

# The New York Central Railroad Company

OHIO DIVISION

**THERE IS ALWAYS TIME  
FOR COURTESY**

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## Time Table No. 34

FOR EMPLOYEES ONLY

EFFECTIVE

12:01 A. M., Eastern Standard Time

Sunday, April 30, 1950

L. A. CHAMP,  
Superintendent

## COMPANY SURGEONS

W. H. Norman, Chief Surgeon, Indianapolis, Hume Mansur Bldg., Phones—Office LI 2443; Res. BR 4037  
 Regular office hours of Chief Surgeon are 8:00 A.M. to 5:00 P.M. week days. In case of emergency after office hours, Saturdays  
 and holidays, call Service Bureau, phone MA 2031 or the following in order named: I. I. Hiff, phone MA 5587;  
 W. H. Norman, phone BR 4037

- ANDERSON:** H. W. Gante, Citizens Bank Bldg.  
 Phones—Office 2-1365; Res. 2-3864.  
 V. G. McDonald, Citizens Bank Bldg.  
 Phones—Office 7664; Res. 4464.
- ANSONIA:** R. A. Weitemier, Main Street.  
 Phones—Office 9; Res. 9.
- BELLEFONTAINE:** R. B. Pratt, 130 N. Main St.  
 Phones—Office 2441; Res. 2442.  
 F. Blair Webster, 130 N. Main St.  
 Phones—Office 9-7101; Res. 9-7102.
- BEREA:** W. P. Bowser, 31 E. Bridge St.  
 Phones—Office Berea 6152; Res. Berea 5147.
- BRIGHTWOOD:** C. D. Williams, 2405 Station St.  
 Phones—Office CH 0700; Res. BR 3976.
- BRYAN:** J. W. Long, 112½ W. High St.  
 Phones—Office 142; Res. 147.
- CAREY:** Harlow J. VanBuren, 119 E. Finley St.  
 Phones—Office 307; Res. 2307.
- CINCINNATI:** M. F. Walker, 3516 River Road.  
 Phone—Office and Residence WA 2190.  
 R. G. Carothers, 409 Broadway.  
 Phones—Office MA 4483; Res. AV 1805.  
 J. F. Lyons, 409 Broadway.  
 Phones—Office MA 4483; Res. ME 2542.  
 E. A. Craig, 6418 Vine St., Elmwood Place.  
 Phones—Office Valley 0021; Res. Valley 2520.
- CLEVELAND:** L. J. Blair, 7405 Detroit Ave.  
 Phones—Office WO 1-5758; Res. BO 2-2427.  
 N. C. Yarian, 7405 Detroit Ave.  
 Phones—Office WO 1-5758; Res. TR 1-0164.  
 Raymond J. Schraff, 3288 W. 117th St.  
 Phones—Office OR 1-1863; Res. OR 1-0839.  
 J. R. Kelker, 9854 Lorain Ave.  
 Phones—Office AT 1-3449; Res. OR 1-3848.
- COLUMBUS:** G. J. Heer, 475 East Town St.  
 Phones—Office and Res. MA 7805.  
 R. B. Samson, 475 East Town St.  
 Phones—Office MA 7805; Res. EV 4476.  
 H. A. Baldwin, 347 E. State St.  
 Phones—Office AD 8743; Res. FA 5525.  
 R. C. Obetz, 327 East State St.  
 Phones—Office AD 8171; Res. KI 6116.  
 J. T. Read, 327 East State St.  
 Phones—Office AD 8171; Res. KI 2828.
- DAYTON:** Robert C. Austin, 920 Fidelity Bldg.  
 Phones—Office Adams 9129; Res. Walnut 3766.  
 E. F. Damstra, 920 Fidelity Medical Bldg.  
 Phones—Office AD 9129; Res. HE 4579.  
 C. J. Mardis, Fidelity Bldg.  
 Phones—Office Fulton 4402; Res. Walnut 6261.
- DELAWARE:** D. S. James, 24 W. William St.  
 Phones—Office 2503; Res. 2529.
- GALION:** M. L. Helfrich, 213 S. Market.  
 Phone—Office and Residence 2-8621.  
 Clarence Adams, 108 S. Market St.  
 Phones—Office 2-1741; Res. 2-1746.
- GREENVILLE:** A. F. Sarver, 423½ S. Broadway.  
 Phones—Office 1100; Res. 1115.
- HUDSON:** I. L. Spalding, 106 S. Church St.  
 Phones—Office 3491; Res. 3492.
- INDIANAPOLIS:** J. J. Briggs, K. of P. Bldg.  
 Phones—Office FR 3911; Res. WA 4795.  
 D. S. Megenhardt, Hume Mansur Bldg.  
 Phones—Office RI 7358; Res. TA 0215.
- JACKSON:** T. E. Hackett, Carter Bldg.  
 Phones—Office 25271; Res. 25281.
- JACKSON:** John B. Hoist, 1625 Francis St.  
 Phones—Office 2-3910; Res. 3-5160.  
 E. A. Thayer, National Bank Bldg.  
 Phones—Office 23672; Res. 23682.
- KENTON:** H. G. Schutte, 110 E. Columbus St.  
 Phones—Office 2289; Res. 5170.
- LONDON:** F. E. Rosnagle, 59 N. Main St.  
 Phones—Office 372; Res. 373.
- MARION:** H. S. Rhu, 186 W. Church St.  
 Phones—Office 3250; Res. 4234.  
 F. T. Merchant, 210 E. Church St.  
 Phones—Office 3120; Res. 1820.
- MARYSVILLE:** Fred Callaway, 104 W. Fourth St.  
 Phones—Office Canal 4-2121; Res. Canal 4-8831.
- MIDDLETOWN:** C. T. Atkinson, 605 Savings and Loan Bldg.  
 Phones—Office 2-3001; Res. 2-2662.  
 Walter A. Reese, 508 First American Bldg.  
 Phone—Office 2-2531; Res. 2-2230.
- MUNCIE:** A. T. Kemper, 112 W. Adams St.  
 Phones—Office 17-W; Res. 17-R.  
 W. C. Moore, 110 N. Cherry St.  
 Phones—Office 750; Res. 3307.  
 A. G. Hurley, 110 N. Cherry St.  
 Phone—Office 4423.
- SHELBY:** E. L. Jackson, 37 E. Main St.  
 Phones—Office 165; Res. 307.
- SIDNEY:** H. E. Crimitt, Ohio Bldg.  
 Phones—Office 2298-1; Res. 2298-4.
- ST. MARYS:** G. E. Noble, 317 W. Spring St.  
 Phones—Office 3176; Res. 3185.
- SANDUSKY:** H. B. Frederick, 817 W. Washington St.  
 Phones—Office 776; Res. 4104.  
 D. D. Love, 817 W. Washington St.  
 Phones—Office 776; Res. 4629.
- SEARONVILLE:** F. E. Beakley, 208 Reading Road.  
 Phones—Office and Residence Glendale 6301.
- SPRINGFIELD:** A. H. Potter, 308 E. High St.  
 Phones—Office 3-8751; Res. 3-8002.  
 C. W. Hullinger, 609 First National Bank Bldg.  
 Phones—Office 5-2421; Res. 2-8130.  
 R. H. Mabry, 609 First National Bank Bldg.  
 Phones—Office 5-2421; Res. 2-1891.
- TIFFIN:** J. A. Gosling, 142 E. Perry St.  
 Phone—Office and Residence 628.
- TOLEDO:** O. W. Burkholder, 456 W. Delaware St.  
 Phones—Office Garfield 7531; Res. Lawndale 5821.  
 Arthur E. Cone, 456 W. Delaware Ave.  
 Phones—Office Garfield 4211; Res. Jordan 6736.  
 W. G. Henry, 456 W. Delaware Ave.  
 Phones—Office Garfield 7531; Res. Lawndale 5458.  
 A. E. Canfield, 827 Junction Ave.  
 Phone—Office Adams 9971.
- UNION CITY:** R. A. Voisinet, 309 W. Oak St.  
 Phones—Office 97; Res. 316.
- URBANA:** Mark Houston, 321 N. Main St.  
 Phones—Office 28; Res. 28-2.
- VAN WERT:** D. F. Russell, Evans-Central Bldg.  
 Phones—Office 20531; Res. 3171.  
 H. D. Underwood, 301 N. Washington St.  
 Phone—Office 2440; Residence 3240.
- WAPAKONETA:** R. C. Hunter, 102½ W. Auglaize St.  
 Phones—Office Main 1312; Res. Main 1357.
- WELLINGTON:** R. W. Faus, 116 S. Main St.  
 Phones—Office 221-W; Res. 64-L.
- WINCHESTER:** I. E. Brenner, 135 E. Washington St.  
 Phones—Office 91; Res. 356.
- CINCINNATI:** Donalds J. Lyle, 601 Union Trust Bldg.  
 Phones—Office DU-7706; Res. WO-4925.
- CLEVELAND:** C. F. Nelson, Schofield Bldg.  
 Phones—Office MA 1-2020; Res. SK 1-1895.  
 Webb P. Chamberlain, 7405 Detroit Ave.  
 Phones—Office WO 1-5758; Res. FA 1-4030.
- COLUMBUS:** D. M. Johnson, 327 East State St.  
 Phones—Office MA-3552; Res. KI 2248.
- INDIANAPOLIS:** W. F. Hughes, Hume Mansur Bldg.  
 Phones—Office RI 8727; Res. HU 3074.

## OCULISTS

- INDIANAPOLIS:** M. D. Bartley, 803 Hume-Mansur Bldg.  
 Phones—Office RI 6280; Res. HU 3322.
- JACKSON:** W. E. McGarvey.  
 Phones—Office 3-6935; Res. 2-3945.
- SPRINGFIELD:** C. H. Reuter, First Nat. Bank Bldg.  
 Phones—Office 3-7671; Res. 3-7964.
- TOLEDO:** E. C. Unckrich, Colton Bldg.  
 Phones—Office MA 2505; Res. GA 7103.
- VAN WERT:** S. A. Edwards, Home Guard Bldg.  
 Phones—Office 3130; Res. 2329.

# SPECIAL INSTRUCTIONS

Special Instructions prefixed by letter or number modify Rules for the government of the Operating Department with corresponding letter or number, unless otherwise specified.

## A1. OTHER RAILROADS.

N. Y. C. time-tables govern:

Cleveland Division between BR and BE.

Toledo Terminal District between Toledo and Rockwell Junction.

Ohio Central Division between Stanley Tower and Berwick.

Toledo Division between Sandusky and Bay Junction.

Michigan Division between OD and Jackson.

N. Y. C. and Erie joint territory—

Between Burt and Marion, the movement of trains will be under the direction of the Erie R. R. and between Cold Springs and Second Street will be under the direction of the N. Y. C. The employes of either company will be governed by the rules and time-table of their respective company.

Between Glen Echo and Cold Springs, Erie time-table and Erie Train Dispatchers' Block System Rules, effective May 1, 1936 govern; (operation is under direction of Erie Railroad).

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

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

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

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 rules and time-table govern between Terminal Jct. and Storrs Jct.

## B3. LAWS AND REGULATIONS.

Train and engine service employes, after they have been on duty 14 hours must notify the Superintendent if they do not expect to finish the trip within 16 hours, and proceed unless or until directed otherwise.

Employes must know when called for service that they are available for duty under the Hours of Service regulations, and if in any doubt, bring it to the attention of the proper official.

Indiana. Railroad crossings not protected by Interlocking Signals, trains or engines must come to a full stop not less than 40 feet nor more than 500 feet from a steam railroad crossing or drawbridge.

Ohio. Railroad crossings and junctions at grade, not protected by Interlocking Signals, all trains must come to a full stop not nearer than 200 feet nor farther than 300 feet from the crossing and shall not cross until signaled to do so by the watchman, nor until the way is clear.

Within yard limits from thirty minutes before sunset to thirty minutes after sunrise, a red light must be displayed on rear of last car of all cuts occupying running track.

## M. SAFETY.

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

Engines will not be coaled while passenger trains or engine or caboose of freight trains are passing on adjacent track.

Trainmen in performance of their duties are not required to pass over the tops of container cars.

## 1. STANDARD TIME.

Eastern Standard Time is in use.

## 3. Standard Clocks.

Galion Yard..... Telegraph office.

Columbus..... Union station.

..... Yard office.

West Columbus..... Engine-house.

..... Yard office.

BN Yard.....	Telegraph office.
Bellefontaine.....	{Sandusky Av.
	{Engine-house.
Anderson.....	Telegraph office.
So. Anderson.....	Telegraph office.
Brightwood.....	{Engine-house.
	{Yard 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.....	{Yard office.
	{Engine-house.
Riverside.....	Engine-house.
Cincinnati.....	{Telegraph office.
	{Engine-house.
Jackson.....	Telegraph office.
Jackson Jct.....	Telegraph office.
Van Wert Yard.....	Telegraph office.

## 13. EMERGENCY SIGNALS AT INTERLOCKING STATIONS.

Emergency horn signals are in use at AC Marion, Bellefontaine, Deleo, Belt Junction and HV Columbus.

## 19. MARKERS.

On passenger, mail, express, milk and deadhead equipment trains where the rear car is equipped with permanent built-in marker lights, such lights will be used in lieu of standard marker lamps to indicate rear of train. On other cars in above mentioned trains that are not equipped with permanent built-in marker lights, a red flag by day and a red light by night will be used in lieu of standard marker lamps to indicate rear of train, except between Cincinnati and Springfield.

Delaware and St. Marys Lines.

A red flag by day and a red light by night may be displayed to indicate the rear of the train.

## 21a. OMISSION OF WHITE SIGNALS.

Extra trains and work extras may omit the display of white signals on two tracks.

Extra trains and work extras passing from single to two tracks may continue the display of white signals to the point on two tracks to which such train is authorized to run or work extra.

Extra trains may omit the display of white signals between Burt and Fifth Ave; Gridley and Taft; Miami Crossing and East Street; West End and Cold Springs; Glen Echo and Springfield Yard; Berwick and Sands.

## 72. SUPERIORITY OF TRAINS.

Eastward or northward trains are superior to trains of the same class in the opposite direction.

## 83. TRAIN REGISTERS.

Sandusky.....	Telegraph office.
Berwick (Sandusky Line).....	Telegraph office.
Delaware (Delaware Line).....	Telegraph office.
Jackson Jct.....	Telegraph office.
OD.....	Telegraph office.
Van Wert Yard.....	Telegraph office.
Ansonia (Northern District).....	Telegraph office.
Carlisle Jct. (Northern District).....	Telegraph office.

Berwick (Sandusky Line), OD and Carlisle Jct. Trains will be registered by the operator if signals are not and have not been displayed.

## 83d. 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 Division time-table, train may proceed from BE on corresponding schedule.

When running on a schedule represented on the Cleveland Division time-table, and for which there is no corresponding schedule, or when running extra on Cleveland Division, train

(Continued from page 1)

will proceed from BE as an extra train as prescribed by Special Instruction 21a. This does not authorize the display of signals for a following section west of BE without train orders.

Columbus; eastbound freight trains starting, will receive verbal clearance by telephone from operator at "CD". Westbound freight trains starting, will receive Clearance Form A at Miami Crossing.

Trains out of Cincinnati will not be required to receive Clearance Form A at Ivorydale Jct., except with train orders or in connection with signal failure.

Cincinnati Union Terminal; Trains will receive Terminal Clearance Form 13 (in lieu of clearance Form A).

Ivorydale Jct.; Freight trains unless otherwise provided will proceed as an extra train.

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

Middletown Yard; trains starting must secure verbal clearance by telephone from signalman at M. & C. Jct.

Dayton Yard; eastbound trains starting during hours signalman is not on duty, must receive Clearance Form A from signalman at Tates Point.

Springfield; (Sandusky Line) Clearance Form A must be received by first class east and westbound trains or other trains carrying passengers.

Bellefontaine; (Sandusky Line) first class through trains or other trains carrying passengers are relieved from receiving Clearance Form A.

Berwick; westbound trains will not be required to receive Clearance Form A.

Van Wert Yard; Trains starting during hours office is closed must receive Clearance Form A from signalman at interlocking station Van Wert.

St. Marys; trains starting during hours office is closed will secure verbal clearance by telephone from signalman at Wapakoneta.

### 93. YARD LIMITS.

Galion	Springfield
Marion	Dayton
Bellefontaine	Middletown
Muncie	Gano
Anderson	Jackson
So. Anderson	Van Wert
Brightwood	Ansonia (Northern Dist.)
Columbus	

Between sunset and sunrise a red light must be carried on rear of last car of all cuts occupying main track within yard limits.

Between DX crossover (Columbus) and Park Street (0.1 mile west), movements with the current of traffic will be made with reference to other trains in the same direction, irrespective of class, prepared to stop short of train or obstruction.

Unless otherwise provided, westward freight trains and engines will move between Storrs and King via the Wall track.

### Main Track Switch Tenders.

Unless otherwise provided, main track switch tenders will use green signals for main track movements and yellow signals for crossover or diverging movements, and must use red signals when necessary to stop a train or engine.

At DX (Columbus), Fourth, High and Park Sts. (Columbus) BN Yard; Sandusky Ave.; Warder St., Linden Ave. Limestone St. and Fountain Ave. (Springfield); and at Sharon Yard, (Sharon Ave.); trains and engines must not foul or pass switches until signaled by switch tender. At High and Park Sts., (Columbus), switch tenders will use yellow signal in giving proceed signal for movements out of station and green signal for all other movements.

Columbus, Union Station switch tenders will use green signal for eastward movements and yellow signal for westward movements.

At Warder St. (Springfield Yard) switch tenders will use green signal for westward movement out of yard with current of traffic and yellow signal against current of traffic.

### D93a. MOVEMENTS AGAINST THE CURRENT OF TRAFFIC.

May be made between:

(a) Crossover east end of Galion Yard and Galion Yard, westward by 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 Park Street. At Fifth Ave., on signal indication; at Fourth, High and Park Streets (Columbus) on signal from switchtender. All such movements must be made under supervision of yardmaster.

(d) Turner and BN Yard, westward, by permission of signalman and under the supervision of the yardmaster.

(e) BN Yard and Sandusky Ave. under supervision of yardmaster.

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

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

(h) Crossover Gest and Bellefontaine Interlocking Station eastward, on signal indication. (Signal located on north side of westward track, 600 feet east of crossover Gest.)

