	9.13	S 9.30	11.24	F 1.19	1.35	J 3.09	3.51	5.29	.....
191.1		RENSELAER 1.0		6.27	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
198.1		CARTHAGE 0.9		S 6.30	7.15	7.26	S 7.54	9.15	S 9.33	F 11.26	S 1.22	1.37	3.11	3.53	5.31	.....
193.0	DN	ELMWOOD PLACE 0.9		S 6.32	7.16	7.27	S 7.56	9.16	S 9.35	11.27	S 1.24	1.38	3.13	3.54	5.32	.....
193.9		IVORYDALE 1.0		S 6.34	7.18	7.29	S 7.58	9.18	S 9.37	S 11.29	S 1.27	1.40	3.15	3.56	5.34	.....
194.9	D	WINTON PLACE 0.7		S 6.37	C 7.21	k 7.32	S 8.00	S 9.20	S 9.40	S 11.31	S 1.30	m 1.42	F 3.18	S 3.58	m 5.37	.....
196.8		UDANE STREET 0.4		S 6.40	.....	.....	S 8.02	.....	.....	.....	.....	.....	.....	.....	.....	.....
198.0		NORTHSIDE 0.6		S 6.42	J 7.24	7.34	S 8.03	q 9.22	S 9.43	S 11.33	S 1.33	m 1.44	3.21	q 4.01	k 5.40	.....
198.8		SOUTHSIDE 1.5		S 6.44	.....	.....	F 8.05	.....	F 9.46	.....	.....	.....	.....	.....	.....	.....
198.1		FAIRMOUNT 0.8	58	S 6.48	7.27	7.37	S 8.08	9.25	F 9.49	11.37	1.38	1.48	3.24	4.04	5.43	.....
189.9		BRIGHTON 1.1		S 6.51	7.29	7.39	S 8.10	9.27	S 9.52	11.39	S 1.41	1.50	3.26	4.06	5.45	.....
800.0		GEST STREET 0.7		S 6.54	7.32	7.41	S 8.14	9.30	S 9.55	11.41	1.44	1.52	3.28	4.09	5.47	.....
800.7	DN	CINCINNATI JOT. 0.8		S 6.57	C 7.35	m 7.43	C 8.17	9.32	9.57	11.44	1.47	1.54	C 3.30	C 4.12	m 5.50	.....
801.8	DPN	CINCINNATI		A 7.00	A 7.45	A 7.50	A 8.20	A 9.35	A 10.00	A 11.50	A 1.55	A 1.59	A 3.35	A 4.20	A 5.55	.....
				A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	P. M.	P. M.	P. M.	P. M.	P. M.	
		Time over Sub-Division. Average speed per hour..		1.10	2.00	32.4	1.00	1.35	2.00	30.5	2.00	33.1	1.45	1.48	32.4	

**Passenger trains will not exceed a speed of 55 miles per hour.**

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



# SOUTHWARD.

Distance from Toledo	Train Order Stations	1st SUB-DIVISION TIME TABLE No. 31 June 10, 1917	Passing Siding Capacity in cars	FIRST CLASS								SECOND CLASS		THIRD CLASS	
				177	53	CI & W 33	73					93	87	81	
				Ex. Sunday	DAILY	DAILY	DAILY					DAILY	DAILY	Ex. Sunday	
				P.M.	P.M.	P.M.	P.M.					A.M.	P.M.	A.M.	
148.5	DN	DAYTON 0.7		.....	6.10	.....	8.45	.....	.....	.....	.....	.....	.....		
149.0	DN	MIAMI CITY JOT. 7.1		.....	6.12	.....	8.47	.....	.....	2.40	5.50	.....	6.15		
150.1		WHITFIELD 2.5		.....	6.22	.....	F 8.58	.....	.....	3.27	6.45	.....	F 6.45		
159.6	DN	MIAMISBURG 4.9	100	.....	H 6.25	.....	S 9.02	.....	.....	3.32	6.55	.....	S 7.00		
167.5		CARLISLE 3.7		.....	6.31	.....	F 9.10	.....	.....	3.42	7.10	.....	S 7.20		
161.8	(CN)	POAST TOWN 2.8		.....	.....	.....	.....	.....	.....	3.54	.....	.....	F 7.51		
164.0	DN	MIDDLETOWN South end 3.7 double track	100	.....	S 6.41	.....	S 9.20	.....	.....	4.07	7.35	.....	S 8.30		
167.7		TRENTON 0.9		.....	.....	.....	F 9.26	.....	.....	52	94	.....	S 8.55		
168.6	DN	AX CABIN North end 2.8 double track	275	.....	6.47	.....	9.28	.....	.....	4.30	7.50	.....	9.00		
171.4		OVERPECK 2.1		.....	.....	.....	.....	.....	.....	.....	.....	.....	F 9.15		
173.5	DN	NEW RIVER JOT. 1.5	60	.....	6.53	.....	9.34	.....	.....	4.38	8.05	.....	9.25		
175.0		OLD RIVER JOT. 1.1		.....	6.55	.....	9.36	.....	.....	4.41	8.10	.....	9.30		
176.1	DN	HAMILTON 1.4		.....	5.10	S 7.01	7.40	S 9.42	.....	.....	.....	.....	.....		
177.5		LINDENWALD 1.2		.....	5.13	7.04	7.43	9.45	.....	.....	5.05	8.35	.....	10.30	
178.7		SCHENCK 3.6		.....	F 5.16	.....	.....	.....	.....	.....	.....	.....	.....		
188.8	D	STOCKTON 0.7		.....	F 5.20	7.09	7.48	F 9.52	.....	.....	5.15	9.00	.....	F 10.45	
185.0		MUHLHAUSER 1.5		.....	F 5.22	.....	.....	.....	.....	.....	.....	.....	.....		
184.5		CRESTVUE 2.0		.....	F 5.25	.....	.....	.....	.....	.....	.....	.....	.....		
186.5	DPN	GLENDALE 1.4	115	.....	S 5.29	q 7.14	k 7.53	S 9.59	.....	.....	5.24	9.15	.....	S 11.16	
187.9		WOODLAWN 0.8		.....	F 5.32	.....	.....	.....	.....	.....	.....	.....	.....	F 11.25	
188.7		PARK PLACE 1.0		.....	F 5.34	.....	.....	.....	.....	.....	.....	.....	.....		
189.7	DPN	WYOMING 0.6		.....	S 5.37	q 7.19	k 7.58	S 10.05	.....	.....	5.31	9.25	.....	F 11.35	
190.3		MAPLEWOOD 0.6		.....	S 5.39	.....	.....	.....	.....	.....	.....	.....	.....	F 11.40	
190.9		HARTWELL 0.3		.....	S 5.41	7.21	8.01	F 10.08	.....	.....	5.34	9.30	.....	F 11.45	
191.8		RENSSELAER 1.0		.....	5.43	.....	.....	.....	.....	.....	.....	.....	.....		
192.1		CARTHAGE 0.9		.....	S 5.46	7.23	8.03	F 10.11	.....	.....	5.37	9.35	.....	F 11.55	
193.0	DN	ELMWOOD PLACE 0.9		.....	S 5.49	7.24	8.05	F 10.13	.....	.....	5.39	A 9.45	.....	F 12.00	
193.9		IVORYDALE 1.0		.....	S 5.52	7.26	8.07	10.15	.....	.....	5.44	.....	.....	S 12.15	
194.9	D	WINTON PLACE 0.7		.....	S 5.55	C 7.28	M 8.10	F 10.17	.....	.....	5.48	.....	.....	F 12.20	
195.6		DANE STREET 0.4		.....	S 5.57	.....	.....	.....	.....	.....	.....	.....	.....		
196.0		NORTHSIDE 0.6		.....	S 5.59	q 7.31	k 8.13	F 10.20	.....	.....	5.52	.....	.....	F 12.25	
196.8		SOUTHSIDE 1.5		.....	S 6.02	.....	.....	.....	.....	.....	.....	.....	.....		
198.1		FAIRMOUNT 0.8	68	.....	S 6.06	7.34	8.17	10.24	.....	.....	6.00	.....	.....	F 12.30	
198.9		BRIGHTON 1.1		.....	S 6.09	7.38	8.19	10.26	.....	.....	6.03	.....	.....	F 12.35	
200.0		GEST STREET 0.7		.....	S 6.12	7.38	8.22	F 10.28	.....	.....	6.07	.....	.....	F 12.40	
200.7	DN	CINCINNATI JOT. 0.8		.....	S 6.15	C 7.40	M 8.25	10.30	.....	.....	A 6.20	.....	.....	A 12.45	
201.5	DPN	CINCINNATI		.....	A 6.20	A 7.45	A 8.30	A 10.35	.....	.....	.....	.....	.....	.....	
					P.M.	P.M.	P.M.	P.M.			A.M.	P.M.		P.M.	
		Time over Sub-Division....		1 10	1 35	50	1 50			3 40	3 55		6 30		
		Average speed per hour....		21.9	37.4	30.5	32.3			16.2	12.9		8.8		