(i) Jewells and crossover Gest, eastward, by permission of signalman at Jewells and under supervision of yardmaster.

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

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

(l) Sharon Yard (Sharon Ave.) and Ivorydale Jct., under supervision of yardmaster.

(m) Baymiller St. (Cincinnati) and Storrs under supervision of yardmaster.

(n) Storrs, Storrs Jct. and King (eastward track), under the supervision of signalman at King, and on message authority of the Superintendent.

Movements against the current of traffic within yard limits must be made prepared to stop short of train or obstruction.

### S-97. EXTRA TRAINS.

Extra trains may be run without train orders in territory where Rules S-231—S-234 are in effect.

### 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	P. R. R.	Interlocking.
Hayes	C. & O.	Interlocking.
Morgan	N. Y. C.	Interlocking.
Ansonia	D. T. & I.	Interlocking.
Union City	N. Y. C.	Interlocking.
Winchester	P. R. R.	Interlocking.
Vancoc	P. R. R.	Interlocking.
Muncie	N. Y. C. & St. L.	Interlocking.
Muncie (Muncie Belt)	N. Y. C. & St. L.	None.
Gridley (Cut-off)	P. R. R.	None.
South Anderson Yard	P. R. R.	Interlocking.
Deloo	N. Y. C.	Target-Gate.
Anderson	P. R. R.	Interlocking.
Anderson (0.9 mile west)	N. Y. C.	Interlocking.
Anderson (1.5 miles west)	C. I.	Interlocking.
Brightwood (0.6 mile west)	P. R. R.	Interlocking.

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Location	Railroad	Signals
Bay Jet.....	N. Y. C. & St. L.....	Interlocking.
	W. & L. E.....	Automatic
Clyde.....	N. Y. C.....	Interlocking.
	N. Y. C. & St. L.....	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.....	Interlocking.
	C. & O.....	Interlocking.
Carey (Vanlue Line).....	A. C. & Y.....	Interlocking.
Forest.....	P. R. R.....	Interlocking.
Sands.....	Erie.....	Interlocking.
Bellefontaine.....	N. Y. C.....	Interlocking.
Urbana (Pit Track).....	Erie.....	Interlocking.
Springfield (City Track).....	D. T. & I.....	Target.
Columbus	C. & O.....	Interlocking.
(0.5 mile west).....	P. R. R.....	Interlocking.
Grandview.....	N. Y. C.....	Interlocking.
Miami Crossing.....	P. R. R.....	Interlocking.
London.....	P. R. R.....	Interlocking.
Carney.....	D. T. & I.....	Interlocking.
East Street.....	D. T. & I.....	Interlocking.
Springfield, (Linden Ave).....	N. Y. C.....	Target.
Tates Point.....	B. & O.....	Interlocking.
Dayton (Freight House	B. & O.....	Interlocking.
Lead).....	P. R. R.....	Interlocking.
M. & C. Jct.....	A. R. M.....	Interlocking.
	Oklahoma.....	Target.
Storrs.....	B. & O.....	Interlocking.
Alvordton.....	Wabash.....	Interlocking.
West Unity (0.6 mile south).....	Wabash.....	Automatic Interlocking.
Bryan.....	N. Y. C.....	Interlocking.
Sherwood.....	B. & O.....	Interlocking.
Cecil.....	Wabash.....	Interlocking.
Latty.....	N. Y. C. & St. L.....	Interlocking.
Van Wert.....	P. R. R.....	Interlocking.
	N. Y. C. & St. L.....	Interlocking.
Ohio City.....	Erie.....	Interlocking.
Celina.....	N. Y. C. & St. L.....	Interlocking.
Meekers.....	P. R. R.....	Automatic Interlocking.
D. & U. Crossing.....	D. & U.....	Interlocking.
Penn.....	P. R. R.....	Interlocking.
Savona.....	N. Y. C.....	Target.
West Manchester.....	P. R. R.....	Interlocking.
Carlisle.....	B. & O.....	Interlocking.
Delaware (1.5 miles	C. & O.....	Interlocking.
west—Springfield Line).....	N. Y. C.....	Interlocking.
Marysville.....	P. R. R.....	Interlocking.
Milford Center.....	P. R. R.....	Interlocking.
Springfield Yard	D. T. & I.....	Target.
(Delaware Line).....		
St. Marys (1.2 miles south).....	N. Y. C. & St. L.....	Interlocking.
Wapakoneta.....	B. & O.....	Interlocking.
Slater.....	D. T. & I.....	Target.

STOP signal at locations shown below may be passed only on hand signal from trainman located at crossing, after complying with instructions posted adjacent thereto. Such signal must not be given unless route is clear and it is known there are no trains approaching on other road. Movement may then be made at restricted speed.

C. I. R. R. crossing, (Anderson) report to signalman at Anderson for instructions.

P. R. R. Belt crossing, (Anderson) notify signalman at Anderson.

Dayton, (Freight House Lead), Urbana (Pit track), Marysville, Carey (Vanlue line) St. Marys and Celina; interlocking will be normally against N. Y. C.

Meekers, West Unity and Clyde (W&LE); be governed by instructions posted at crossing.

### 103. PUBLIC GRADE CROSSINGS.

At night or when weather or other conditions obscure the view, cars will not be pushed over unprotected road crossings at grade at a speed to exceed five miles per hour. Trainman riding leading car, in addition to white light, will display lighted fusee.

When switching or when trains or cars are left standing on the approach track circuit of a highway flashing light signal, causing the continuous operation of the signal, a member of the crew must, when practicable, be stationed at the crossing to facilitate highway traffic, advising such traffic when it is safe to cross.

Union City—At Walnut Street, push-buttons for manual operation of flashers and gates are located in control box adjacent to eastward main track. When train or engine is occupying eastward main track west of Walnut Street and it is necessary to raise gates for movement of traffic, trainman will operate push-button marked STOP. After gates have been raised train movement must not be made over crossing until trainman has operated push-button marked START and gates are down. At Howard Street, trains or engines moving on D. & U. connection, must not proceed over crossing until automatic gates are down.

Dayton—Eastbound trains and engines operating with current of traffic when moving over Bridge 169 (Miami River) at 15 miles per hour or less, must not exceed Slow Speed passing signal 2092 west of Chapel Road.

Carey—Westbound passenger trains only will take water at west column. Movements on running track and stock track must not be made over Findlay and South Streets, until flashers are operating.

Kenton—Westbound trains taking water at Hill Siding must leave train east of circuit sign located approximately 1000 feet east of Detroit Street. On return movement, gates must be down or crossing protected by trainman.

Trains and engines must stop before passing over street crossings as follows:

- Delaware—Liberty and Sandusky Streets.
- Tiffin—North Monroe Street.

Trains using siding at the following stations will approach crossings shown below, prepared to stop:

#### Cleveland-Indianapolis District:

- Martel—Main St.
- Caledonia—High St.
- LaRue—Chestnut St.
- Farland—Plum, Main and Mulberry Sta.
- Parker City—Fulton St.
- Fortville—Main St.

#### Cincinnati-Sandusky District:

- Miamisburg—Kerher St.
- London—Maple St.
- Belle Center—Marsh Pike

#### Northern District:

- Hudson—Mechanic St.
- Bryan—Mulberry and High Sta.
- Ney—Main St.
- Paulding—Jackson St.
- Latty—Second St.
- Scott—Blaine St.
- Rockford—Second St.
- Celina—Wayne St.
- Coldwater—Main St.
- Farmersville—Center St.

### 104. SWITCHES

When permission is requested to enter the main track or cross from one main to another, or request to make any other main track move, only a qualified conductor or engineman must make such request to the signalman or dispatcher. Signalmen must enter upon their block records, name of conductor or engineman who is given such permission.

#### Spring Switches:

- Martel—West end of westward siding; normal position for main track movement. Trains or engines may leave siding without opening or closing switch by hand. Trains or engines stopped while trailing through switch in normal position must not take slack or make a reverse movement unless switch is properly lined by hand.

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(Continued from page 2)

Instructions pertaining to operation of the switch key-operated dwarf signal governing movement from siding are posted in control box at the signal. Distant switch signal located 5600 ft. west of siding switch on south side of westward main track governs movement of trains operating against current of traffic and displays following indications:

Green—Proceed.

Yellow—Proceed prepared to stop at next signal.

Switch signal located between main tracks and opposite west switch displays following indications:

Green—Proceed. Switch points properly lined for main track movement. Speed not to exceed 20 miles per hour, entire train.

Red—Stop. Switch points not properly lined for main track movement. Examine switch point and if necessary use hand-throw to correct alignment; proceed only when switch is properly secured and immediately report any improper condition to Superintendent.

#### Electrically Locked Switches.

Instructions pertaining to the operation are posted in box adjacent thereto.

#### 104a. NORMAL POSITION OF SWITCHES AND DERAILS.

BN Yard; derail located on lead, west end of yard, is operated by high switchstand, banner showing red when in derailing position. Train and engine crews using tracks protected by this derail will be responsible for restoring to normal position as soon as train or engine clears derail.

Carey, Vanlue Line; trains and engines must approach main track switch, A. C. & Y. interchange, expecting to find switch lined for interchange track.

Storrs Junction (250 feet east); normal position of Wall track switch is for the Wall track.

#### 105. SIDINGS.

Unless otherwise provided, where two or more sidings are in use, trains will pull in at the switch nearest the station, except when moving against the current of traffic, they will pull in at first switch.

Sidings. Capacity based on 44-ft. cars.	Westward		Westward and Eastward
	Westward	Eastward	Eastward
Berea to Indianapolis.			
Columbia.....	92	..	..
Grafton.....	104	93	..
Huff.....	95	95	..
Hiles.....	122	120	..
Boyd.....	95	95	..
Ehlosh.....	77	..	..
Shelby.....	96	95	..
Vernon.....	..	104	..
Galion yard.....	118	Yard	..
BX (Burt).....	142	..	..
Martel.....	135	137	..
Caledonia.....	90	90	..
Slicks.....	..	94	..
Scioto.....	125	130	..
Q (Marion).....	85	..	..
Marion.....	93	76	..
LaRue.....	92	95	..
Hayes.....	95	91	..
DeGraff.....	105	105	..
Mix.....	104	106	..
Lamb.....	113	103	..
Harvard.....	93	94	..
Ansonia.....	95	147	..
Union City.....	95	79	..
Winchester.....	104	103	..
Farmland.....	..	37	..
Connor.....	106	107	..
Hart.....	109	111	..
Yorktown.....	..	52	..
Delco.....	..	..	41
So. Anderson.....	..	..	117
Taft.....	..	..	84
David.....	104	104	..
Post.....	84	109	..

	Westward	Eastward	Westward and Eastward
Galion to Ivorydale Jct.			
St. James.....	..	..	95
Edison.....	72	108	..
Cardington.....	..	..	111
Ashley.....	..	..	86
Paget.....	..	..	106
Lewis Center.....	..	..	103
Worthington.....	..	..	110
Galloway.....	..	..	79
Lilly Chapel.....	..	..	84
London.....	..	..	118
Myers.....	..	..	106
Brooks.....	..	..	113
East Street.....	..	..	66
Cold Springs.....	72	92	..
Fairborn.....	90	88	..
Dayton.....	85	207	..
Sand Cut.....	..	129	..
West Carrollton.....	63	..	..
Miamisburg.....	68	80	..
Carlisle Jct.....	84	83	..
Middletown.....	99	91	..
Mauds.....	61	59	..

#### Bay Jct. to Springfield.

Tiffin.....	..	..	29
Berwick.....	..	..	135
Carey.....	124	134	..
Wharton.....	..	..	113
Forest.....	125	92	..
McVittys.....	..	..	49
Grants.....	..	..	125
Hill Siding.....	..	..	131
Sands.....	..	108	..
Belle Center.....	102	..	..
Huntsville.....	97	..	..
Lippincotts.....	110	102	..
E. Urbana.....	..	90	..
Glen Echo.....	105	95	..

#### Delaware to Springfield.

Marysville.....	..	..	14
Mechanicsburg.....	..	..	32

#### OD to Carlisle Jct.

	Southward and Northward
Askerson Lake.....	60
Wood.....	52
Rollin.....	47
Hudson.....	19
Prattville.....	65
Alvordton.....	54
West Unity.....	55
Bryan.....	91
Ney.....	37
Sherwood.....	75
Cecil.....	66
Latty.....	99
Scott.....	81
Ohio City.....	67
Rockford.....	67
Celina.....	80
Coldwater.....	70
St. Henry.....	51
Rossburg.....	62
Ansonia.....	93
Greenville.....	33
Ft. Jefferson.....	59
West Manchester.....	73
Lewisburg.....	89
West Alexandria.....	72
Backus.....	73
Wiggins.....	63

#### Bellefontaine to St. Marys.

Lakeview.....	22
Santa Fe.....	16
Wapakoneta.....	25

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(Continued from page 5)

- \*Park St. (Columbus) and Miami crossing ..... Eastward and Westward.
- \*Spang and King ..... Westward or Wall Track.
- \*Hall Siding and Sands ..... Eastward and Westward.
- \*Bellefontaine Interlocking Station to Signal 973,
- \*Sandusky District ..... Westward.

Under supervision of signalmen Eastwood, Mass. Ave., "CD" (Columbus) and King.

Where Rules S-231 to S-234, inclusive, and D-261 to D-264 inclusive, govern, the following will apply:

When a train or engine clears the main track at hand-operated switch, the switch must be immediately closed and locked. Trainman will then report in clear.

When signal indicates STOP (Rule 292) at other than remote control switch, trainman must notify signalman at control station at once and be governed by his instructions. If authorized to proceed under STOP indication, movement must then be made at RESTRICTED speed.

Permission must be obtained from signalman at control station before passing signal indicating STOP (Rule 292) without entire train.

If head end passes a STOP signal and reverse movement is to be made so that train is again in rear of signal, signalman at control station must be notified before such reverse movement is made.

When necessary to hold main track to do work, a qualified conductor or engineman must secure permission from signalman at control station. There must be an understanding with signalman as to the working limits and length of time to be used. If additional time is necessary, conductor or engineman must, when the time limit has expired, report to signalman at control station for instructions. When work is completed, or train or engine is clear of main track and switch placed in normal position, signalman at control station must be notified.

### SIGNAL ASPECTS, INDICATIONS AND RULES.

Special aspects, signal indications and signal rules will be found in the back of the time table.

### 293. SWITCH TARGETS.

Lights on main track switches are not in use:

- Between: Springfield and Delaware, Delaware line.
- Bellefontaine and St. Marys, St. Marys line.
- Bay Junction and Berwick.

### 297. RAILROAD GRADE CROSSING SIGNALS.

Trains must stop before proceeding unless otherwise indicated.

Location	Signal	Indication
Clyde.....	Target.....	Horizontal... Proceed.
N. Y. C. Crossing		
Berwick.....	Target.....	Horizontal... Ohio Division trains proceed.
	{ Normal position for Vertical.....	Ohio Central Division trains proceed without stopping.
Springfield Yard	Target.....	Horizontal... N. Y. C. trains proceed.
Delaware Line	{ Normal position for	Vertical..... D. T. & I. trains proceed without stopping.
City Track, two crossings.	{ D. T. & I.	
Springfield.....	Target.....	Vertical..... Proceed, to or from Columbus Line.
Linden Ave.		Diagonal... Proceed, to or from Sandusky Line.
Oklahoma track (Cincinnati)	Target.....	Vertical..... N. Y. C. trains proceed.
		Diagonal... Trains and engines for Oklahoma.
		Horizontal... Stop.
Savona.....	Target.....	Vertical..... Ohio Division trains proceed.
	{ Normal position for Indiana Division.	Horizontal... Indiana Division trains proceed without stopping.
Slater.....	Target.....	Horizontal... N. Y. C. trains proceed.
	{ Normal position for D. T. & I.	Vertical..... D. T. & I. trains proceed without stopping.

Location	Signal	Indication
So. Anderson...	Target.....	Vertical..... Ohio Division trains proceed without stopping at speed not exceeding 15 miles per hour.
	{ Normal position for Ohio Division	Horizontal... Indiana Division trains proceed.

Muncie, N. Y. C. & St. L. Crossing: Trains and engines may proceed without stopping, at a speed not to exceed 25 miles per hour, when crossing is clear and signal indicates proceed.

### 305. MANUAL BLOCK SYSTEM.

Manual Block System is in use:

#### Single Track:

- Between: Gridley and Taft via So. Anderson.
- West End and Durbin.
- OD and north Yard limit board Van Wert Yard.
- South Yard limit board Van Wert and Carlisle Jct.
- St. Marys and Bellefontaine.

Rules 317-A and 331-A for absolute block for opposing and following movements govern the movement of passenger trains.

Rules 317-B and 331-B for absolute block for opposing movements and permissive block for following movements govern the movement of trains other than passenger trains.

#### Single and Two Tracks:

A signalman may admit a train other than a passenger train to a block, that is wholly or partly within yard limits, under a clear block indication when it is known that the block is not occupied by a passenger train, or not occupied by a train other than a passenger train outside of yard limits.

Indications of manual block signals will convey to second class and extra trains, information as to condition of that portion of the block that is not within yard limits. Second class and extra trains must move within yard limits prepared to stop unless the main track is seen or known to be clear.

A proceed indication displayed on home signal at a closed block or interlocking station will not supersede or modify the block signal indication or instructions received at last open block station.

Between West End and Durbin, movements may be made upon authority of Special Clearance Form K, which will supersede time-table superiority and take the place of train orders. It will be issued by the signalman at West End or Cold Springs only on authority of the Train Dispatcher and not until control of the block has been secured. Manual Block rules remain in force. Westward trains must stop at Durbin and secure permission from signalman at Cold Springs before entering Erie main track. Eastward trains must report to signalman at Cold Springs when train is clear of the Erie main track at Durbin and switch is closed.

Manual Block Signals are remotely controlled as follows:

Location	Control Station
Backus,	Farmersville
West Alexandria,	West Alexandria
Lewisburg,	Lewisburg
Calina,	Celina
Rockford,	Rockford
Ohio City,	Ohio City
Bryan.	Bryan and DV

Trains must not pass these signals without entire train or do switching, without first notifying the control signalman of intended moves, and must report to control signalman as soon as such moves have been completed.