**Passenger trains will not exceed a speed of 55 miles per hour.**

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

# NORTHWARD.

Distance from Cincinnati	Train Order Stations	2nd and 3rd SUB-DIVISION TIME TABLE No. 31 June 10, 1917	Passing Siding Capacity in Cars	FIRST CLASS				2nd CLASS		THIRD CLASS								
				52	56	54	58	86	94	98	96	84	82	90				
				DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	Ex. Sunday	Ex. Sunday	DAILY				
				A. M.	A. M.	P. M.	P. M.		P. M.	P. M.	A. M.	A. M.	A. M.	A. M.	P. M.			
59.8	DN	DAYTON 0.8		4.50	9.50	2.20	11.45											
60.0	DN	SECOND STREET <i>North end 2.4 double track</i>		4.55	9.54	2.24	11.49											
68.4	DN	NORTH DAYTON 5.5	70	5.00	10.00	2.32	11.55	12.50 <sup>83</sup>	9.15	3.30	5.30			6.30	2.50			
67.9		BU CABIN 6.1	180	5.09 <sup>57</sup>	10.08	2.41	12.05	1.15	9.30	3.55	5.55			6.45	3.10			
74.0	DN	TIPPECANOE CITY 5.2	62	5.22	10.17	2.49	12.15	1.32	9.45	4.15	6.20			7.22	3.35			
79.4	DN	TROY (P&E) 2.2	104	5.30	10.25	2.57	12.24	1.50 <sup>55</sup>	10.05	4.47 <sup>57</sup>	7.14			7.50	4.00			
81.4		GR CABIN 5.9	100	5.40	10.32	3.02	12.34	2.05	10.12	5.00	7.25			8.00	4.10			
87.3	DN	PIQUA CROSSING (PCC&StL) 5.2	156	5.52 <sup>98</sup>	10.43 <sup>51-83</sup>	3.12	12.45	2.22	10.30	5.52 <sup>52</sup>	8.00			8.30	4.35			
98.8	DN	KIRKWOOD <i>South end 5.3 double track</i>	75	6.05	10.53	3.22	12.57 <sup>93</sup>	2.37	10.45	6.20	8.35			8.60	5.01			
97.8	D	SIDNEY 4.8	77	6.12	10.59	3.30	1.03	2.47	10.55	6.35	8.50			9.00	5.15			
108.8	DN	SW CABIN <i>North end 2.9 double track</i>	68	6.25	11.09	3.42	1.17	3.10	11.15	7.05	9.15			10.18 <sup>51</sup>	5.45			
108.5	D	ANNA 5.0	38	6.31	11.13	3.46	1.22	3.17	11.22	7.20	9.30			10.35	5.55			
110.5	DN	BOTKINS 6.6	100	6.41	11.19	3.52	1.30	3.29	11.32	7.35	10.05			11.00	6.10			
117.1	DN	AK TOWER (T&O) 0.6	73	6.49	11.27 <sup>82</sup>	4.00	1.38	4.25 <sup>54-54</sup>	11.45 <sup>93</sup>	8.00	10.30			11.27 <sup>55</sup>	6.25			
117.7		WAPAKONETA 6.3		6.54	11.31	4.02	1.43							12.05				
124.0	DN	ORIDERSVILLE 5.2	102	7.04 <sup>83</sup>	11.41	4.12	1.53	4.50	12.02	8.25	11.00			12.31 <sup>55</sup>	7.00			
129.8	DN	ERIE JUNCTION (C&E) 1.5	83	7.11	11.47	4.20	2.01	5.05	12.12	8.40	11.15			1.05	7.20			
130.7	DN	LIMA <i>South end 1.6 double track (PF&amp;W&amp;C) (LE&amp;W)</i>		7.22	11.58	4.30	2.18	6.15	12.20	8.50	11.25			1.20	7.30			
138.8	DN	NORTH LIMA <i>North end 4.3 double track</i>		7.27	12.04 <sup>55</sup>	4.35	2.23	7.05	2.05 <sup>2.20</sup>	9.30	11.35	6.10	1.30	8.40				
139.6	DN	CAIRO 5.9	97	7.35	12.11	4.41	2.30	7.20	2.49 <sup>57-35</sup>	9.50				8.25	9.00			
148.8	N	S. COLUMBUS GROVE (NO) 0.5	85	7.43	12.19	4.49	2.39	7.35	3.12	10.05				6.40	9.40			
145.0	D	COLUMBUS GROVE 5.9		7.45	12.21	4.51	2.42	7.40	3.15	10.10				7.00	9.45			
148.9		SOUTH OTTAWA 1.0	128	7.55 <sup>84</sup>	12.31 <sup>85</sup>	4.59	2.53	7.57	3.30	11.37 <sup>65-81-37</sup>				7.55 <sup>52</sup>	10.05			
149.9	DN	OTTAWA (CF&F&W) 6.4		7.57	12.33	5.02	2.55	8.00	3.33	11.40				8.10	10.15			
158.8		LEIPSIQ 0.5	190	8.07	12.43	5.12	3.10	8.25	3.53	12.10				8.36 <sup>51</sup>	10.40			
156.8	DN	LEIPSIQ JUNCTION NYC&StL 3.0	64	8.10	12.46	5.15	3.13	8.45	4.10	12.15				9.00	10.50			
180.7	D	BELMORE 3.7	99	8.15	12.51	5.20	3.19	9.00	4.25	12.30				9.20	11.05			
164.4		DESHLER JUNCTION 0.4												9.30				
164.8	DN	DESHLER (B&O) 6.2	94	8.21 <sup>51</sup>	1.02 <sup>98</sup>	5.31	3.40	9.40	4.55	1.02 <sup>56</sup>				9.52 <sup>85-87</sup>	11.45			
171.0	D	OUSTAR 1.3	99	8.41	1.12	5.41	3.50	10.00	5.10	1.40				10.10	12.05			
178.8	N	MILTON 3.5	40	8.44	1.14	5.43	3.52	10.04	5.15	1.45				10.20	12.15			
176.8	D	WESTON 5.8	82	8.50 <sup>85</sup>	1.19	5.48	3.57	10.14	5.22	1.55				10.52	12.30			
181.8	DN	TONTOGANY 3.6	94	9.00 <sup>87</sup>	1.27	5.57	4.05	10.35	5.35	2.32 <sup>53</sup>				11.25	12.58			
186.8	D	HASKINS 4.6	96	9.07	1.32	6.02	4.10	10.45	5.43	2.45				11.50				1.21 <sup>57</sup>
189.8	N	ROACHTON 3.0	82	9.16	1.37	6.08	4.18	10.57	5.53	3.00				12.00	1.45			
198.8	D	PERRYSBURG 1.7	56	9.22	1.42	6.13	4.25	11.07	6.00	3.15				12.25	1.55			
194.8		CAMPION 1.0	300	9.27	1.46	6.17	4.29	11.15	6.09	3.25				12.35	2.03			
195.6	DN	BATES (TTRR) 3.5		9.29	1.48	6.20	4.32	11.30	6.15	3.30				12.45	2.10			
200.0	DN	PENNA JOT. 1.5		9.39	1.54	6.27	4.42											
201.8	DN	TOLEDO		9.45	2.00	6.35	4.50											
				A. M.	P. M.	P. M.	A. M.			P. M.	A. M.	P. M.	A. M.	P. M.	P. M.	A. M.		
		Time over Sub-Division . . .		4.55	4.10	4.15	5.05			10.40	9.00	12.0	6.05	6.35	7.00	11.20		
		Average speed per hour . . .		28.9	34.1	33.4	28.0			12.5	14.7	11.9	11.5	9.6	10.0	11.8		