At remote controlled Manual Block signal, signalman may accept office indication that train has passed signal. Rule 319 modified accordingly.

362-365b. At stations where it is necessary for a train to pass train order and block signal to enter siding, STOP indication must not be passed without receiving Clearance Form A, and in addition, if block is not clear, Clearance Form B, and the movement protected as prescribed by Rule 99, or hand signal is received from trainman of opposing train holding main track. When STOP indication is displayed, a train must not pass the clearance point of siding until authorized to proceed.

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373. BLOCK STATIONS.

Block stations are open as specified in list of Stations, Office Calls, Signals and Telephones.

505. AUTOMATIC BLOCK SYSTEM.

Automatic Block System is in use:

Single Track.

Between: Gridley and Taft via Anderson. Burt and Fifth Ave. Miami Crossing and Springfield. Glen Echo and Springfield Yard. West End and Cold Springs. Berwick and Hill Siding.

Two Tracks, with the Current of Traffic.

Between: BE and Gridley. Taft and Washington St. (Indianapolis). Fifth Ave. and Fourth St. (Columbus) (Westward track). DX (Columbus) and Fifth Ave. (Eastward track). Park St. (Columbus) and Miami Crossing. Springfield Yard and West End. Cold Springs and Second St. Miami City Jct. and Ivorydale Jct. Storrs Jct. and King (Eastward track). Storrs and King (Westward track). Sixth St. and Carr St., Cincinnati (Westward track). Hill Siding and Glen Echo.

Two Tracks, against the Current of Traffic.

Between: Eastwood and Signal 2761 (Westward track). Eastwood and Belt Junction. Belt Jct. and Mass. Ave. (Eastward track). Park St. (Columbus) and Miami Crossing. Storrs and King (Westward track). Hill Siding and Sands.

The Manual Block System will be used for movements against the current of traffic.

Between: BE and Gridley. Taft and Eastwood. Sands and Glen Echo. Cold Springs and Draw Bridge. Miami City Jct. and West Sharon.

Rules 317-A and 331-A for absolute block for opposing and following movements govern the movement of passenger trains.

Rules 317-B and 331-B for absolute block for opposing movements and permissive block for following movements govern the movement of trains other than passenger trains.

Where automatic block signal is used in non-automatic block territory, it will indicate condition of track between that signal and the next signal in advance, or sign reading "End Automatic Block".

Where automatic block does not terminate at a signal, a sign reading "End Automatic Block" will mark the location.

513. Second paragraph of Rule 513 does not apply to hand throw electrically locked switches.

Second paragraph of Rule 513 is modified as follows, (except between Eastwood and Washington St. (Indianapolis), West Sharon and Wade): At bolt locked switches after operating the bolt lock, trainmen must wait five minutes before operating switch. At non-bolt locked switches, trainmen will operate the switch and wait five minutes at the switch before making engine or train movement unless it is known the movement of an approaching train will not be affected.

515. DIESEL ENGINES.

Diesel engines with less than 32 foot wheel-base may be operated within Dayton and Bellefontaine switching limits without being coupled to another engine or car. When so operated they must not stop on the intersection of the Indianapolis-Sandusky District crossing at Bellefontaine except in emergency, in which event signalman must be promptly notified.

Diesel electric locomotives may be operated through water, not exceeding depth of three inches above top of rail, proceeding at slow speed and with caution.

605. REMOTE CONTROL SWITCHES AND SIGNALS.

Engine men or trainmen finding signal indicating STOP must call signalman at signal station.

Train or engine may proceed on instructions from signalman after switch is spiked or thrown by hand-throw lever of local control switch. Movement must be made at restricted speed.

Additional instructions for hand throwing of switch are located in signal station and in telephone box at switch.

When necessary to operate a remote controlled switch by hand upon instructions from the control signalman, the first trainman handling the switch must know that other members of the crew responsible for restoring the switch to normal position are fully informed of the situation. When the switch has been restored to normal the controlling signalman must be notified.

Trains must not pass remote control signals without entire train, or do switching, without first notifying the control signalman of intended moves, and must report to control signalman after such moves have been completed.

Table with 4 columns: Location, Control Station, Signals, Tracks. Lists various stations like Vernon, Galion Yard, Martel, DeGraff, Ansonia, Union City, Winchester, Edison, Paget, Jones, Worthington, Fifth Ave., Camp Chase, Galloway, London, Brooks, Cold Springs, Gano, Berwick, Carey, Wharton, Forest, Grants, Hill Siding with their respective signal and track configurations.

Proceed signal displayed on home signal at remote control listed below, will not supersede or modify block signal indications or instructions received at last open block station:

- Martel Westward signal on eastward main.
DeGraff (East End) Eastward signal on westward main.
DeGraff (West End) Westward signal on eastward main.
Gano Eastward signal on westward main.

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606. INTERLOCKING SIGNALS.

Interlocking signals used as block signals will be indicated by the letter INT-M.B. in list of Stations, Office Calls, Signals, and Telephones.

The "Wig-wagging" of bottom arm of home signal, then the display of such signal at proceed, indicates that trains will enter siding before taking water at--

- Grafton.....east and westbound trains.
Hiles.....eastbound trains.
Shelby.....eastbound trains.
Winchester...westbound trains.
Glen Echo...eastbound trains.

Signal indications displayed at block stations Burt, Martel and AC (Marion) for trains moving against current of traffic, govern route through interlocking limits only. Condition of block will be conveyed by issuance of Clearance Forms in accord with requirements of Manual Block Rules. Rule 606 modified accordingly.

701. OBSERVANCE OF PASSING TRAINS.

When trains are passing, signalman, operator or leverman, whenever practicable, must observe from station platform, or ground, the general condition of the train.

705. LEAVING CARS ON SIDE TRACKS.

When placing cars for loading or unloading, they must, when

SPEED RESTRICTIONS

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

General

(Unless otherwise restricted)

Table with 2 columns: Description and Speed (miles per hour). Includes items like 'Switches and crossovers, not interlocked, when diverging' and 'Work trains with cranes moving on own wheels'.

Division

(Unless otherwise restricted)

Table with 2 columns: Description and Speed (miles per hour) for various divisions. Divisions include Berea to Indianapolis, Galton to Ivorydale Jct., Berwick to Springfield, OD to Carlisle Jct., Bay Jet. to Berwick, Delaware to Springfield, and Bellefontaine to St. Marys.

Local

(Unless otherwise restricted)

Berea to Indianapolis:

Table listing local speed restrictions for Berea to Indianapolis, including 'Between Berea and Galion, westbound freight trains with 4000 or more actual tons'.

Table listing local speed restrictions for Marion, including 'Campbell Street, westbound trains passing westward home signal' and 'Between Turner and Hayes, eastbound freight trains with 4500 or more actual tons'.

(Continued on page 9)

Local  
(Unless otherwise restricted)

Between Turner and Bellefontaine: { passenger trains ..... 50  
freight trains ..... 25

Mill Track between Sandusky Ave. and Interlocking Station ..... 10

Through crossover west of Interlocking Station on Indianapolis line ..... 10

Bellefontaine: Through west wye connection between Indianapolis and Sandusky line ..... 10

Eastward track, curve west of Plum Valley St. .... 40

Eastward track, within Interlocking limits. 40

Mile Post 148, curve east of DeGraff, passenger, mail and express trains ..... 70

Between Sidney and Spafford (old line) ..... 20

Union City, over Columbia Street, passenger, mail and express trains ..... 45

Winchester, over Pennsylvania crossing, passenger, mail and express trains ..... 55

Muncie: { Between corporate limits ..... 30  
Over N. Y. C. & St. L. crossing ..... 25  
Through crossovers ..... 30

Gridley: { Between home signals for movements from South Anderson ..... 20  
Between Gridley and Taft via South Anderson yard ..... 30  
South Anderson over Indiana Division crossing ..... 15  
Anderson, over street crossings ..... 40  
Taft, between home signals for movements from South Anderson ..... 20

To receive or discharge U. S. Mail or Newspapers:

No. 417, Shelby ..... 40

No. 442: { Shelby  
Greenwich  
New London  
Wellington  
Grafton } ..... 40

No. 41  
No. 11 } Union City ..... 45  
No. 12

**Galion to Ivorydale Jct:**

Between Galion and Columbus, passenger, mail and express trains ..... 70

St. James, curve, passenger, mail and express trains ..... 60

Delaware, over street crossings ..... 15

Fifth Ave., reverse curve one mile east ..... 40

Columbus, Union Station tracks, between Fourth and High Streets ..... 10

C. & O. crossing (Columbus) first curve east ..... 30

GN Tower: { First curve west of { Westward track ..... 45  
Scioto River Bridge { Eastward track ..... 30

Miami Crossing to Camp Chase, running track ..... 20

Georgesville, curve one mile east ..... 60

London, over street crossings ..... 30

Carney, over D. T. & I. crossing ..... 45

Springfield, wye track ..... 15

Between Springfield passenger station and Lowry Ave., (Springfield) ..... 15

Between Lowry Ave., (Springfield) and West End ..... 20

Between West End and Durbin ..... 15

Erie Railroad: { Bridge 366.96-Maitland } Class S engines;  
Bridge 369.46-Cold Springs } J1E and J3A  
tenders ..... 20

Cold Springs, Curve east of end double track ..... 45

Between Cold Springs and Draw Bridge, westward track, passenger, mail and express trains ..... 60

Miami City Jct., entering or leaving Dayton Union tracks ..... 15

Dayton, between Washington St., and west corporation line one mile west of Washington St., and between First St. and corporation line one-fourth mile east of Tates Point ..... 30

Miamisburg, over street crossings ..... 45

Franklin (Old Main), over Miami River bridge and curve west of bridge ..... 15

Middletown, over street crossings ..... 15

Between Mauds and Sharon Yard, westbound freight trains ..... 15

Between Mauds and Sharonville, curves eastward track ..... 15

Between Lockland and Ivorydale Jct., passenger, mail and express trains ..... 50

Between Ivorydale and Ivorydale Jct. westbound passenger, mail and express trains ..... 45

Ivorydale Jct., entering or leaving B. & O. tracks ..... 30

Storrs, Oklahoma track ..... 10

To receive or discharge U. S. Mail or Newspapers:

No. 421, Edison, daily except Sunday ..... 40

No. 417: { Edison, daily except Sunday and Monday ..... 40  
Miamisburg, daily except Sunday and Monday ..... 40

**Bay Jct. to Springfield:**

Bay Jct., between Home Signals, eastbound ..... 20

Bridge 11, (600 feet west of Castalia) all engines ..... 15

Clyde, between home signals ..... 20

Bridge 44, (1.3 miles west of Green Springs Jct.), class K engines ..... 20

Green Springs Jct., over N. Y. C. & St. L. Crossing ..... 20

Bridge 53, (2 miles east of Tiffin) class K engines ..... 20

Bridge 55, (1.3 miles east of Tiffin) class K engines ..... 30

Tiffin: { Westbound freight trains passing westward distant signal ..... 25  
Between Home Signals, Interlocking Station ..... 20  
Bridge 56, (East end Sandusky River bridge) all engines ..... 15  
Bridge 59, (Washington St.)  
Freight engines ..... 10  
Class K engines ..... 5

Berwick, Main track wye ..... 30

Vanlue line, between A. C. & Y. Crossing and Vanlue ..... 20

Carey: { Over West St. (Vanlue line) ..... 15  
1000 feet east of C. & O. crossing and Coal Dock ..... 20

Between Gest and Sands eastbound freight trains, 5000 or more actual tons ..... 40

Between Mile Post No. 97 (Sandusky District) and Bellefontaine, westbound passenger mail and express trains ..... 60

Bellefontaine: { Mill track, between Sandusky Ave., and Interlocking station ..... 10  
Through crossover west of Interlocking station on Indianapolis line ..... 10

Bellefontaine: { Through west wye connection between Indianapolis and Sandusky lines ..... 10  
Between Interlocking station home signals Sandusky line ..... 30

Between Gest and Glen Echo, westbound freight trains, 4000 or more actual tons ..... 45

Between Jewells and Bellefontaine, eastbound passenger mail and express trains ..... 60

Erie Railroad: { Bridge 366.96-Maitland } Class S engines;  
Bridge 369.46-Cold Springs } J1E and J3A  
tenders ..... 20

Springfield Yard, city track, Buck Creek bridge, all engines .. 5

**OD to Carlisle Jct:**

OD (Jackson): { Northbound trains, passing Northward Home Signal ..... 20

\*Clark's Lake, first curve south ..... 30

Rollin, Clay track, to sign reading "Engine Limit" ..... 8

Hudson, between station and coal dock ..... 10

Alvordton, between Home Signals, Wabash Crossing ..... 20

DV between Home Signals ..... 20

Sherwood, between Home Signals ..... 20

Paulding: { \*Curve one mile north ..... 30  
Curve at station ..... 20

Latty, between Home Signals ..... 20

Van Wert, between Home Signals, Southbound ..... 20

Ohio City, between Home Signals ..... 20

\*Stumps Curve, 3.5 miles south of Van Wert ..... 30

Celina, Southbound trains, passing Southward distant signal ..... 20

Coldwater, over street crossings ..... 25

Anawata: between Southward Distant Signal and Northward Home Signal, Southbound trains ..... 20

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Wickburg, approaching Pennsylvania crossing.....	30
*Mile Post 158, north of D. & U. Crossing, curve.....	30
D. & U. Crossing.....	20
West Manchester: {Between home signals.....	20
*First curve south.....	30
*Lewistown, curve between station and water tank.....	30
*Ingomar, second and third curves north.....	30
Bridge 1922 North of Backus Class J, H-7, L engines.....	20
Germantown: { *First curve north.....	30
Over street crossings, light engines and southbound freight trains.....	20
{(B. & O. Crossing) between Home Signals.....	20
Carlisle: {Southbound freight trains passing Southward	
Distant Signal.....	25
*Applies to passenger, mail and express trains.	

<b>Delaware to Springfield:</b>	
Delaware, between Home Signals, C. & O. crossing.....	20
Milford Center, between Home Signals.....	20
Bridge 114, east of Springfield Yard:	
H-7, H-10 and L engines.....	5
Other engines.....	10

<b>Bellefontaine to St. Marys:</b>	
On curves, passenger, mail and express trains.....	25
Wapakoneta: {Between Home Signals.....	20
Dixie highway, State Route No. 83.....	8

**ENGINE AND CAR RESTRICTIONS.**

Engines must not be operated as shown below:

Location	Classes
Between Bay Jet. and Berwick . . .	A, H-7, H-10, J, L, N, U, S and PT tenders.
	250-ton wrecking cranes must be separated between two 64,600 lbs. gross weight cars.
Delaware and Springfield (Delaware Line) . . . . .	A, L, N, U, S and PT tenders.
	250-ton wrecking cranes must be separated between two 64,600 lbs. gross weight cars.
St. Marys and Bellefontaine . . . . .	A, H-7, H-10, K-5, J, L, N, U, S and PT tenders.

<b>Berea to Indianapolis:</b>	
<b>Grafton:</b>	
Larson Foundry Company.....	H-10, J, K, L.
<b>Wellington:</b>	
Spark Plug track.....	J, K, L.
<b>Shelby:</b>	
Shelby Iron and Metal Co. . . . .	All classes.
Seamless Tube Company scale track.....	G, H-6, H-7, H-10, J, K, L.

<b>Galion:</b>	
Galion Light Co.....	} G, H-6, H-7, H-10, J, K, L.
Quality Coal Co.....	
Freeze Works.....	
Ice House (National Grave Vault).....	
Bryan Coal Co.....	
Old Metallic Vault Co. (Light Co.).....	} G, H, J, K, L.
North Electric Mfg. Co.....	

<b>Bellefontaine: (All Districts).</b>	
Walker track.....	} G, H-7, H-10, J, K, L.
Bridge Works track.....	
City Light and Power Co.....	} G, H-7, H-10, J, K, L, U.
Colton track (Indpls. District)	
Colton track (Sandy. District)	} All Classes.
Gebby track.....	
Old Mill track.....	
Johnson track.....	
Town track.....	G, H-6, H-7, H-10, J, K-5, L.

<b>DeGraff:</b>	
Canning Factory.....	G, H-7, H-10, J, K, L.

<b>Sidney:</b>	
On coal trestle, C. D. Beck track . . .	All class engines and cars.

Location	Classes
<b>Ansonia:</b>	
Stock track.....	G, H-7, H-10, J, K, L.
<b>Union City:</b>	
D. & U. tracks.....	} G, H-7, H-10, J, K, L.
Saw Mill track.....	
Old Main, west of Walnut St.	
<b>Muncie:</b>	
Wire Mill.....	} G, H, J, K, L, U.
Broderick Company.....	
Gas Plant.....	
C. I. Industry tracks.....	
Chevrolet Company.....	
Acme Company.....	
Muncie Belt.....	} G, H-6, H-7, H-10, J, K, L.
C. I. Main track.....	
House track.....	
Kitzelman track.....	S.
<b>Hart:</b>	
Warner Gear Company.....	G, H-6, H-7, H-10, J, K, L.
<b>Yorktown:</b>	
Strawboard track.....	} G, H-6, H-7, H-10, J, K, L.
Milk Company.....	
Elevator track.....	
Station and House track.....	
<b>Daleville:</b>	
Plant Food Company.....	G, H-6, H-7, H-10, J, K, L.
<b>Anderson:</b>	
Irondale track.....	} G, H-6, H-7, H-10, J, K, L.
Bailey Co.....	
<b>South Anderson:</b>	
File Works.....	G, H-6, H-7, H-10, J, K, L.
<b>Pendleton:</b>	
Reformatory.....	G, H-6, H-7, H-10, J, K, L.
Flour Mill.....	All classes.
<b>Ingalls:</b>	
Quarry.....	G, H-6, H-7, H-10, J, K, L.
<b>Oaklandon:</b>	
On curve Elevator track.....	} All classes.
On coal trestle—Power House track.....	
(One mile west Sunnyside)	
<b>Post:</b>	
Lead track beyond track L. . . . .	G, H-6, H-7, H-10, J, K, L.
<b>Lawrence:</b>	
Elevator track.....	G, H-6, H-7, H-10, J, K, L.
Elevator track, 75 feet from east end of elevator.....	All classes.
<b>Burt to Ivorydale Jct.:</b>	
<b>Cardington:</b>	
Hay Barn.....	} G, H-6, H-7, H-10, J, K, L.
Team track.....	
Hoop Mill.....	
<b>Delaware:</b>	
K & W Rubber Co.....	} G, H-6, H-7, H-10, J, K, L.
Farm Bureau.....	
State Highway.....	
<b>Columbus:</b>	
Clark Grave Vault Co.—New track.....	G, H, J, K, L, U.
Clark Grave Vault Co.—Old track.....	G, H, J, K, L.
Columbus Coated Fabric Co. . . . .	G, H-7, H-10, J, K, L.
Jeffrey Mfg. Co.....	All classes.
Hill track.....	} G, H, J, K, L.
Beech Alley.....	
Neil track.....	
Money Penny Hammond . . . . .	G, H, J, K, L, U.
<b>London:</b>	
London Lumber Co.....	All classes—beyond building.

(Continued on page 11)

Location	Classes
<b>Springfield:</b>	
Wye track.....	L-3, L-4, S.
Ross tracks.....	H-7, H-10, J, K, L.
International Harvester Co.....	
City track.....	G, H, J, K, L.
Steel Products.....	}
Ross Hill track.....	
Duplex Mill.....	G, H, J, K, L, U.
R & M Foundry track.....	
Hoppes Mfg. Co.....	G, H, J, K, L, U—B in building.
C & L E Ry. tracks—on curve.	All classes.
Buck Creek Bridge (City track)	
Engine heavier than class B-11P.	
DCA, DCB, DFA, DFB, DPA, DPB, DRS, DTF Diesels.	
Loaded ninety ton N & W R. R. hoppers.	
Loaded seventy ton cars next to engine.	
250-ton wrecking cranes.	
<b>Over Bridge 114 east of Springfield yard (Delaware Line).</b>	
Ninety ton loaded gondolas must be separated from the engine by not less than one 80-ton gross weight car.	
<b>Fairborn:</b>	
Over pits west end of spur from Erie team track.....	All classes.
<b>Dayton:</b>	
Cooper St. yard.....	G, H-6, H-7, H-10, J, K, L.
Gibbons Co.....	}
American Suppliers Co.....	
Crawford McGregor.....	G, H, J, K, L, U.
Dayton Envelope Co.....	}
Dayton Power & Light Co.....	
Syrup track.....	G, H, J, K, L.
Ohio Rake Co.....	
<b>Moraine:</b>	
Crume Brick Co.....	G, H, J, K, L, U.
Moraine Gravel Co.—beyond clearance point.....	All classes.
Moraine Box Co.....	G, H-7, H-10, J, K, L.
Frigidaire Coal track.....	G, H, J, K, L.
<b>Miamisburg:</b>	
Cigar Co. track, east of east end of wall.....	All classes.
Miamisburg Paper Co.....	J, K, L.
Foundry track—on curve.....	All classes.
Lime spur.....	G, H, J, K, L.
<b>Franklin:</b>	
Hole track.....	}
Franklin Board and Paper Co.....	
Maxwell Paper Co.....	G, H-6, H-7, H-10, J, K, L.
<b>Middletown:</b>	
P. Lorillard warehouse group track.....	}
P. Lorillard factory.....	
Gardner Richardson Mill 2....	G, H, J, K, L, U.
City track.....	}
Crane track (M & C Jet).....	
P. Lorillard factory spur.....	All classes.
Inland Container.....	G, H, J, K, L.
P. R. R. Interchange (M & C Jet.).....	G, H-7, H-10, J, K, L.
<b>Berwick to Springfield:</b>	
<b>Carey:</b>	
A. C. & Y Crossing to Van Lue A-1,	G, J, K, L, N, U.
Porcelain Co.....	}
National Lime & Stone Co. tracks—east of A. C. & Y. crossing.....	
Freight House track.....	G, H-7, H-10, J, K, L.
<b>McVittys:</b>	
Herzog Lime and Stone Co....	G, H-7, H-10, J, K, L.

Location	Classes
<b>Kenton:</b>	
Hole track.....	}
Middle track.....	
Outer round track.....	
(East of Franklin St.)	
<b>West Liberty:</b>	
Craig Coal Co.....	H-10, J, K, L.
<b>Urbana:</b>	
Gravel Pit (beyond Madriver turn pike).....	H-10, L.
<b>O. D. to Carlisle Jct.:</b>	
<b>Jackson:</b>	
Warren Scrap Co.....	H-7, H-10, J, K, L.
<b>Cement City:</b>	
Stone track No. 10.....	H-7, H-10, J, K, L.
Clay track No. 11.....	All classes.
<b>Rollin:</b>	
Clay track No. 3 (1 mile south).	G, H-7, H-10, J, K, L.
<b>Hudson:</b>	
Milk Company.....	J, K, L.
<b>Paulding:</b>	
Water Works.....	}
Coal track No. 3.....	
H-7, H-10, J, K, L.	
<b>Van Wert:</b>	
Wistner Coal Company.....	}
Balyeat Coal Company.....	
All classes.	
<b>Rockford:</b>	
Local track.....	All classes.
<b>Greenville:</b>	
Nestles Milk Company.....	H-10, J, K, L.
<b>Farmersville:</b>	
Bridge 1922.....	A, S and PT tenders.

**RAIL DETECTOR CARS.**

Rail Detector Cars must not be handled in freight trains and, except NYC X-8015, must not be handled in passenger trains.

Following will govern when Rail Detector Cars are moving under their own power:

In Automatic or Manual Block System territory, train dispatcher will arrange for Absolute Block between open signal stations for movements following such cars.

Cars approaching highway crossings which are provided with automatic protection, must not pass over crossings until manual protection is provided, unless it is known that the automatic protection is functioning.

At railroad crossings where automatic interlocking is in use, such cars will come to a stop and must not proceed over crossing until all instructions covering emergency use of such crossings have been complied with.

Signalmen at interlocking stations must not operate any switches in the route lined for such cars while within interlocking limits.

In Automatic Train Stop territory, if car is not equipped with Automatic Train Stop device, movements will be authorized and made according to Time-table Special Instructions governing such moves, except that train dispatchers will arrange for clear block between open signal stations both in advance and in rear of train.

**HAND BRAKE TEST.**

A running test of hand brakes must be made on a motor car upon leaving initial terminal when operating as a single unit. As soon as speed permits, engineman must shut off power and signal for brakes. The conductor or member of train crew must then apply hand brakes to determine if they are operating properly. In case hand brakes do not operate properly, motor car must proceed at restricted speed to the nearest point at which repairs can be made.

(Continued from page 11)

### LUBRICATION AND CARE OF JOURNAL BOXES

All New York Central System modern road locomotives and all new passenger cars, as well as many of the older cars, are equipped with the Twimlex Hot Box Alarm. In the event that any of these bearings become overheated a strong and somewhat disagreeable odor is released and also a dense white smoke. Train and engine crews, also towermen, crossing watchmen, maintenance of way forces and other employees will be on the lookout for these indications and whenever they are observed the train must be stopped immediately. When the hot box is located it must be given the usual attention in accordance with prescribed practices.

Current "Instructions for the Lubrication and Care of Journal Boxes" govern.

When a journal is found overheating enroute, train must be stopped and examination made. Packing must be adjusted or box repacked if this will overcome trouble. If cause of heating cannot be corrected in this manner or car cannot be moved to the next terminal through use of cooling compound, car should be set out.

Water or snow should not be used for cooling hot journals except in emergency, and when used, journal should be cooled as slowly as conditions will permit.

When cars with hot journals are set out where inspectors do not take immediate charge, precaution must be taken to know that journal is left in condition to avoid damage to car by fire.

Conductor must make prompt report to Superintendent and car foreman of cars, treated enroute, or set out account overheated journal, stating whether treated by cooling compound or by water or snow, also whether heating was detected by odor or smoke of Hot Box Alarm.

#### Cooling Compound.

An approved hot journal cooling compound, and Form NYCS RS-74, furnished by storekeeper, shall be carried as part of caboose equipment and train crew equipment in passenger service.

Cooling compound shall be used for emergency treatment of overheated journals of cars enroute in trains. Treatment should be given before journal becomes red.

Journals with broken brasses shall not be treated with cooling compound.

When applying cooling compound, packing in journal box shall be loosened by use of packing iron, after which cooling compound shall be applied along full length of rising side of journal; particular attention to be given to placing compound at back or inside end of journal. Cars having journals treated with cooling compound shall be tagged in a prominent place near journal box, using Form NYCS RS-74, at time compound is applied.

### 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 prepared to stop short of train ahead or obstruction to the next block station, where the block rules must be complied with.

Columbus—Helper engine may return from Oakland Park Avenue to Signal 1841 and from Georgesville Road to Signal 1432, on telephone authority of signalmen at "CD" and Miami Crossing, respectively.

Springfield—Helper engine will return from Signal 1791 to Kasle Steel Company switch, reporting to signalman at Carney for instructions.

### RERAILING FROGS.

Enginemen will be held responsible for knowing that rerailling frogs and chains are replaced properly on engines after having been used.

### WATER STATIONS.

Grafton	Dayton Yard
Hiles	Franklin
Shelby	Middletown
Galion	Tiffin
Caledonia	Carey
La Rue	Hill Siding
Bellefontaine	Gest Yard
Ansonia	Glen Echo
Winchester	Milford Center
Muncie	St. Marys
Anderson	Addison Jet.
So. Anderson	Hudson
Cardington	Bryan
Delaware	Sherwood
5th Ave. 1 mile east	Van Wert
Columbus	Celina
London	Ft. Jefferson
Springfield	Wiggins

### L. A. CHAMP, Superintendent

J. D. KING } Assistant Superintendents  
F. L. COVERSTON }

G. E. CONNELLY }  
W. G. VOELKER } Trainmasters  
J. E. ANGELL }  
M. O. PARKER }  
W. O. HOLDERBY }

R. D. TIMPANY } Asst. Trainmasters  
G. E. MAAS }

L. E. BINEGAR, Chief Train Dispatcher

F. W. LAMSON } Asst. Chief Train Dispatchers  
S. G. MILLER }  
T. W. DONNELLAN }

R. A. HALEY }  
J. H. YOST }  
R. L. ATKINSON }  
Z. R. REAMS }  
J. W. DIEHL } Train Dispatchers  
J. L. BAZZLE }  
P. E. CARTMILL }  
W. V. RAUDABAUGH }  
C. R. FRAZIER }

R. D. MORGAN }  
E. A. TEACH }  
G. L. SMITH }  
W. L. WEYGANDT }  
O. W. NEU }  
R. E. PETTICREW }  
H. P. BOYD }  
J. H. COWGILL }

# EASTERN STANDARD TIME CLEVELAND TO COLUMBUS AND BELLEFONTAINE—WEST

STATIONS		FIRST CLASS								(Continued on page 14)							
		41		X-423		15		11		421		X-447		407		455	
		THE KNICKERBOCKER		ST. LOUIS MAIL		OHIO STATE LIMITED		SOUTHWESTERN LIMITED		CINCINNATI SPECIAL		CLEVA-CINCI EXPRESS		CLEVA-ST. LOUIS SPECIAL		CLEVA-CINCI SPECIAL	
		Daily		Daily		Daily		Daily		Daily		Daily Ex. Sunday		Daily		Daily	
		AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	PM	PM	PM	PM	PM	
6.1	Cleveland.....	2.13	2.30	3.05	6.15	8.05	8.15	12.20	12.30								
	Linndale.....	s 2.23			s 6.25	s 8.15	s 8.30	s 12.30	s 12.40								
12.1	BE.....	2.35	2.56	3.24	6.40	8.31	s 8.45	12.46	12.56								
15.7	West View.....						f 8.50										
18.1	Columbia.....						f 8.55										
20.7	North Eaton.....						f 8.58										
25.4	Grafton.....	2.46	3.10	3.37	6.51	8.45	s 9.08	12.59	1.10								
29.5	La Grange.....						f 9.17										
36.5	Wellington.....					s 9.00	s 9.29	s 1.13	s 1.25								
37.0	Huff.....	2.56	3.20	3.49	7.00	9.01	9.30	1.14	1.26								
42.0	Rochester.....						s 9.38										
46.9	Hiles.....	3.05	3.29	3.59	7.08	9.10	9.45	1.24	1.36								
47.5	New London.....					s 9.14	s 9.52										
54.5	Boyd.....	3.11	3.36	4.06	7.14	9.23	10.00	1.32	1.43								
54.9	Greenwich.....						s 10.03										
61.2	Shiloh.....						s 10.12										
67.2	Shelby.....	3.21	s 3.48	4.20	7.25	s 9.38	s 10.28	1.43	s 1.58								
70.3	Vernon.....	3.24	3.52	4.23	7.28	9.42	f 10.34	1.47	2.03								
75.7	Crestline.....	3.29	s 4.05	4.30	7.33	s 9.55	s 10.58	1.53	s 2.11								
78.9	Galion Yard.....	3.32	4.08	4.34	7.37	9.58	11.04	1.57	2.14								
79.8	Galion.....	s 3.35	s 4.25	s 4.40	A 7.41	s 10.08	s 11.32	s 2.05	s 2.24								
80.3	Burt.....			4.42			10.09	11.33	2.25								
85.7	St. James.....						s 11.40										
92.8	Edison.....			4.53			10.24	s 11.54	2.40								
97.4	Cardington.....						s 12.00										
104.4	Ashley.....						s 12.10										
111.1	Paget.....																
114.0	Delaware.....						s 10.54	s 12.45	s 3.10								
114.5	Jones.....																
119.5	Lewis Center.....						s 1.00										
127.5	Worthington.....			5.32			11.15	1.15	3.32								
130.9	Clintonville.....																
134.2	Fifth Ave.....																
135.4	Columbus.....			5.45			11.30	1.25	3.45								
87.7	Martel.....	3.44	4.35	AM	7.48	AM	PM	2.17	PM								
91.8	Caledonia.....																
101.5	Marion.....	3.59	s 5.05		A 8.03			s 2.32									
114.5	La Rue.....	4.10	s 5.20		8.19			2.45									
122.2	Mt. Victory.....							2.55									
124.7	Hayes.....	4.20	5.32		8.28												
125.8	Ridgeway.....																
131.8	Rushsylvania.....																
139.4	BN Yard.....	4.43	5.45		8.43			3.10									
140.6	Sandusky Ave.....	4.45	5.48		8.46			3.13									
140.8	Bellefontaine.....	4.50	5.50		8.50			3.20									

Time shown at Cleveland and Linndale is for information only.

- No. X-423 operate from East 26th Street via Lake Front.
- No. 15 operate from C. & P. crossing via Lake Front.
- No. X-447 operate from C. & P. crossing via Linndale.

**Conditional Stops:**

- A-No. 11 on signal at Galion and Marion to discharge revenue passengers from Cleveland or beyond and to receive revenue passengers for Indianapolis or beyond.
- B-No. X-447 on signal at Rochester, Leonardsburg, Pershing and Flint to receive or discharge revenue passengers and mail.

# EASTERN STANDARD TIME CLEVELAND TO COLUMBUS AND BELLEFONTAINE—WEST

STATIONS		FIRST CLASS												
		445 <small>SEE NOTE</small>	X-425 <small>SEE NOTE</small>	427	417 <small>SEE NOTE</small>									
		<small>CANTON CITY SPECIAL</small>	<small>EXPREX</small>	<small>THE GATEWAY</small>	<small>MIDNIGHT SPECIAL</small>									
		Daily	Daily	Daily	Daily									
		PM	PM	PM	PM									
6.1	Cleveland.....	5.45	8.15	8.20	11.50									
	Linndale.....	\$ 5.55		\$ 8.30	\$12.00									
12.1	BE.....	6.11	8.41	8.45	12.18									
15.7	West View.....													
18.1	Columbia.....													
20.7	North Eaton.....													
25.4	Grafton.....	\$ 6.26	8.55	8.56	12.29									
29.5	La Grange.....													
36.5	Wellington.....	\$ 6.41	\$ 9.11	\$ 9.07										
37.0	Huff.....	6.42	9.13	9.08	12.39									
42.0	Rochester.....													
46.9	Hiles.....	6.51	9.25	9.18	12.49									
47.5	New London.....	<sup>A</sup> 6.52	\$ 9.30											
54.5	Boyd.....	6.59	9.38	9.25	12.57									
54.9	Greenwich.....													
61.2	Shiloh.....													
67.2	Shelby.....	\$ 7.15	\$ 9.56	\$ 9.37	\$ 1.15									
70.3	Vernon.....	7.20	10.02	9.42	1.19									
75.7	Crestline.....	\$ 7.30	\$10.38	\$ 9.50	\$ 1.35									
78.9	Gallon Yard.....	7.35	10.41	9.54	1.38									
79.8	Gallon.....	\$ 7.43	\$11.10	\$10.05	\$ 1.55									
80.3	Burt.....	7.45	11.12		1.57									
85.7	St. James.....													
92.8	Edison.....	\$ 8.00	11.30		2.11									
97.4	Cardington.....	<sup>f</sup> 8.05												
104.4	Ashley.....													
111.1	Paget.....													
114.0	Delaware.....	\$ 8.25												
114.5	Jones.....													
119.5	Lewis Center.....													
127.5	Worthington.....	8.50	12.10		2.46									
130.9	Clintonville.....													
134.2	Fifth Ave.....													
135.4	Columbus.....	9.05	12.30		3.05									
87.7	Martel.....	PM	AM	10.15	AM									
91.8	Caledonia.....													
101.5	Marion.....			\$10.32										
114.5	La Rue.....			10.45										
122.2	Mt. Victory.....													
124.7	Hayes.....			10.54										
125.3	Ridgeway.....													
131.8	Rushsylvania.....													
139.4	BN Yard.....			11.09										
140.6	Sandusky Ave.....			11.12										
140.8	Bellefontaine.....			11.15	PM									

Time shown at Cleveland and Linndale is for information only.

No. X-425 operate from C. & P. crossing via Lake Front. (Does not carry passengers.)

**Conditional Stops:**

<sup>A</sup>No. 445 on signal at New London to discharge revenue passengers from Cleveland or beyond and to receive revenue passengers for Columbus or beyond.

<sup>f</sup>No. 417 on signal at Shelby, to discharge revenue passengers from Cleveland or beyond and to receive revenue passengers for Cincinnati or beyond.