Passenger trains will not exceed a speed of 55 miles per hour.  
Speed as shown in Special Rule No. 5 and such other restrictions as may be in effect, will not be exceeded.

# SOUTHWARD.

Distance from Toledo	Train Order Stations	2nd and 3rd SUB-DIVISION TIME TABLE No. 31 June 10, 1917	Passing Siding Capacity in Cars	FIRST CLASS				SECOND CLASS			THIRD CLASS	
				57	51	55	53	87	93	85	83	
				DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	Ex. Sunday	Ex. Sunday	
				A.M.	A.M.	A.M.	P.M.	A.M.	P.M.	A.M.	A.M.	
	DN	TOLEDO 1.5		12.55	7.02	10.10	2.02					
1.8	DN	PENNA JCT. 3.5		1.00	7.07	10.15	2.07					
5.0	DN	BATES 1.0		1.06	7.13	10.21	2.13	8.00	6.35	7.13		
6.5		CAMPION 1.7	300	1.09	7.16	10.24	2.16	8.07	6.42	7.18		
8.7	D	PERRYBURG 3.0	56	1.11	7.19	10.27	2.18	8.12	6.47	7.25		
11.7	N	ROACHTON 4.8	118	1.15	7.24	10.32	2.22	8.23	6.55	7.35		
16.5	D	HASKINS 3.6	96	1.21	7.31	10.38	2.28	8.34	7.03	7.50		
19.9	DN	TONTOGANY 5.8	94	1.26	7.38	10.44	2.32	9.00	7.12	8.10		
25.7	D	WESTON 3.5	82	1.34	7.49	10.52	2.39	9.20	7.25	8.50		
29.8	N	MILTON 1.3	40	1.38	7.56	10.57	2.44	9.29	7.32	9.00		
30.5	D	CUSTAR 6.2	99	1.40	7.59	10.59	2.46	9.33	7.36	9.05		
36.7	DN	DESHLER 0.4	94	1.58	8.21	11.11	2.58	9.52	8.00	9.30		
37.1		DESHLER JUNCTION 3.7										
40.8	D	BELMORE 3.0	99	2.05	8.27	11.18	3.04	10.07	8.15	10.07		
44.7	DN	LEIPSIC JUNCTION (NYC&StL) 0.5	64	2.13	8.34	11.25	3.10	10.19	8.45	10.50		
45.8	D	LEIPSIC (DT&I) 6.4	190	2.15	8.36	11.27	3.12	10.23	8.50	11.00		
51.6	DN	OTTAWA CF&PW 1.0		2.24	8.46	11.35	3.20	10.50	9.15	11.20		
58.8		SOUTH OTTAWA 5.9	96	2.27	8.48	11.37	3.22	10.55	9.18	11.30		
58.5	D	COLUMBUS GROVE 0.5	81	2.36	8.58	11.47	3.30	11.15	9.35	1.00		
59.0	N	S. COLUMBUS GROVE (NO) 5.9	85	2.39	9.00	11.49	3.32	11.20	9.40	1.15		
64.9	DN	CAIRO 4.3	82	2.49	9.10	11.58	3.40	11.37	9.55	1.40		
69.8	DN	NORTH LIMA North end 1.6 double track (PFIW&C) LIMA (LE&W) South end 1.5 double track		2.55	9.17	12.04	3.46	11.50	10.10	2.05	6.10	
70.8	DN			3.00	9.22	12.10	3.51	1.25	11.05	6.15		
72.3	DN	ERIE JUNCTION 5.2	83	3.15	9.34	12.23	4.01	1.35	11.13	6.25		
77.5	DN	CRIDERSVILLE 6.3	73	3.23	9.42	12.31	4.12	1.50	11.28	7.04		
83.8		WAPAKONETA 0.6		3.33	9.52	12.42	4.23			7.30		
84.4	DN	AK TOWER (T&OC) 6.6	104	3.35	9.54	12.44	4.25	2.15	11.45	8.00		
91.0	DN	BOTKINS 5.0	100	3.47	10.05	12.55	4.35	2.40	12.10	8.30		
96.0	D	ANNA 2.0	73	3.53	10.14	1.02	4.42	2.55	12.20	8.50		
98.9	DN	SW CABIN North end 4.8 double track	68	3.58	10.18	1.06	4.45	3.02	12.26	9.00		
103.7	D	SIDNEY 5.3	77	4.07	10.27	1.14	4.53	3.25	12.45	9.45		
109.0	DN	KIRKWOOD South end 5.2 double track	61	4.17	10.35	1.21	5.01	3.35	12.57	10.00		
114.8	DN	PIQUA CROSSING PCC&StL 5.0	156	4.26	10.43	1.30	5.10	3.50	1.10	10.43		
120.1		GR CABIN 2.2	100	4.38	10.53	1.40	5.20	4.10	1.27	11.15		
122.5	DN	TROY (P&E) 5.2	102	4.47	11.03	1.50	5.27	4.20	1.40	11.30		
127.5	DN	TIPPECANOE CITY 6.1	137	4.55	11.12	1.58	5.35	4.40	1.55	11.45		
133.6		BU CABIN 5.5	220	5.09	11.22	2.06	5.45	4.55	2.08	12.30		
139.1	DN	NORTH DAYTON North end 2.4 double track	103	5.18	11.35	2.15	5.55	5.10	2.25	12.50		
141.5	DN	SECOND STREET 0.8		5.26	11.40	2.20	5.59					
148.5	DN	DAYTON		5.30	11.45	2.25	6.05					
				A.M.	A.M.	P.M.	P.M.					
		Time over Sub-Division Average speed per hour...		4.35 30.9	4.43 30.1	4.15 33.5	4.03 35.0	9.10 15.1	7.50 17.1	7.8 9.5	6.40 10.5	

Passenger trains will not exceed a speed of 55 miles per hour.  
Speed as shown in Special Rule No. 5, and such other restrictions as may be in effect, will not be exceeded.