# EASTERN STANDARD TIME BELLEFONTAINE AND COLUMBUS TO CLEVELAND—EAST

Miles from Bellefontaine and Columbus	STATIONS	FIRST CLASS								(Continued on page 10)
		X-428	40	442	444	446	426	X-448	12	
		SEE NOTE		SEE NOTE		SEE NOTE		SEE NOTE	SEE NOTE	
		EASTERN MAIL	THE KENNEDIAN	MIDWINTER SPECIAL	CAPITAL CITY SPECIAL	CLEVELAND EXPRESS	CLEVELAND SPECIAL	CENT. CLEVEL. EXPRESS	SOUTHWESTERN LIMITED	
	Daily	Daily	Daily	Daily	Daily	Daily	Daily Ex. Sunday	Daily		
143.0	Bellefontaine		AM 2.30			AM 9.45			PM 5.30	
143.2	Sandusky Ave.		2.31			9.47			5.31	
144.4	BN Yard		2.33			9.50			5.34	
152.0	Rushsylvania									
158.5	Ridgeway									
159.1	Hayes		2.48			10.06			5.49	
161.6	Mt. Victory									
169.3	La Rue		2.57			10.26			5.58	
182.3	Marion		3.13							
192.0	Caledonia					s10.50			s 6.15	
196.1	Martel	AM	3.26	AM	AM	s11.00 s11.10			6.30	
.....	Columbus	1.20		3.30	8.00		12.20	3.45		
1.2	Fifth Ave.									
4.5	Clintonville									
7.9	Worthington	1.40		3.46	8.14		12.38	4.10		
15.9	Lewis Center							s 4.20		
20.9	Jones									
24.0	Delaware	s 2.10			s 8.35		s 1.02	s 4.45		
24.3	Paget									
31.0	Ashley							s 4.57		
38.0	Cardington				f 8.54			s 5.07		
42.6	Edison	s 2.35		4.23	8.59		s 1.27	s 5.15		
49.7	St. James							s 5.25		
55.1	Burt	2.50		4.40	9.14		1.42	5.35		
55.6	Galion	s 3.30	s 3.37	s 4.50	s 9.20	s11.27	s 1.52	s 5.55	s 6.40	
56.5	Galion Yard	3.32	3.39	4.52	9.22	11.29	1.54	5.57	6.42	
59.7	Crestline	s 4.07	3.43	s 4.59	s 9.32	s11.42	s 2.04	s 6.25	6.47	
65.1	Vernon	4.14	3.49	5.06	9.39	11.50	2.09	f 6.35	6.52	
68.2	Shelby	s 4.40	3.52	5.16	s 9.46	11.55	s 2.14	s 6.57	6.56	
74.2	Shiloh							s 7.09		
80.5	Greenwich							s 7.19		
80.9	Boyd	4.55	4.03	5.30	9.57	12.07	2.26	7.21	7.07	
87.9	New London				s10.07			s 7.32		
88.5	Hiles	5.09	4.10	5.40	10.09	12.15	2.38	7.34	7.15	
93.4	Rochester							f 7.43		
98.4	Huff	5.21	4.19	5.50	10.17	12.23	2.48	7.51	7.24	
98.9	Wellington				s10.20		s 2.50	s 7.59		
105.9	La Grange							f 8.07		
110.0	Grafton	5.35	4.30	6.07	10.33	12.35	3.05	f 8.17	7.35	
114.7	North Eaton									
117.3	Columbia									
119.7	West View									
123.3	BE	6.00	4.45	6.30	10.45	12.50	3.20	8.28	7.50	
129.3	Linndale			s 6.37	s10.52	s12.57	s 3.27	s 8.35	s 7.57	
135.4	Cleveland	6.25	5.07	6.55	11.10	1.15	3.45	8.55	8.12	

Time shown at Linndale and Cleveland is for information only.  
 No. X-428 operate via Lake Front to C. and P. crossing. (Does not carry passengers.)  
 No. X-448 does not carry passengers beyond Linndale.  
 Regular Stops:  
 No. 446 at Rushsylvania, Ridgeway, Mt. Victory, La Rue and Agosta on Saturday.  
 Conditional Stops:  
 \*No. 442 on signal at Shelby to discharge revenue passengers from Columbus or beyond.  
 No. X-448 on signal at Pershing and Flint to receive or discharge revenue passengers or mail.  
 #No. 12 on signal at Galion to discharge revenue passengers from Muncie and points west; at Linndale to discharge revenue passengers.

# EASTERN STANDARD TIME BELLEFONTAINE AND COLUMBUS TO CLEVELAND—EAST

STATIONS		FIRST CLASS												
		16	24	424										
		OHIO STATE LIMITED	SEE NOTE THE KNICKERBOCKERS	THE MOHAWK										
		Daily	Daily	Daily										
143.0	Bellefontaine .....		PM 9.05											
143.2	Sandusky Ave.....		9.06											
144.4	BN Yard.....		9.08											
152.0	Rushsylvania .....													
158.5	Ridgeway .....													
159.1	Hayes .....		9.22											
161.6	Mt. Victory.....													
169.3	La Rue.....		9.31											
182.3	Marion.....		9.41											
192.0	Caledonia.....													
196.1	Martel.....	PM	9.53	PM										
	Columbus.....	6.35		10.10										
1.2	Fifth Ave.....													
4.5	Clintonville.....													
7.9	Worthington.....	6.50		10.26										
15.9	Lewis Center.....													
20.9	Jones.....													
24.0	Delaware.....			s10.50										
24.3	Paget.....													
31.0	Ashley.....													
38.0	Cardington.....													
42.6	Edison.....	7.23		11.14										
49.7	St. James.....													
55.1	Burt.....	7.38		11.27										
55.6	Gallon.....	s 7.40		s11.39										
56.5	Galion Yard.....	7.42	10.06	11.41										
59.7	Crestline.....	7.46	10.09	s11.52										
65.1	Vernon.....	7.53	10.14	11.58										
68.2	Shelby.....	7.56	10.18	12.02										
74.2	Shiloh.....													
80.5	Greenwich.....													
80.9	Boyd.....	8.06	10.28	12.13										
87.9	New London.....													
88.5	Hiles.....	8.13	10.36	12.20										
93.4	Rochester.....													
98.4	Huff.....	8.22	10.42	12.28										
98.9	Wellington.....													
105.9	La Grange.....													
110.0	Grafton.....	8.33	10.52	12.38										
114.7	North Eaton.....													
117.3	Columbia.....													
119.7	West View.....													
123.3	BE.....	8.45	11.05	12.50										
129.3	Linndale.....	s 8.52	^11.12	s12.57										
135.4	Cleveland.....	9.07	11.27	1.15										
		PM	PM	AM										

Time shown at Linndale and Cleveland is for information only.  
 Conditional Stops:  
 ^-No. 24 on signal at Linndale to discharge revenue passengers.

# EASTERN STANDARD TIME BELLEFONTAINE TO INDIANAPOLIS—WEST

Miles from Cleveland	STATIONS	FIRST CLASS									
		307	41	X-423	11	407	427				
		INDIANAPOLIS SPECIAL	THE KNICKERBOCKERS	ST. LOUIS MAIL	SOUTHWESTERN LIMITED	DAYL- ST. LOUIS SPECIAL	THE GATEWAY				
		Daily	Daily	Daily	Daily	Daily	Daily				
140.8	Bellefontaine	AM 3.30	AM 5.00	AM 6.05	AM 9.00	PM 3.35	PM 11.25				
150.4	De Graff	3.39	5.08	s 6.17	9.08	3.43	11.34				
153.3	Quincy			s 6.25							
153.5	Morgan	3.43	5.12	s 6.26	9.12	3.47	11.38				
156.8	Pemberton			s 6.36							
159.8	Mix										
163.7	Sidney	s 3.54		s 6.50	s 9.24	s 3.59	s 11.50				
166.2	Spafford										
170.2	Lamb										
173.4	Houston			s 7.02							
177.4	Russia			s 7.09							
180.9	Harvard										
181.5	Versailles			s 7.19							
186.4	Dawn										
189.7	Ansonia	4.20	5.42	s 7.33	9.46	4.20	12.11				
198.8	Union City	s 4.40	5.50	s 7.50	9.55	s 4.33	12.21				
202.7	Harrisville										
207.9	Winchester	a 4.55	5.58	s 8.10	10.04	s 4.47	12.31				
215.8	Farmland			s 8.22							
218.8	Connor										
219.9	Parker City			s 8.32							
223.3	Selma			s 8.42							
228.5	Vance	5.15	6.15	8.52	10.22	5.06	12.53				
229.6	Muncie	s 5.30	s 6.21	s 9.12	s 10.30	s 5.15	s 1.12				
232.7	Hart	5.35	6.25	9.17	10.35	5.20	1.17				
235.3	Yorktown										
240.0	Daleville			s 9.38							
245.7	Gridley	5.48	6.36	9.48	10.47	5.32	1.29				
246.7	Delco	5.50	6.38	9.50	10.49	5.34	1.31				
247.4	Anderson	s 6.03	s 6.43	s 10.10	s 10.55	s 5.43	s 1.42				
247.9	So. Anderson Yard										
250.9	Taft	6.10	6.50	10.17	11.02	5.50	1.49				
255.4	Pendleton			s 10.27							
257.3	Raleigh										
260.4	Ingalls										
262.3	David										
263.1	Fortville										
268.0	McCordsville										
272.7	Post										
274.6	Lawrence										
277.8	Eastwood	6.45	7.12	11.03	11.26	6.12	2.16				
279.1	Belt Jct.										
280.1	DX										
281.9	Mass. Ave.										
283.8	Indianapolis	7.15 AM	7.30 AM	11.30 AM	11.50 AM	6.35 PM	2.35 AM				
.....	Indianapolis Central Standard Time	6.15 AM	6.30 AM	10.30 AM	10.50 AM	5.35 PM	1.35 AM				

**Conditional Stops:**

A No. 307 on signal at Winchester to discharge revenue passengers from Toledo or beyond.



# EASTERN STANDARD TIME COLUMBUS AND BELLEFONTAINE TO CINCINNATI—WEST

	STATIONS	FIRST CLASS									(Continued on page 20)
		X-425 <small>SEE NOTE</small>	309 <small>SEE NOTE</small>	417	15	421 <small>SEE NOTE</small>	X-447 <small>SEE NOTE</small>	303	433		
		<small>NIGHT EXPRESS</small>	<small>OHIO SPECIAL</small>	<small>MIDNIGHT SPECIAL</small>	<small>OHIO STATE LIMITED</small>	<small>CINCINNATI SPECIAL</small>	<small>CLEV.-OHIO EXPRESS</small>	<small>THE QUEEN CITY</small>	<small>CLEV.-OHIO SPECIAL</small>		
		Daily	Daily	Daily	Daily	Daily	Daily Ex. Sunday	Daily	Daily		
	Columbus.....	AM 1.15		AM 3.25	AM 5.55	AM 11.40	PM 2.10		PM 3.55		
1.6	GN Tower.....	1.20		3.30	6.00	11.44	2.14		3.59		
3.4	Miami Crossing.....	1.22		3.33	6.03	11.46	2.16		4.01		
10.0	Galloway.....						f 2.30				
16.8	Lilly Chapel.....						f 2.43				
21.5	London.....	s 1.50		3.59	6.23	12.15	s 2.55		4.26		
27.8	Myers.....										
34.3	Plattsburg.....						f 3.08				
39.8	Brooks.....										
43.1	Carney.....	2.08		4.19	6.39	12.35	3.17		4.44		
44.2	East Street.....	2.09	AM	4.21	6.41	12.36	3.19	PM	4.45		
98.2	Bellefontaine.....		3.45					3.10			
99.0	Gest.....										
100.2	Jewells.....		3.49					3.13			
105.9	West Liberty.....										
110.1	Lippincotts.....										
116.0	Urbana.....		s 4.08					s 3.32			
123.8	Glen Echo.....		4.18					3.41			
129.6	Springfield Yard.....		4.25					3.47			
44.9	Springfield.....	s 2.50	s 4.35	s 4.40	s 6.45	s 12.45	s 3.45	s 4.00	s 4.55		
46.8	West End.....	2.55	4.40	4.45	6.49	12.50	3.50	4.05	5.00		
50.2	Cold Springs.....	3.00	4.45	4.49	6.53	12.54	3.54	4.09	5.04		
58.7	Fairborn.....	3.10	4.55	4.58	7.02	s 1.03	s 4.14	4.18	5.13		
66.6	Tates Point.....	3.20	5.03	5.06	7.10	1.11	4.23	4.26	5.21		
67.7	Dayton Yard.....										
68.6	Draw Bridge.....	3.23	5.07	5.09	7.13	1.14	4.26	4.29	5.24		
68.9	Second Street.....										
69.9	Dayton.....	s 4.10	s 5.20	s 5.25	s 7.20	s 1.20	s 5.00	s 4.35	s 5.30		
70.6	Miami City Jct.....	4.12	5.22	5.27	7.22	1.22	5.02	4.37	5.32		
77.3	West Carrollton.....										
79.9	Miamisburg.....		A 5.36				s 5.14				
85.0	Carlisle Jct.....	4.32	5.42	5.44	7.38	1.36	s 5.24	4.51	5.46		
85.2	Franklin.....						s 5.34				
							c 5.35				
90.5	Middletown Yard.....										
90.8	Middletown.....	s 5.10	s 5.52	s 6.00	s 7.45	s 1.45	s 6.15	s 5.00	s 5.55		
91.5	M. & C. Jct.....	5.14	5.55	6.03	7.47	1.47	6.17	5.02	5.57		
101.9	Mauds.....	5.30	6.07	6.17	7.58	1.58	s 6.34	5.13	6.07		
106.2	Gano.....	5.34	6.11	6.22	8.02	2.02	6.38	5.17	6.12		
108.5	Sharon Yard.....										
109.4	West Sharon.....	5.39	6.15	6.27	8.06	2.06	6.44	5.21	6.16		
114.1	Lockland.....						6.50				
116.9	Ivorydale Jct.....	5.55	6.32	6.44	8.22	2.20	7.00	5.32	6.30		
117.7	Winton Place.....	5.57	s 6.34	s 6.48	s 8.25	s 2.22	s 7.02	s 5.35	s 6.33		
122.4	Cincinnati.....	6.15	6.50	7.05	8.35	2.35	7.15	5.45	6.45		
		AM	AM	AM	AM	PM	PM	PM	PM		

Time shown at Winton Place and Cincinnati is for information only.  
 No. X-425 does not carry passengers.  
**Conditional Stops:**  
 \*No. 309 on signal at Miamisburg to receive revenue passengers for Winton Place and beyond, and to discharge revenue passengers from Toledo or beyond.  
 \*No. 421 on signal at Fairborn to discharge revenue passengers from Cleveland or beyond.  
 \*No. X-447 on signal at Enon to receive or discharge parcel post; at Moraine to receive or discharge company mail and at Georgesville, Franklin, Kyles, Hughes, Sharonville and Elmwood Place to receive or discharge revenue passengers.

# EASTERN STANDARD TIME CINCINNATI TO BELLEFONTAINE AND COLUMBUS—EAST

STATIONS		FIRST CLASS															
		312		426 <small>SEE NOTE</small>		X-448 <small>SEE NOTE</small>		16		424		X-428 <small>SEE NOTE</small>		302 <small>SEE NOTE</small>		442	
		<small>THE QUEEN CITY</small>		<small>CLEVELAND SPECIAL</small>		<small>CONY-CLEVE EXPRESS</small>		<small>OHIO SEASH LIMITED</small>		<small>THE MOHAWK</small>		<small>EASTERN MAIL</small>		<small>MICHIGAN SPECIAL</small>		<small>MIDNIGHT SPECIAL</small>	
		Daily		Daily		Daily Ex-Sunday		Daily		Daily		Daily		Daily		Daily	
		AM	AM	AM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	
4.7	Cincinnati	9.00	9.15	11.00	4.00	7.00	8.25	11.15	11.50								
	Winton Place	s 9.10	s 9.26	s 11.11	s 4.11	s 7.11	s 8.35	s 11.26	s 12.01								
5.5	Ivorydale Jct.	9.13	9.28	11.13	4.13	7.13	8.38	11.28	12.03								
10.3	Lockland			11.21													
13.0	West Sharon	9.22	9.37	11.26	4.22	7.22	8.47	11.37	12.13								
18.9	Sharon Yard																
16.2	Gano	9.26	9.42	11.31	4.25	7.26	8.50	11.41	12.17								
20.5	Mauds	9.32	9.48	11.37	4.30	7.32	8.56	11.46	12.24								
30.9	M. & C. Jct.	9.41	9.57	11.47	4.39	7.41	9.05	11.56	12.34								
31.6	Middletown	s 9.47	s 10.02	s 12.01	s 4.42	s 7.48	s 9.30	s 12.01	s 12.38								
31.9	Middletown Yard																
37.2	Franklin			s 12.10													
37.4	Carlisle Jct.	9.55	10.10	12.11	4.50	7.57	9.39	12.09	12.45								
42.5	Miamisburg			s 12.20				c 12.14									
45.1	West Carrollton			s 12.25													
51.8	Miami City Jct.	10.11	10.26	12.35	5.03	8.13	9.55	12.23	1.02								
52.5	Dayton	s 10.20	s 10.35	s 1.00	s 5.09	s 8.23	s 10.25	s 12.35	s 1.20								
53.5	Second Street																
53.8	Draw Bridge	10.23	10.38	1.03	5.12	8.26	10.28	12.38	1.23								
54.7	Dayton Yard	10.25	10.39	1.05	5.13	8.28	10.29	12.39	1.24								
55.8	Tates Point	10.27	10.41	1.07	5.15	8.30	10.31	12.41	1.26								
63.7	Fairborn	10.35	10.51	s 1.20	5.23	8.38	10.40	12.49	1.37								
72.2	Cold Springs	10.43	11.00	1.30	5.30	8.47	10.49	12.57	1.48								
75.6	West End	10.47	11.04	1.34	5.34	8.52	10.53	1.01	1.53								
77.5	Springfield	s 11.00	s 11.15	s 2.05	s 5.40	s 9.05	s 11.35	s 1.15	s 2.10								
78.4	Springfield Yard	11.02						1.17									
84.2	Glen Echo	11.09						1.25									
92.0	Urbana	s 11.18						s 1.36									
97.9	Lippincotts																
102.1	West Liberty																
107.8	Jewells	11.36						1.55									
109.0	Gest																
109.8	Bellefontaine	11.43						2.00									
78.2	East Street	AM	11.16	2.06	5.41	9.06	11.36	AM	2.11								
79.3	Carney		11.18	2.08	5.43	9.08	11.39		2.14								
83.9	Brooks																
88.1	Plattsburg			s 2.19													
92.6	Myers																
96.9	London		11.38	s 2.32	5.59	9.25	s 12.04		2.33								
105.6	Lilly Chapel			s 2.43													
112.4	Galloway			s 2.52													
119.0	Miami Crossing		12.01	3.02	6.19	9.46	12.26		3.00								
120.8	GN Tower		12.03	3.04	6.21	9.48	12.28		3.02								
122.4	Columbus		12.10	3.10	6.25	9.55	12.35		3.15								

Time shown at Winton Place and Cincinnati is for information only.  
No. X 428 does not carry passengers.