# FINDLAY SUB-DIVISION

Distance from Findlay	Train Order Stations	TIME TABLE No. 31 June 10, 1917	NORTHWARD				Distance from Deshler	Train Order Stations	TIME TABLE No. 31 June 10, 1917	SOUTHWARD			
			Passing Siding Capacity in Cars	2nd CLASS						Passing Siding Capacity in Cars	2nd CLASS		
				48	Ex. Sunday	A. M.					47	Ex. Sunday	A. M.
0.0		FINDLAY 0.0	9.45			0.4	DN	DESHLER 0.4	7.45				
0.6		BROAD AVENUE 2.7	F 9.50			4.0		DESHLER JUNCTION 3.6	7.50				
4.9		CHASE 1.3	F 10.00			4.7		BUTLER'S MILL 0.7	F 8.00				
8.1		MURPHY 1.2	F 10.05			7.0		HANCOCK 2.3	F 8.03				
8.7	D	CONINE 2.6	F 10.15			9.3	D	DEWEYVILLE 2.3	F 8.10				
11.0	(NYCS&L)	McCOMB 2.3	S 10.25			11.9	(NYCS&L)	McCOMB 2.6	S 8.25				
15.3		DEWEYVILLE 2.3	F 10.35			15.1		CONINE 1.2	F 8.35				
14.0		HANCOCK 0.7	F 10.40			14.4		MURPHY 1.3	F 8.40				
17.6		BUTLER'S MILL 3.0	10.45			17.1		CHASE 2.7	F 8.45				
18.0	DN	DESHLER JUNCTION 0.4	10.55			18.0		BROAD AVENUE 0.0	F 8.50				
		DESHLER	A 11.00					FINDLAY	A 9.00				
			A. M.						A. M.				
		Time over Sub-Division Average speed per hour	15 4.4					Time over Sub-Division Average speed per hour	15 4.4				

**Passenger trains will not exceed a speed of 25 miles per hour.**  
Speed as shown in Special Rule No. 5, and such other restrictions as may be in effect will not be exceeded.

# BOWLING GREEN SUB-DIVISION

Distance from N. Baltimore	Train Order Stations	TIME TABLE No. 31 June 10, 1917	NORTHWARD				Distance from Tontogany	Train Order Stations	TIME TABLE No. 31 June 10, 1917	SOUTHWARD			
			Passing Siding Capacity in Cars	3rd CLASS						Passing Siding Capacity in Cars	3rd CLASS		
				42	Ex. Sunday	A. M.					41	Ex. Sunday	A. M.
0.0		N. BALTIMORE 2.0	7.00			5.4	DN	TONTOGANY 5.4	11.10				
3.0		BASSETT 1.0	F 7.10			8.8	D	BOWLING GREEN 3.4	S 11.50				
4.9		HAMMANSBURG 1.9	F 7.20			10.9		PORTAGE 2.1	S 12.10				
6.0		PLAZA 1.1	S 7.30			12.0		RUDOLPH 1.4	S 12.40				
6.9		BAYS 0.9	S 7.40			12.9		DUKAY 0.9	F 12.50				
8.0		DUKAY 1.1	F 7.45			14.0		BAYS 1.1	S 1.00				
10.1		RUDOLPH 2.1	S 8.00			15.9		PLAZA 1.9	S 1.05				
15.3	D	PORTAGE 3.4	S 8.10			16.9		HAMMANSBURG 1.0	F 1.15				
18.9	DN	BOWLING GREEN 5.4	S 8.40			18.9		BASSETT 2.0	F 1.20				
		TONTOGANY	A 9.25					N. BALTIMORE	A 1.40				
			A. M.						P. M.				
		Time over Sub-Division Average speed per hour	25 7.9					Time over Sub-Division Average speed per hour	23 7.6				

**Passenger trains will not exceed a speed of 25 miles per hour.**  
Speed as shown in Special Rule No. 5, and such other restrictions as may be in effect will not be exceeded.



# MIDDLETOWN SUB-DIVISION

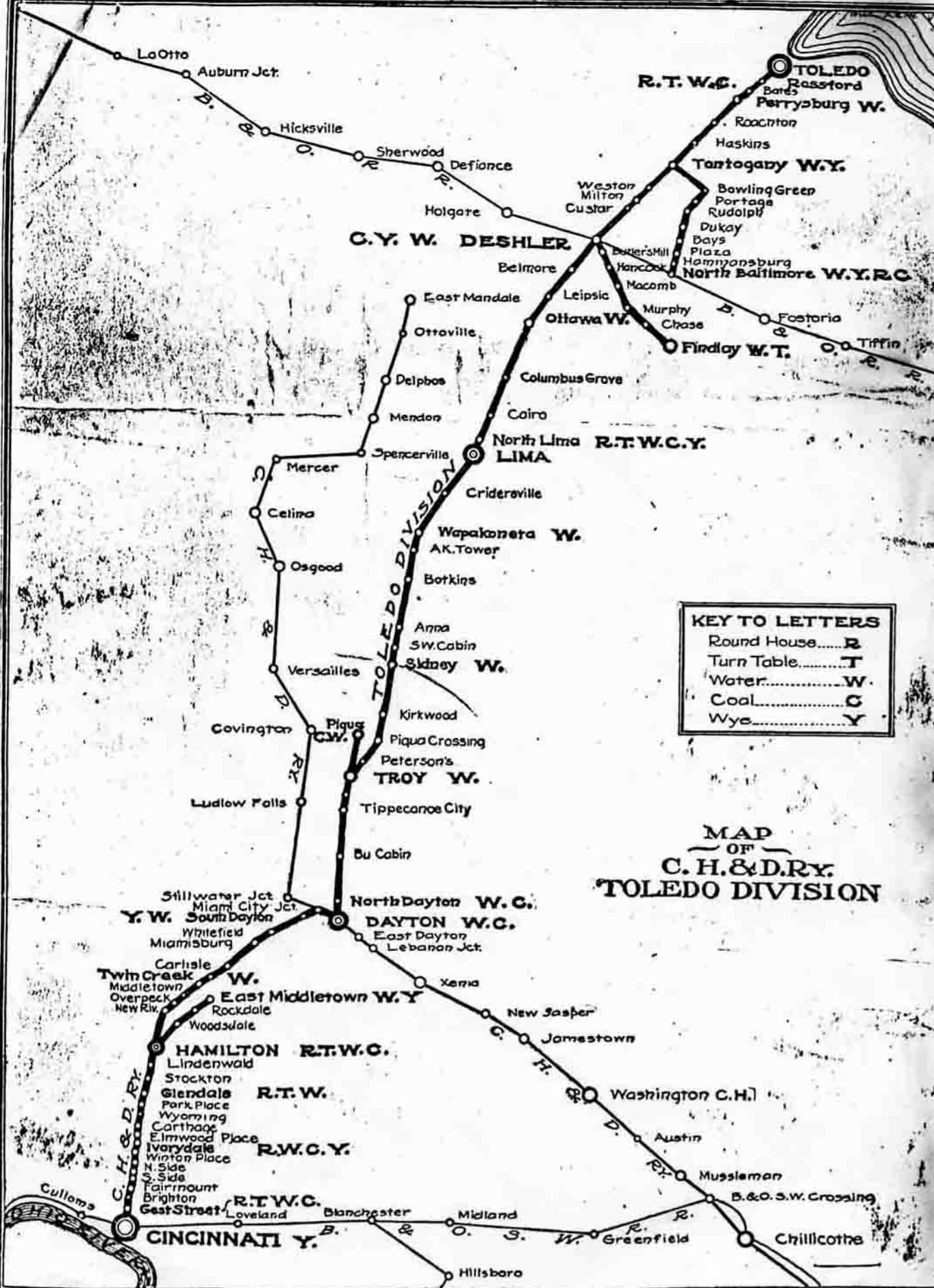
Distance from Hamilton	Train Order Stations	TIME TABLE No. 31 June 10, 1917	NORTHWARD SECOND CLASS				Distance from East Middletown	Train Order Stations	TIME TABLE No. 31 June 10, 1917	SOUTHWARD SECOND CLASS			
			46		44					43		45	
			Ex. Sunday	Ex. Sunday	Ex. Sunday	Ex. Sunday				Ex. Sunday	Ex. Sunday		
			A. M.	P. M.	A. M.	P. M.				A. M.	P. M.		
Passing Siding Capacity in Cars					Passing Siding Capacity in Cars								
1.3	DN	HAMILTON	7.30	1.30	.....	.....		E MIDDLETOWN	10.35	4.00	.....	.....	
		1.3 FAIR GROUNDS	F 7.37	F 1.37	.....	.....	2.5	(CL&N) 2.5 NORTH EXCELLO	11.45	4.10	.....	.....	
		2.1 SHELEY'S	F 7.43	F 1.43	.....	.....	3.1	0.6 SOUTH EXCELLO	11.55	4.20	.....	.....	
		1.9 WOODSDALE PARK	F 7.49	F 1.47	.....	.....	3.8	2.1 LESOURDSVILLE	11.01	4.26	.....	.....	
		0.6 WOODSDALE	F 7.52	F 1.49	.....	.....	4.4	1.7 ROCKDALE	11.20	4.40	.....	.....	
		1.1 ROCKDALE	F 8.05	F 1.53	.....	.....	5.0	1.1 WOODSDALE	11.25	4.50	.....	.....	
		1.7 LESOURDSVILLE	F 8.10	F 1.59	.....	.....	5.6	0.6 WOODSDALE PARK	11.30	4.55	.....	.....	
		2.1 SOUTH EXCELLO	F 8.25	F 2.10	.....	.....	6.2	1.9 SHELEY'S	11.36	4.59	.....	.....	
		0.6 NORTH EXCELLO	S 8.35	S 2.20	.....	.....	6.8	2.1 FAIR GROUNDS	11.43	5.05	.....	.....	
		2.5 (CL&N) E. MIDDLETOWN	A 8.45	A 2.45	.....	.....	7.4	1.3 HAMILTON	11.50	5.15	.....	.....	
			A. M.	P. M.					A. M.	P. M.			
Time over Sub-Division.. Average speed per hour..			11.2	11.2			Time over Sub-Division.. Average speed per hour..			11.2	11.2		