Regular Stops:  
No. X-448 at Sharonville.  
No. 426 at London Saturday and Sunday.

Conditional Stops:  
\*No. 426 on signal at Fairborn to discharge revenue passengers from Cincinnati or beyond and to receive revenue passengers for Columbus or beyond.  
\*No. 426 on signal at London to receive or discharge revenue passengers.  
\*No. X-448 on signal at Mauds, Hughes, Kyles and Georgesville to receive or discharge revenue passengers and at Dayton Yard to receive or discharge company supplies.  
c.No. 302 on signal at Miamisburg to receive revenue passengers for Urbana or beyond.

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

Miles from Sandusky	STATIONS	FIRST CLASS			SECOND CLASS			
		307 SEE NOTE	309 SEE NOTE	303 SEE NOTE	151			
		INDIANAPOLIS SPECIAL	OHIO SPECIAL	THE QUEEN CITY	SWITCH RUN			
		Daily	Daily	Daily	Tues.Thur.Sat. Only			
	Toledo.....	AM 12.35	AM 1.15	PM 12.33				
	Stanley Yard.....				AM			
	Fostoria.....	<sup>A</sup> 1.35	<sup>B</sup> 2.07	<sup>S</sup> 1.28				
	Sandusky.....				7.00			
0.3	Bay Junction.....				7.15			
17.0	Clyde.....				<sup>S</sup> 8.30			
22.7	Green Springs Jct.....				<sup>f</sup> 9.15			
34.0	Tiffin.....	AM	AM	PM	<sup>h</sup> 11.00			
42.7	Berwick.....	1.57	2.21	1.45	11.30			
49.7	Carey.....	2.12	<sup>S</sup> 2.34	<sup>S</sup> 2.00	12.01			
57.3	Wharton.....				PM			
62.2	Forest.....	2.35	2.49	<sup>o</sup> 2.17				
65.5	McVittys.....							
68.4	Grants.....							
73.6	Hill Siding.....							
74.1	Kenton.....	<sup>A</sup> 2.48	<sup>B</sup> 3.02	<sup>S</sup> 2.30				
74.8	Sands.....	2.50	3.03	2.32				
86.4	Belle Center.....							
92.1	Huntsville.....							
98.2	Bellefontaine.....	3.20 AM	3.35 AM	3.00 PM				

Time shown at Toledo, Stanley Yard and Fostoria is for information only.

Conditional Stops:

- <sup>A</sup>No. 307 on signal Fostoria and Kenton to receive revenue passengers for Muncie or beyond.
- <sup>B</sup>No. 309 on signal at Fostoria and Kenton to receive and discharge revenue passengers.
- <sup>o</sup>No. 303 on signal at Forest to receive revenue passengers for Cincinnati or Indianapolis or beyond.

# EASTERN STANDARD TIME BELLEFONTAINE TO SANDUSKY—EAST

	STATIONS	FIRST CLASS			SECOND CLASS			
		302	304	312	150			
		<small>SEE NOTE</small>	<small>SEE NOTE</small>	<small>SEE NOTE</small>				
		<small>KIDDEGAN SPECIAL</small>	<small>DETROIT SPECIAL</small>	<small>THE QUEEN CITY</small>	<small>SWITCH RUN</small>			
	Daily	Daily	Daily	Mon. Wed. Fri. Only				
82.8	Bellefontaine.....	AM 2.10	AM 3.00	AM 11.53				
88.4	Huntsville.....							
44.0	Belle Center.....			c 12.09				
65.6	Sands.....	2.40	3.30	12.20				
56.8	Kenton.....		B 3.32	s 12.22				
56.8	Hill Sliding.....							
62.0	Grants.....							
64.9	McVittys.....							
68.2	Forest.....	3.00	3.48	c 12.38				
73.1	Wharton.....				AM			
80.7	Carey.....	S 3.20	S 4.08	s 12.58	8.30			
87.7	Berwick.....	3.40	4.23	1.13	S 9.00			
96.4	Tiffin.....	AM	AM	PM	s 11.00			
107.7	Green Springs Jct... ..				f 12.01			
113.4	Clyde.....				s 12.45			
130.1	Bay Junction.....				1.45			
130.4	Sandusky.....				2.00			
97.4	Fostoria.....	A 4.00	B 4.40	S 1.30	PM			
129.9	Stanley Yard.....							
134.1	Toledo.....	5.00 AM	5.40 AM	2.30 PM				

Time shown at Fostoria, Stanley Yard and Toledo is for information only.

**Regular Stops:**

c 312 at Belle Center on Sunday to receive or discharge revenue passengers.

**Conditional Stops:**

A No. 302 on signal at Fostoria to discharge revenue passengers from Springfield or beyond.

B No. 304 on signal at Kenton to receive or discharge revenue passengers; at Fostoria to discharge revenue passengers from Bellefontaine and to receive revenue passengers for Toledo.

S No. 312 on signal at Belle Center to discharge revenue passengers from Dayton or beyond, and to receive revenue passengers for Fostoria or beyond; at Forest to discharge revenue passengers from Bellefontaine or beyond and to receive revenue passengers for Toledo or beyond.







**EASTERN STANDARD TIME**

<b>DELAWARE TO SPRINGFIELD YARD—WEST</b>				
Miles from Delaware	STATIONS	SECOND CLASS		
		551		
		SWITCH RUN		
		Tue. Thur. Sat. Only		
		AM		
4.2	Delaware.....	9.00		
5.6	Scioto.....	f 9.30		
8.7	White Sulphur.....	f 9.55		
13.4	Ostrander.....	s 10.30		
	New Dover.....	f 10.54		
17.0	Marysville.....	s 11.55		
22.5	Milford Center.....	s 12.20		
27.1	Irwin.....	f 12.40		
32.1	Mechanicsburg.....	s 1.45		
38.9	Catawba.....	f 2.05		
43.0	Moorefield.....	f 2.20		
49.0	Springfield Yard.....	3.00		
		PM		

<b>SPRINGFIELD YARD TO DELAWARE—EAST</b>				
Miles from Springfield	STATIONS	SECOND CLASS		
		550		
		SWITCH RUN		
		Mon. Wed. Fri. Only		
		AM		
0.9	Springfield Yard.....	9.00		
6.9	Moorefield.....	f 9.25		
11.0	Catawba.....	f 9.40		
17.8	Mechanicsburg.....	s 10.30		
22.8	Irwin.....	f 10.45		
27.4	Milford Center.....	s 11.10		
32.9	Marysville.....	s 12.30		
36.5	New Dover.....	f 12.40		
41.2	Ostrander.....	s 1.15		
44.3	White Sulphur.....	f 1.30		
45.7	Scioto.....	f 2.00		
49.9	Delaware.....	3.00		
		PM		

<b>CAREY TO VANLUE WEST</b>				
Miles from Carey	STATIONS	SECOND CLASS		
		551		
		SWITCH RUN		
		Daily Ex. Sunday		
5.5	Carey.....			
	Vanlue.....			

<b>VANLUE TO CAREY EAST</b>				
Miles from Vanlue	STATIONS	SECOND CLASS		
		550		
		SWITCH RUN		
		Daily Ex. Sunday		
5.5	Vanlue.....			
	Carey.....			

<b>ST. MARYS TO BELLEFON- TAINÉ—SOUTH</b>				
Miles from St. Marys	STATIONS	SECOND CLASS		
		553		
		SWITCH RUN		
		Daily Ex. Sunday		
		PM		
5.2	St. Marys.....	2.20		
10.7	Moulton.....	f 2.35		
17.8	Wapakoneta.....	s 3.15		
19.4	Slater.....	f 3.35		
	Gutman.....	f 3.45		
22.5	Santa Fe.....	f 3.55		
26.3	Lakeview.....	f 4.10		
27.9	Russell's Point.....	f 4.20		
31.4	Lewistown.....	f 4.30		
34.4	McMorran.....	f 4.40		
39.6	Bellefontaine.....	5.00		
		PM		

<b>BELLEFONTAINE TO ST. MARYS—NORTH</b>				
Miles from Bellefontaine	STATIONS	SECOND CLASS		
		554		
		SWITCH RUN		
		Daily Ex. Sunday		
		AM		
5.2	Bellefontaine.....	10.00		
8.2	McMorran.....	f 10.15		
11.7	Lewistown.....	f 10.25		
13.3	Russell's Point.....	f 10.35		
17.1	Lakeview.....	s 10.50		
	Santa Fe.....	f 11.05		
20.2	Gutman.....	f 11.15		
21.8	Slater.....	f 11.20		
28.9	Wapakoneta.....	s 12.05		
34.4	Moulton.....	f 12.20		
39.6	St. Marys.....	12.40		
		PM		

## WESTWARD—FREIGHT TRAINS

Miles from Cleveland		THROUGH										(Continued on page 27)
		Indpls BF 1	SL BF 1	Cinti BF 1	BF 9	ON 1 <small>See Note</small>	BF 3	CL 5	CL 7	BF 7	DSL 1	BF 5
		DeWitt Indian- apolis	DeWitt St. Louis	Cleve- land Cincinnati	Pitta- burgh St. Louis	Cleve- land Ind'p't's Cincinnati	Buffalo Belle- fontaine	Cleve- land Colum- bus	Cleve- land Colum- bus	Detroit Cincinnati	Detroit St. Louis	Toledo Cincinnati
		Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily
		A. M.	A. M.	P. M.	P. M.	P. M.	A. M.	P. M.	A. M.	A. M.	P. M.	
	Collinwood.....	6.20	8.30	12.01		4.45	8.15	6.00	10.30			
	Buckeye Road.....					6.00						
	Rockport.....				1.00							
12.5	Berea.....	7.50	9.45	1.30	1.30	7.00	9.15	8.00	11.59			
140.8	Bellefontaine.....	1.30	2.15	7.30	8.80	10.30	3.00					
	Bellefontaine.....	4.80	3.00	P. M.	2.00	1.00	A. M.					
247.9	So. Anderson.....	8.00				8.45						
277.8	Indianapolis (Brightwood.).....	9.00	7.30		6.00	5.00						
135.4	Columbus.....							3.00	7.50			
	Springfield.....	P. M.	P. M.		A. M.	A. M.						
	Toledo (Stanley).....					A. M.				6.00	8.00	
102.7	Bellefontaine.....									11.00	12.01	
	Bellefontaine.....					1.00				1.00	1.80	
135.3	Springfield.....					2.00					3.45	
160.4	Dayton.....										4.45	
181.2	Middletown.....										6.15	
	Cincinnati (Sharonville).....									6.30	8.00	
	Ivorydale.....					4.30						
212.7	Cincinnati (MillCreek).....					5.30						
239.7	Indianapolis (Brightwood.).....										6.00	
	<i>ON-1 does not operate, Bellefontaine-Indianapolis Sunday.</i>					A. M.				P. M.	P. M.	

For information only; not conferring time table superiority.

## EASTWARD—FREIGHT TRAINS

Miles from Indianapolis		THROUGH										(Continued on page 27)
		1st NY 6	2nd NY 6	BR 2	BC <sup>4</sup>	SLD 2	SLD 6	ON 2 <small>See Note</small>	Adv NY 4	1st BF NY 4	2nd BF NY 4	CL 4
		St. Louis Buffalo	St. Louis De Witt	Belle- fontaine Rockport	Belle- fontaine Collin- wood	St. Louis Detroit	St. Louis De Witt	Indian- apolis Cincinnati Cleveland	Indian- apolis Belle- fontaine	St. Louis De Witt	Indian- apolis Belle- fontaine	Colum- bus Cleve- land
		Daily Except Monday	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily Except Sunday	Daily
		A. M.	A. M.	A. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	A. M.	
	Indianapolis (Brightwood.).....	5.00	7.00			12.01	3.00	6.30	7.30	10.30	11.30	
35.1	So. Anderson.....	6.15							8.40		1.00	
94.1	Ansonia.....								12.01			
143.0	Bellefontaine.....	10.00	11.30			4.30	7.00	10.30	2.30	3.00	4.00	
	Bellefontaine.....	12.30	2.30	9.00	3.00	6.00	9.00	12.01		5.00		
270.5	Berea.....	4.30	7.30	2.30	7.30		2.00	4.00	A. M.	10.00	A. M.	
	Rockport.....	4.45		2.45	7.45		2.15	4.10				
	Buckeye Road.....							4.60				
	Collinwood.....	6.00	8.30		9.00		3.15	5.15		11.00		
239.7	Toledo (Stanley).....					9.00						
	Cincinnati (MillCreek).....	P. M.	P. M.	P. M.	P. M.	P. M.	A. M.	A. M.		A. M.		
	Ivorydale.....							5.15				
	Cincinnati (Sharonville).....							6.00				
31.9	Middletown.....							6.50				
54.7	Dayton.....							7.30				
78.4	Springfield.....							8.30				
109.0	Bellefontaine.....							9.30				
208.3	Bellefontaine.....											
	Toledo (Stanley).....							P. M.			A. M.	
	Springfield.....											
	Columbus.....										11.30	
	Berea.....										7.00	
	Rockport.....											
	Collinwood.....										9.00	
	<i>ON-3 does not operate, Indpls.-Bftn. Sun.; Bftn.-Cleve. Sat. &amp; Sun.</i>										P. M.	

For information only; not conferring time table superiority.

## WESTWARD FREIGHT TRAINS

Miles from Cleveland	STATIONS	THROUGH									
		CL 1	SD 5								
		Bellefontaine Cincinnati	Columbus Indianapolis								
		Daily	Daily								
		A. M.	P. M.								
	Collinwood.....										
	Buckeye Road.....										
12.5	Rockport.....										
140.8	Berea.....										
	Bellefontaine.....										
247.9	Bellefontaine.....										
277.8	So. Anderson.....		P. M.								
135.4	Indianapolis (Brightwood).....										
	Columbus.....		9.40								
	Springfield.....		12.30								
			A. M.								
Miles from Toledo	Toledo (Stanley).....	A. M.									
102.7	Bellefontaine.....										
	Bellefontaine.....	5.30									
135.3	Springfield.....	7.10									
160.4	Dayton.....	8.45									
181.2	Middletown.....	10.00									
	Cincinnati (Sharonville).....	12.01									
	Ivorydale.....										
212.7	Cincinnati (Mill Creek).....										
239.7	Indianapolis (Brightwood).....		P. M.								

For information only; not conferring time table superiority.

## EASTWARD-FREIGHT TRAINS

Miles from Indianapolis	STATIONS	THROUGH					
		CL 2	LS 6	CC 2	1st MC 4	2ND MC 4	SD 2
		Columbus Cleveland	Cincinnati Bellefontaine	Cincinnati Toledo	Cincinnati Toledo	Cincinnati Bellefontaine	Indianapolis Columbus
		Daily	Daily	Daily	Daily	Daily	Daily
		P. M.	A. M.	P. M.	P. M.	P. M.	A. M.
	Indianapolis (Brightwood).....						
35.1	So. Anderson.....						
94.1	Ansonia.....						
143.0	Bellefontaine.....						
	Bellefontaine.....						
270.5	Berea.....						
	Rockport.....						
	Buckeye Road.....						
	Collinwood.....						
239.7	Toledo (Stanley).....						
	Cincinnati (Mill Creek).....		A. M.	P. M.	P. M.	P. M.	
	Ivorydale.....						
	Cincinnati (Sharonville).....		6.00	1.35	7.00	10.30	
31.9	Middletown.....				8.45		
54.7	Dayton.....				10.15		
78.4	Springfield.....				12.01		
109.0	Bellefontaine.....		9.00	4.30	1.30	2.30	
			A. M.		A. M.	A. M.	
208.3	Bellefontaine.....			5.00	7.00		A. M.
	Toledo (Stanley).....	P. M.		8.00	1.00		
	Springfield.....						
	Columbus.....						3.00
	Berea.....			P. M.	P. M.		5.45
	Rockport.....						A. M.
	Collinwood.....						
			A. M.				

For information only; not conferring time table superiority.