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

## P. & T. SUB-DIVISION

Distance from Troy	Train Order Stations	TIME TABLE No.31 June 10, 1917	NORTHWARD				Distance from Piqua	Train Order Stations	TIME TABLE No.31 June 10, 1917	SOUTHWARD			
Passing Siding Capacity in Cars					Passing Siding Capacity in Cars								
3.9	DN	TROY	.....	.....	.....	.....		PIQUA	.....	.....	.....	.....	
		3.9 ELDEAN	.....	.....	.....	.....	4.5	4.5 ELDEAN	.....	.....	.....	.....	
		4.5 PIQUA	.....	.....	.....	.....	5.5	3.9 TROY	.....	.....	.....	.....	
Time over Sub-Division.. Average speed per hour..							Time over Sub-Division.. Average speed per hour..						

**Passenger trains will not exceed a speed of 25 miles per hour.**  
Speed as Shown in Special Rule No. 5, and such other restrictions as may be in effect, will not be exceeded.



**C.Y.W. DESHLER**

KEY TO LETTERS	
Round House.....	R
Turn Table.....	T
Water.....	W
Coal.....	C
Wye.....	Y

MAP  
OF  
**C.H.&D.R.Y.**  
TOLEDO DIVISION

La Otto  
Auburn Jct.

**TOLEDO**  
Rasford  
Perryburg W.

Hicksville  
Sherwood  
Defiance

**Tantogary W.Y.**

Holgare

Weston  
Milton  
Custar

Bowling Green  
Portage  
Rudolph

**C.Y.W. DESHLER**

**North Baltimore W.Y.R.C.**

Belmore

Butler's Mill  
Hancock  
Macomb

Dukay  
Days  
Plaza  
Hannonsburg

East Mandale

Leipsic

Murphy  
Chase

**Findlay W.T.**

Ottoville

**Ottawa W.**

Fostoria

Delphos

Columbus Grove

Tiffin

Mendon

Cairo

Mercer

Spencerville

**North Lima R.T.W.C.Y.**

**LIMA**

Celina

Cridersville

Osgood

**Wapakoneta W.**

AK.Tower

Botkins

Anna  
S.W.Cabin

**Skidney W.**

Versailles

Kirkwood

Piqua Crossing

Peterson's

**TROY W.**

Tippecanoe City

Bu Cabin

North Dayton W.C.

**DAYTON W.C.**

East Dayton  
Lebanon Jct.

Stillwater Jct.  
Miami City Jct.

**Y.W. South Dayton**

Whitefield  
Miamisburg

Carlisle

**Twin Creek W.**

Middletown  
Overpeck  
New Riv.

East Middletown W.Y.

Rockdale

Woodsdale

**HAMILTON R.T.W.C.**

Lindenwald

Stockton

Glendale

Park Place

R.T.W.

Wyoming

Carthage

Elmwood Place

Ivorydale

Winton Place

N. Side

S. Side

Fairmount

Brighton

**R.T.W.C.**

East Street

**CINCINNATI Y.**

Loveland

Blanchester

Midland

Hillsboro

Xenia

New Sasser

Jamestown

Washington C.H.

Austin

Musselman

B.&O.S.W. Crossing

Greenfield

Chillicothe

Culloms