# STATIONS, OFFICE CALLS, SIGNALS AND TELEPHONES

## BEREA TO INDIANAPOLIS

STATIONS	Office Calls	Miles from Cleveland	SIGNALS		TELEPHONES			
			Westward Track	Eastward Track	LOCATION	Side of Track	LINE	
Berea Open day and night	C.S.	BE	12.5	INT. 141	INT. 142	S. S. West end bridge, pole box Bagley Road, booth	N N N	T.D.-M-B-Y Y B
West View	C.S.		15.7	161	162 163	Station East end station, phone box	N N	M B
Columbia	C.S.	CB	18.1	181 191	182	Station West end platform, pole box West end westward siding, pole box	N N N	T.D.-M-B-Y B B
North Eaton	C.S.		20.7	221	202 222	Pole box	N	B
Farm			22.9	231				
Grafton Open day and night	C.S.	G	25.4	241 INT. 261	242 INT. 262	East end eastward siding, pole box East end back track, pole box Freight station S. S. West end westward siding, pole box	S N N N N	Y Y M-Y T.D.-M-B-Y Y
LaGrange	C.S.		29.5	281 291 311 331	282 292 312 332	West end of station, pole box	N	B
Wellington	C.S.		36.5	351	352	Mill track, pole box Passenger station Freight station House track, pole box	S N N N	Y M-Y M-Y Y
Huff Open day and night	C.S.	WC	37.0	INT. 371	INT. 372	S. S. West end westward siding, pole box West end eastward siding, pole box	N N S	T.D.-M-B-Y Y Y
Rochester	C.S.		42.0	391 411 431	392 412 432	Pole box	N	B
Hiles Open day and night	C.S.	F	46.9	451 INT.	452 INT.	East end eastward siding, pole box East end westward siding, pole box S. S.	S N N	Y Y T.D.-M-B-Y
New London	C.S.		47.5	471 491 511 531	482 492 512 532	Station West switch, short siding, pole box Pole 51-44, box	N S N	M-Y Y B
Boyd Open day and night	C.S.	GR	54.5	INT.	INT.	East end westward siding, pole box S. S.	N N	Y T.D.-M-B-Y
Greenwich	C.S.		54.9	551 571	552 572	Pole 54-44, box Station	N N	B M-Y

# STATIONS, OFFICE CALLS, SIGNALS AND TELEPHONES

BEREA TO INDIANAPOLIS

STATIONS	Office Calls	Miles from Cleveland	SIGNALS		TELEPHONES		
			Westward Track	Eastward Track	LOCATION	Side of Track	LINE
Shiloh.....	C.S.	61.2	591	592	West end station, phone box..... West end westward siding, pole box.....	N N	B B
			611	612			
			621	622			
			641	642			
Shelby..... Open day and night	C.S. SY	67.2	661	662	East end westward siding, pole box.... East end eastward siding, pole box..... S. S..... Freight station..... Passenger station..... West overhead bridge, pole box..... Tube works switch, pole box.....	N S N S S S N	Y Y T.D.-M-B-Y M-Y M-Y Y Y
			INT.	INT.			
			681	682			
Vernon..... Open day and night	C.S. VN	70.8	INT.	INT.	S. S..... West end eastward siding, booth.....	N S	T.D.-M-B-Y Y
	C.S.	71.3	711 721	732			
Crestline..... Open day and night	C.S. US	75.7	741	742	S. S..... Baggage room..... Ticket office..... Freight station..... West crossover, pole box..... Burch track switch, pole box.....	S S S S S S	T.D.-M-B-Y Y M-Y M-Y B Y
			INT.	INT.			
Gallon Yard..... Open day and night	C.S.	77.9	INT.	772	East end westward siding, booth..... Highball switch, booth..... Middle of yard No. 7 switch, pole box.. Yard office..... Car Inspector's cabin..... Engine house..... S. S..... Coal dock.....	N S S S S S S N	Y Y Y T.D.-M-Y Y T.D.-M-Y T.D.-M-B-Y Y
	C.S. YD	78.9	INT.	INT.			
Gallon.....	C.S.	79.8	791	792	Pole 79-05, box..... West side of coal dock, pole box..... Sherman St., pole box..... Electric light plant, pole box.....  Church St. pole box..... Register room, passenger station..... Ticket office..... Freight station.....  Scale track, pole box..... So. Market St. pole box.....	N S S S  N N N N  S N	Y Y Y Y  Y Y M-Y M-Y  Y Y
				802			
Burt..... Open day and night	C.S. BU	80.3	INT.	INT. 812	S. S.....	S	T.D.-M-B-Y
Bx Siding.....	C.S.	80.7	698-1		Crossover, pole box..... West end siding, pole box..... Pole 86-07, box.....	N N N	Erie B Erie B Erie B
			700-1	832			
Martel..... Open day and night	C.S. RM	87.7	702-1 INT.	852 INT.	East end westward siding, booth..... S. S..... Pole 88-05, booth..... West end westward siding, booth.....	N S N N	Erie B N.Y.C. M Erie B Erie B
	C.S.	88.9		INT.			
Caledonia.....	C.S. CN	91.8	705-2 706-1		Station..... West of station, Pole 91-35, booth..... West of station, Pole 92-02, box..... West end of westward and eastward sidings.....	S N N N	N.Y.C.-M Erie B Erie B Erie B
			707-1	908			
			709-1	922			
				942			

# STATIONS, OFFICE CALLS, SIGNALS AND TELEPHONES

BEREA TO INDIANAPOLIS

STATIONS	Office Calls	Miles from Cleveland	SIGNALS		TELEPHONES			
			Westward Track	Eastward Track	LOCATION	Side of Track	LINE	
Slicks .....	C.S.	96.6	711-1		Crossover, booth..... Pole 95-32, booth..... West end of siding.....	N S S	Erie B Erie B Erie B	
Scioto .....	C.S.	98.0	713-1	962 982	Poles 97-05, 97-19, 97-35, 98-12, 98-16, 98-29, boxes .....	N	Erie B	
Q Siding.....	C.S.	99.8	716-1	1002	Barnhart Ave., pole box..... Lincoln Ave., booth..... Pole 99-41, box..... Huber Switch, Pole 100-03, box..... Greenwood St. crossing watchmen's cabin.....	N N N N	Erie B Erie B Erie B Erie B Erie B	
Marion .....	C.S.	AC	101.5	INT.	INT.	State St., crossing flagman's cabin..... Leader St., Pole 101-14, box..... S. S..... Ticket office..... Freight station..... Freight station, northside, pole box.... East end eastward siding, pole box.... Crossing watchman's cabin, West Center St..... West end eastward siding, pole box.... West end westward siding, pole box....	N N N S N S S N	Erie Erie T.D.-M-B-Y M T.D.-M-B Y Y Y Y
Agosta .....	C.S.	110.7	1061 1081 1111	1062 1082 1112	East side of station, phone box.....	S	B	
LaRue.....	C.S.	KN	1141 1144	1132 1142 1143	East end eastward siding, pole box.... East end westward siding, pole box.... Signal store room, west side, phone box Station..... Station, east end, phone box.....	S N S N N	B B B T.D.-M-B B	
Mt. Victory .....	C.S.	MK	1161 1171 1191 1211	1162 1172 1192 1212	Section house, west side, phone box.... Station.....	N N	B T.D.-M	
Hayes.....	C.S.	WA	1231	1232	East end eastward and westward sidings, pole boxes..... S. S.....	S S	Y T.D.-M-B-Y	
Ridgeway .....	C.S.	J	1253		Station..... East side of station, phone box.....	N N	T.D.-M-Y Y	
Big Springs.....	C.S.	128.8	1261	1262	Pole Box .....	S	B	
Rushsylvania.....	C.S.	VA	1301 1321	1302 1322	Station..... East end station, phone box .....	N N	T.D.-M-B B	
Nelson .....	C.S.	134.4	1341	1342	Crossover, pole box .....	S	B	
Harper .....		134.8	1351					
Turner .....	C.S.	137.8	1371 1381 1391	1362 1372 1382 1392	Crossover, pole box .....	S S S S	B Y Y Y T.D.-M-Y	



# STATIONS, OFFICE CALLS, SIGNALS AND TELEPHONES

BEREN TO INDIANAPOLIS

STATIONS	Office Calls	Miles from Cleveland	SIGNALS		TELEPHONES		
			Westward Track	Eastward Track	LOCATION	Side of Track	LINE
BN Yard Open day and night	C.S. BN	139.4	1401	1402	S. S. Switchmen's room Genl. yard master's office West end No. 10 yard track	S S S N	T.D.-M-B-Y Y T.D.-M-Y Y
Sandusky Ave Open day and night	C.S. Z	140.6		1404	S. S.	N	T.D.-M-B-Y
Bellefontaine	C.S. DI	140.8			(Indianapolis District) Passenger station Register room Car inspector's office	N N N	T.D.-M-B-Y Y Y
Bellefontaine Tower Open day and night	C.S. BS	140.9	INT. 1421	INT. 1422	S. S. Kaylor's crossing, Pole 142-20, box. (Sandusky District) West St. booth Everett St. crossover St. Marys branch, switch pole box Freight station	S S S S N S	T.D.-M-B-Y B Y Y Y M-Y
DeGraff	C.S. DA	150.4	1441 1461 INT.  INT.	1432 1442 1462 INT.  INT.	East end eastward siding, booth East end westward siding, booth Freight station West end eastward siding, booth West end westward siding, booth East end passenger station, phone box	S S N S S S	B B M B B B
Quincy	C.S. CY	153.3		1511 1512	Station	N	M-Y
Morgan Open day and night	C.S. QC	153.5	INT. 1551	INT. 1552	S. S.	N	T.D.-M-B-Y
Pemberton	C.S. MO	156.8		1571 1572	Station	S	T.D.-M-B
Mix	C.S.	159.3	1591 1611	1592 1612	East end eastward siding, pole box Pole box West end westward siding, pole box	S S N	B B B
Sidney	C.S.	163.7	1631	1643	Section tool house Passenger station Freight station	S N N	B M-B M-B
Spafford	C.S.	166.2	1661	1662	Overhead bridge, pole box	S	B
Hardin		168.3					
Lamb	C.S. BU	170.2	1681 1701 1721	1692 1702 1722	East end eastward siding, pole box Crossover, pole box West end westward siding, pole box	S S N	B B B
Houston	C.S. ON	173.4	1741	1742	Section tool house Station	N N	B T.D.-M-B
Russia	C.S.	177.4	1761 1771	1762 1772	Station platform, pole box	S	B
Harvard	C.S.	180.9	1791 1811	1792 1812	East end, eastward siding, pole box Crossover, booth	S S	B B

# STATIONS, OFFICE CALLS, SIGNALS AND TELEPHONES

BEREA TO INDIANAPOLIS

STATIONS	Office Calls	Miles from Cleveland	SIGNALS		TELEPHONES		
			Westward Track	Eastward Track	LOCATION	Side of Track	LINE
Versailles.....	C.S. VS	181.5	1831	1832	East end station, phone box .....	N	B
					Station.....	N	T.D.-M-B
Dawn.....		186.4	1851	1852			
Ansonia..... Open day and night	C.S. A	189.7	1871 1881 INT.	1872 1882 INT.	(Indianapolis District) East end westward siding, pole box ....	N	Y
					S. S.....	S	T.D.-M-B-Y
					Freight station.....	N	M-Y
					Trainmen's bunk room .....	S	Y
					Engine house .....	S	Y
					Car inspector's cabin.....	S	Y
					East end yard, yard office.....	S	Y
	C.S.	191.2	INT.	INT.	West end yard, relay house.....	S	Y
					West end eastward siding, relay house..	S	Y
					(Northern District) North end yard, pole box.....	E	Y
					South end yard, pole box.....	W	B
					South end siding, booth.....	E	B
Elroy.....		193.4	1931 1951	1932 1952			
	C.S.	197.7	INT.	1972	East end westward siding, pole box ....	N	Y
					East end eastward siding, pole box.....	S	Y
Union City..... Open day and night	C.S. N	198.8	INT.	INT.	Freight station.....	N	M-Y
					S. S.....	N	T.D.-M-B-Y
			1991	1992	Passenger station .....	N	M
Harrisville.....		202.7	2021 2041	2022 2042			
			2061	2062	East end new siding, pole box .....	S	B
					Subway, pole box .....	S	Y
					Freight house, west end, phone box. ....	S	Y
Winchester..... Open day and night	C.S. WI	207.9	INT.	INT.	Freight station.....	S	M-Y
					Passenger station.....	N	M-Y
					S. S.....	S	T.D.-M-B-Y
	C.S.	209.2	INT. 2101	INT. 2102	West end eastward siding, cabin.....	N	B
Farmland.....	C.S. FD	215.8	2121 2141	2122 2142	Crossover, pole box.....	N	B
			2161	2162	Station.....	N	T.D.-M-B
Connor.....	C.S.	218.8	2181	2182	East end eastward siding, pole box.....	S	B
					Crossover, pole box.....	N	B
					West end westward siding, pole box....	N	B
Parker City.....	C.S. BF	219.9	2191	2202 2212	Station.....	S	T.D.-M-B
			2211	2222			
Selma.....	SA	223.3	2231	2232	Crossover, pole box.....	N	B
			2231	2232	Station.....	S	T.D.-M-B
Vance..... Open day and night	C.S. MU	228.5	2241 2261 2271 INT.	2242 2262 2272 INT.	Pole box.....	N	B
					Wire mill switch, pole box.....	N	Y
					S. S.....	N	T.D.-M-B-Y

# STATIONS, OFFICE CALLS, SIGNALS AND TELEPHONES

BEREA TO INDIANAPOLIS

STATIONS	Office Calls	Miles from Cleveland	SIGNALS		TELEPHONES		
			Westward Track	Eastward Track	LOCATION	Side of Track	LINE
N.Y.C. & St. L. Crossing Muncie	C.S.	229.5	INT.	INT.	Madison St., pole box	N	Y
		229.6			Madison St. tool house	S	Y
					S. S.		
					Passenger station	N	M-Y
					Passenger station hallway	N	Y
					Freight station	S	M-Y
					Switch cabin	S	Y
					N. Y. C. & St. L. connection, pole box	N	Y
					Perkins Ave., pole box	S	Y
Hart	C.S.	232.7	2311	2312	East end eastward and westward sidings, booth	S	Y
			2321	2322			
			2331	2332			
					West end eastward and westward sidings, pole box	S	B
Yorktown	C.S.	235.3	2361	2362	Strawboard switch, pole box	N	B
					Station	N	T.D.-M-B
					East end eastward siding, pole box	S	B
					Crossover, pole box	S	B
Daleville	C.S.	240.0	2401	2402	Spur track, pole box	S	B
					Station	N	T.D.-M-B
Chesterfield		242.3	2431	2432			
					2441	2442	
Gridley Open day and night	C.S.	245.7	Single Track		Pole box, M. P. 245-29	S	B
			Westward	Eastward			
			INT. M-B	INT.			
Delco Open day and night	C.S.	246.7	INT.	INT.	S. S.	N	T.D.-M-B-Y
					Pole box, Columbus Ave.	S	Y
Anderson Open day and night	C.S.	247.4	INT.	INT.	Jefferson St. pole box	S	Y
					Pearl St. pole box	S	Y
					Central Ave., pole box	S	Y
					Passenger station	N	M-Y
					Register room, inside passenger station	N	M-Y
					S. S.	N	T.D.-M-B-Y
					Water service foreman office	S	Y
					Freight station	S	Y
					Brown St., Xover	S	Y
					Lincoln St., pole box	S	Y
S. S.	N	T.D.-M-Y					
C. I. R. R. Crossing	C.S.	248.3	INT.	INT.	"CI" R. R. office	N	M
					S. S.	S	B
P. R. R. Belt Crossing	C.S.	248.9	INT.	INT.	Guide Lamp Co. spur	S	B
					Pole 249-19, box	S	B
					Pole 249-26, box	S	B
So. Anderson Yd. Open day and night	C.S.	247.9	M-B	M-B	File works, pole box	N	Y
					South end wye, booth	S	Y
					North end wye, booth	N	Y
					West end wye, booth	S	Y
					East end yard, booth	N	Y
					East end car inspector's cabin	S	Y
					Engine house office	S	M-Y
					Yard office	S	T.D.-M-B-Y
					West end car inspector's cabin	S	Y
					Center yard, pole box	N	Y
Scale house	S	Y					
					West end yard, booth	S	Y
Taft Open day and night	C.S.	250.9	(Two Tracks)		East end siding, pole box	S	B
			Westward Track	Eastward Track			
			INT. 2521	INT. M-B 2522			
					S. S.	N	T.D.-M-B

# STATIONS, OFFICE CALLS, SIGNALS AND TELEPHONES

BEREA TO INDIANAPOLIS

STATIONS	Office Calls	Miles from Cleveland	SIGNALS		TELEPHONES		
			Westward Track	Eastward Track	LOCATION	Side of Track	LINE
Pendleton.....	C.S. NR	255.4	2531	2532	Freight station .....	N	M
			2541	2543	Section house, phone box.....	S	B
			2551	2552			
Raleigh.....	C.S.	257.3	2571	2572	Pole box.....	S	B
					Old Line switch, pole box.....	N	B
					Reformatory switch, pole box.....	N	B
Ingalls.....	C.S.	260.4	2581 2601	2582 2602	Spur switch, pole box.....	N	B
David.....	C.S.	262.3	2611	2612	East end eastward siding, pole box.....	S	B
			2621	2622	Crossover, pole box.....	S	B
					West end westward siding, pole box.....	N	B
Fortville.....	C.S. OR	263.1	2631	2632	Station.....	S	T.D.-M
					Booth.....	S	B
McCordsville.....		268.0	2641	2642			
			2651	2652			
			2671	2672			
Oaklandon.....	C.S.	269.8	2691	2692			
					Section house.....	N	B
Post.....	C.S. US	272.7	2721	2722	East end eastward siding, pole box.....	S	B
					Crossover, pole box.....	S	Y
					West end yard, pole box.....	S	Y
					West end westward siding, pole box.....	N	Y
Benjamin Harrison Air Force Base.....	C.S.	273.4			Station.....	N	Y
					Reception Center.....	N	Y
					Lee Road, east end yard.....	N	Y
					Ticket office.....	N	Y
Lawrence.....	C.S. OW	274.6	2751	2742	Station.....	S	M-Y-B
Eastwood..... Open day and night	C.S. NI	277.8	2761 INT.	2762 INT.	Pole box, east of 38th St.....	N	B
					S. S.....	S	T.D.-M-B-Y
Belt Junction..... Open day and night	C.S. MS	279.1	INT.	INT.	S. S.....	S	T.D.-M-B-Y
Brightwood.....	C.S.	279.4			East end yard, pole box.....	N	Y
					Yard office.....	N	M-Y
					Car inspector's cabin.....	N	Y
					Engine house office.....	N	T.D.-M-Y
					Coal dock.....	N	Y
					West end yard.....	N	Y
DX..... Open day and night	C.S. DX	280.1	INT.	INT.	S. S.....	N	T.-T.D.-Y
Mass. Ave..... Open day and night		281.9	2811 INT.	2812 INT.	S. S.....	N	T.-T.D.-Y
			2821	2822			
				2832			
Indianapolis..... Open day and night	C.S. UN	283.8			Union Station.....	N	T.D.-M-Y

## BURT TO IVORYDALE JCT.

STATIONS	Office Calls	Miles from Cleveland via Delaware	SIGNALS		TELEPHONES		
			Single Track		LOCATION	Side of Track	LINE
			Westward	Eastward			
Burt..... Open day and night	C.S. BU	80.3	INT.	INT.	S. S.....	S	T.D.-M.B.Y
					Iron Works switch, pole box.....	S	B
			811	812	Booth, M. P. 81-33.....	S	B

# STATIONS, OFFICE CALLS, SIGNALS AND TELEPHONES

BURT TO IVORYDALE JCT.

STATIONS	Office Calls	Miles from Cleveland via Delaware	SIGNALS		TELEPHONES		
			Single Track		LOCATION	Side of Track	LINE
			Westward	Eastward			
St. James.....	C.S. BR	85.7	831	832	East end siding, pole box..... Station..... West end station, phone box..... West end siding, pole box.....	N N N S	B T.D.-M B B
			841	842			
			861	862			
			871	872			
Edison..... Open day and night	C.S. AD	92.8	891	892	Booth, M. P. 91-13..... S. S..... Station..... State Route No. 95, booth..... West end short siding, pole box..... West end siding, relay house.....	S S N S S S	B T.D.-M-B M-B B B B
			911	912			
	INT.	INT.					
	C.S.	93.9	INT.	INT.			
Cardington.....	C.S. CA	97.4	961	962	Station..... East end of Siding, pole box..... West end siding, pole box.....	S N S	T.D.-M B B
			981	982			
			1001	1002			
			1011	1012			
Ashley.....	C.S. AY	104.4	1031	1032	East and west end siding, pole box.... Station.....	N N	B T.D.-M
			INT.	INT.			
			1061	1062			
			INT.	INT.			
Leonardsburg.....		108.3	1081	1082			
Paget.....	C.S.	111.1	1091	1092	Relay house.....	S	B
			INT.	INT.			
	C.S.	112.2	Cut Off Old Line INT.	Out of Old Line INT.	West end siding, relay house.....	S	B
Delaware..... Open 4:30 PM to 12:30 AM daily Open 8:00 AM to 4:00 PM daily, ex. Sunday	C.S. AR	114.0	1125	1124	Passenger station..... Register room, passenger station..... Freight station..... Channing St. watchmen's cabin..... Delaware Branch, Jct., pole box..... Williams St. relay house..... Shell track, pole box..... State track, pole box.....	N N S S N S S N	T.D.-M-B-Y T.D.-M-B M-B B Y B B B
			INT.	INT.			
			1151	1152			
			INT.	INT.			
Jones.....	C.S.	117.1	INT. 1181	INT. 1182	Relay House.....	S	B
Lewis Center.....	C.S. SC	122.1	1201	1202	East and west end siding, pole box..... Station..... West side of station, pole box.....	S N N	B T.D.-M-B B
			1221	1222			
			1231	1232			
			1251	1252			
Flint.....		127.2	1271	1272	Spur track switch, pole box.....	S	B
Worthington..... Open day and night	C.S.	129.0	INT.	INT.	East end siding, relay house..... Spur track switch, pole box..... S. S.....	S S S	B B T.D.-M-B
	C.S. C	130.1	1311	1312			
Clintonville.....	C.S.	133.5	1331	1332	East end running lead, pole box..... Weber Road, pole box..... Mock Road (Hudson St.) pole box..... Highball switch, 17th Ave..... 17th Ave. Crossover, booth..... 11th Ave. crossover, pole box..... 11th Ave. yard office..... 11th Ave. switch lead.....	S S S N S N S N	Y-B Y-B Y-B Y-B Y Y-B Y Y
			1341	1342			
			1351	1352			
			INT.	INT.			
Fifth Ave..... Controlled from "CD"	C.S.	136.8	(Two Tracks)		N & W transfer, east end, pole box..... N & W transfer cabin.....	S S	Y Y
			Westward Track	Eastward Track			
			INT.	INT.			

# STATIONS, OFFICE CALLS, SIGNALS AND TELEPHONES

BURT TO IVORYDALE JCT.

STATIONS	Office Calls	Miles from Cheve-land via Delaware	SIGNALS		TELEPHONES			
			Two Tracks		LOCATION	Side of Track	LINE	
			Westward Track	Eastward Track				
Columbus..... Open day and night	C.S.	RN	138.0	1871	1372	DX switch cabin..... 4th St. switch cabin..... East end station platform, cabin..... Yard office..... Union Station, telegraph office..... West end station platform, pole box.....	S N S N S S	Y Y Y T.D.-M-B-Y T.D.-M Y
Park Street.....	C.S.		138.3	INT.	INT.	Park St., pole box..... Switchmen's cabin..... Car repairer's office, old engine house... Slate shed, pole box..... Pigtail, pole box.....	S S S N S	Y Y Y Y Y
C & O Crossing..... Open day and night	C.S.	HV	139.0	INT.	INT.	Westward home signal, pole box..... Neil track, pole box..... S. S..... C & O transfer, pole box..... Crossover.....	S N N S S	Y Y T.D.-M-Y Y Y
GN Tower..... Open day and night	C.S.	GN	139.6	INT.	INT.	West end Soloto River bridge, pole box B & O Jet., pole box..... S. S..... BC switch cabin.....	S S S S	B B-Y T.D.-M-B-Y Y
Grandview..... Open day and night	C.S.		140.8	INT.	INT.	Arrow and Sand Gravel, pole box..... S. S..... Engine House.....	N S S	Y T.D.-M-B T.D.-M-Y
Miami Crossing..... Open day and night	C.S.	MI	141.4	Single Track		S. S.....	N	T.D.-M-B-Y
				Westward	Eastward			
Camp Chase.....	C.S.		143.9	INT.	INT.	Lewis & Noon spur, booth..... West end running track, relay house... West Side Lbr. Co., pole box.....	S N N	B B B
Avenue.....			144.6	1441	1442	West switch, General Motors, pole box East switch, General Motors, pole box	N N	B B
Galloway.....	C.S.	OX	148.0	1461 INT. INT. 1491	1462 INT. INT. 1492	East end siding, relay house..... Station..... West end siding, relay house.....	S S S	B T.D.-M-B B
Georgesville.....	C.S.		151.5	1511	1512	Pole 151-26, box.....	S	B
Lilly Chapel.....	C.S.	CH	154.8	1521 INT. 1551	1522 INT. 1552	East end siding, relay house..... Station..... West end siding, booth.....	S N S	B T.D.-M-B B
Dear Creek.....			158.9			Cabin.....	S	B
London..... Open day and night	C.S.	KN	163.5	1571	1572	East end siding, relay house..... Maple St., booth..... S. S..... Station..... High Street, pole box.....	S N N S S	Y B T.D.-M-B-Y M B
				1591	1592			
				1601	1602			
				INT.	INT.			
				INT.	INT.			
1641	1642							
West London.....	C.S.		165.6	1661	1662	Prison Farm Switch, booth.....	S	B
Myers.....	C.S.		167.8	INT. 1701	INT. 1702	East end siding, pole box..... West end siding, relay house.....	S S	B B
Plattsburg.....	C.S.		172.3	1711 1731	1712 1732	West end siding spur, booth.....	S	B
Brooks.....	C.S.		176.5	INT. INT. 1781	INT. INT. 1782	East end siding, relay house..... West end siding, relay house..... So. Charleston Pike, pole box.....	S S S	B B B
Carney..... Open day and night	C.S.	AK	181.1	1791 INT.	1792 INT.	Burnett Road, pole box..... S. S..... Burt St., pole box.....	N N N	B T.D.-M-B B
East Street..... Open day and night	C.S.	YK	182.2	INT.	INT.	S. S..... "Y" switch, pole box.....	N N	T.D.-M-B-Y Y

# STATIONS, OFFICE CALLS, SIGNALS AND TELEPHONES

BURT TO IVORYDALE JCT.

STATIONS	Office Calls	Miles from Cleveland via Delaware	SIGNALS		TELEPHONES			
			Westward Track	Eastward Track	LOCATION	Side of Track	LINE	
Springfield..... Open day and night	C.S.	KI	182.9	1831 1833	Home Signals 1832	Passenger station, telegraph office..... See page No. 41	N	T.D.-M-Y
West End..... Open day and night	C.S.	WD	184.8	1835 INT.	1834 INT.	S. S.....	N	T.D.-M-B-Y
				Single Track		Ohio Edison switch, pole box.....	N	B
				Westward 1851	Eastward 1852			
Durbin..... (Via Old Line)	C.S.		188.1			Station.....	S	Erie T.D.-M-Y NYC. M
						Junction switch.....	S	Erie T.D. NYC. Y
Cold Springs..... Open day and night	C.S.	CS	188.2	1861	1862	East end double track, relay house..... S. S..... Home signal, pole box..... West end westward siding, pole box..... West end eastward siding, pole box.....	N	B T.D.-M-B-Y
				(Two Tracks)			N	
				Westward Track	Eastward Track		N	
				INT.	INT.		N	
	C.S.		189.8		INT.		N	Y
Enon.....	C.S.		190.6	371-1D	1902	Pole box.....	S	B
					1912			
Fairborn..... Open 8:00 AM to 12:00 Mid. daily, ex. Sunday	C.S.	ON	196.7	378-1D	1922	East end Universal Cement Co. track, pole box..... West end Universal Cement Co. track, pole box..... East end westward siding, pole box..... S. S..... Station..... Motor car house, pole box..... Southwestern Cement Co. track, pole box West end yard, pole box..... Crossover, Air Service Command switch	N	Y Y Y T.D.-M-B-Y M-Y Y Y B
				376-1D	1942		S	
					1952		N	
				INT.	INT.		S	
				379-1D	1972		S	
	1982	N						
Wright.....	C.S.		201.9	382-1D	1992	Switch No. 2, pole box..... Switch No. 1, pole box.....	S	B B
					2002		S	
					2012			
Tates Point..... Open day and night	C.S.	SI	204.6	384-1D	2022	S. S..... East end eastward siding, pole box.....	S	T.D.-M-B B
				INT.	INT.		S	
Dayton Yard..... Open 8:30 AM to 8:30 PM daily ex. Sunday	C.S.	GE	205.7	387-1D	2062	East end westward siding, pole box..... Yard office..... West end yard, booth.....	N	Y T.D.-M-B-Y Y
							N	
							N	
Draw Bridge..... Open day and night	C.S.	DB	206.6	INT.	INT.	S. S.....	N	T.D.-M-B-Y
Second Street.....			206.9	(Dayton Union Ry.) INT.	INT.			
Dayton..... Open day and night	C.S.	DE	207.9	INT.	INT.	Freight station..... Dayton Union Passenger Station.....	N	M-Y T.D.-M-B
			208.6	INT.	INT.	Washington St., pole box.....	N	
Miami City Jet.....								
Sand Cut.....	C.S.		210.6	2001	2002	Syrup track, pole box..... Chapel Road, pole box..... Dayton Power and Light switch, pole box	S	B B B
						N		
						S		
						N		
				2101	2102	Booth.....	N	B

# STATIONS, OFFICE CALLS, SIGNALS AND TELEPHONES

BURT TO IVORYDALE JCT.

STATIONS	Office Calls	Miles from Cleveland via Delaware	SIGNALS		TELEPHONES			
			Westward Track	Eastward Track	LOCATION	Side of Track	LINE	
Moraine.....	C.S.	211.8	2111 2181	2122 2182	Yard office..... Springboro Pike, pole box..... Freight station..... Sellars Rd., pole box..... Crossover Dwyer's Switch, booth.....	S N S N N	M-B B M-B B B	
West Carrollton.....	C.S.	215.3	2141 2151 2161	2142 2152 2162	Envelope Co. track, pole box..... Station..... Crossover, booth.....	S N S	B T.D.-M-B B	
Miamisburg.....	C.S.	217.9	2171 2181	2182 2192	East end eastward siding, pole box..... East end westward siding, pole box..... M. P. 217-47, pole box..... M. P. 218, pole box..... Station..... West end new yard, pole box..... Crossover switches, M. P. 219-15, booth.....	S N N N N N N	B B B-Y B-Y M-Y B B	
Hutchings Station.....	C.S.	220.7	2191 2201	2202	East end, booth..... Crossover, pole box.....	S N	B B	
Carlisle Jct. Open day and night	C.S.	FA	2211 INT. 2241	2212 2222 INT. 2242	East end eastward siding, pole box..... S. S..... West end westward siding, pole box.....	S S N	B T.D.-M-B-Y B	
Franklin.....	C.S.	FN	223.2		Freight station..... Passenger station..... Passenger station, pole box, north wall.	S S S	M-Y B B	
Middletown Yard.....	C.S.	228.5	2251 2261 2271 2281	2252 2272 2282	East end westward siding, pole box..... East end eastward siding, pole box..... Engine house office..... Yard office..... Yard office, trainmen's phone..... West end westward siding, pole box..... West end eastward siding, pole box.....	N S N N N N S	B B M T.D.-M-B T.D.-M-B B B	
Middletown.....	C.S.	228.8			Freight station..... Passenger station..... Central Ave., watchman's cabin.....	N N N	M T.D.-M-B B	
M & C Jct. Open day and night	C.S.	MC	229.5	INT. 2301	INT. 2302	S. S.....	N	T.D.-M-B
Monroe.....	C.S.	233.6	2321	2322	Pole box.....	N	B	
Kyles.....	C.S.	235.6	2331 2341 2351	2332 2342 2352	East of signal 2341, pole box..... Section house..... Crossover, pole box.....	N N N	B B B	
Hughes.....	C.S.	237.6	2361 2371	2362 2372	Booth.....	N	B	
Mauds..... Open day and night	C.S.	DR	239.9	INT. 2401	INT. 2412	East end eastward siding, pole box..... S. S..... West end westward siding, pole box.....	S S N	Y T.D.-M-B-Y Y
West Chester.....	C.S.	243.0	2411 2421	2414 2422	Demick's crossing, pole box.....	N	B	
Gano.....	C.S.	244.2	INT.	2442	Crossover, booth..... Yard lead, pole box..... M. P. 245-14, pole box.....	N N S	B B B	
Sharonville.....	C.S.	245.8	2451	2452	Auto-Lite, pole box..... Station	S S	B Y	



# STATIONS, OFFICE CALLS, SIGNALS AND TELEPHONES

BURT TO IVORYDALE JCT.

STATIONS	Office Calls	Miles from Cleveland via Delaware	SIGNALS		TELEPHONES		
			Westward Track	Eastward Track	LOCATION	Side of Track	LINE
Sharon Yard.....	C.S. NY	246.5	2461	2462	Yard office..... Crossover, pole box..... Engine house office.....	N S	T.D.-M-B-Y B T.D.-M-Y
West Sharon..... Open day and night	C.S. WS	247.4	INT. 2481 2491	INT. 2482 2492	Yard office..... S. S..... Evendale Road, pole box..... Pennsylvania R. R. bridge, pole box... Wrights, pole box..... I. A. C., pole box.....	S S N S N S	M-Y T.D.-M-B-Y Y Y Y Y
Lockland.....	C.S.	250.1	2501 2511	2502 2512	Station..... Crossover, pole box.....	N S	M-Y Y
Carthage.....	C.S.	252.6	2521	2522	78th St. pole box..... 66th St., pole box.....	N N	Y Y
Elmwood Place.....		253.3	2531	2532 2542			
Ivorydale.....	C.S.	253.7	2541		N & W bridge, pole box..... Yard office..... Freight station..... Beech street.....	S N N S	Y M-Y M-Y Y
Ivorydale Jet..... Open day and night	C.S. NA	254.9	INT.	INT.	Signal station.....	S	T.D.-M-Y

## BAY JUNCTION TO SPRINGFIELD

STATIONS	Office Calls	Miles from Sandusky	SIGNALS		TELEPHONES		
			Single Track		LOCATION	Side of Track	LINE
			Westward	Eastward			
Bay Junction..... Open day and night	C.S. BJ	0.3	INT.	INT. D	S. S.....	S	T-D
Castalia..... Open 8:00 AM to 5:00 PM daily, ex. Sat. and Sun.	C.S. OB	6.0	T.O.	T.O.	Station.....	N	T.D.-M
York.....		11.2					
Clyde..... Open 8:00 AM to 9:00 PM daily, ex. Sat. and Sun.	C.S. W	17.0	D. INT. T.O.	INT. T.O. D.	Passenger station.....	S	T.D.-M
Green Springs.....	C.S.	22.2			Station.....	N	T.D.-M
Green Springs Jet..... Open day and night	C.S. GR	22.7	D. INT. T.O.	INT. T.O. D	S. S.....	S	T.D.
Watsons.....		27.6					
J. O. U. A. M. Home...		32.2					
B. & O. and P. R. R. Crossing..... Tiffin..... Open 7:15 AM to 4:15 PM daily, ex. Sat. and Sun.	C.S. NF	32.4 34.0	D. INT. T.O.	INT. T.O. D	S. S..... Freight station..... Pole 34-03, box..... Passenger station, east end.....	N N S	T.D.-M T.D. T.D.
Berwick..... Open day and night	C.S. BE	42.7	INT. INT.	T.O. INT. INT.	Station..... Westbound home signal, booth..... East end siding, relay house..... West end siding, relay house.....	N N S S	T.D.-M-B B B B
Adrian.....		45.3	451	452	Pole box.....	N	B
C. & O. R. R. Crossing..		48.5	INT.	INT.	Signal 481, booth..... East end old westward siding, booth... Quarry switch, booth..... East crossover, pole box..... S. S.....	N N S N N S S	B Y Y Y Y Y
Carey..... Open day and night	C.S. AY	49.7			Porcelain track, pole box..... Passenger station.....	S	T.D.-M-B-Y

# STATIONS, OFFICE CALLS, SIGNALS AND TELEPHONES

## BAY JUNCTION TO SPRINGFIELD

STATIONS	Office Calls	Miles from Sandusky	SIGNALS		TELEPHONES		
			Single Track		LOCATION	Side of Track	LINE
			Westward	Eastward			
Carey—Continued.....			INT.	INT.	Register room.....	S	Y
			INT.	INT.	Coal dock crossover, relay house.....	S	Y
			531	532	Coal dock office.....	S	Y
			INT.	INT.	East end eastward siding, relay house..	S	B
					Engine house office.....	N	M-Y
					Car repairer's cabin.....	N	Y
					West end westward siding, relay house.	N	Y
					West end No. 1 track, booth.....	N	Y
					Signal 531, booth.....	N	B
Wharton.....	C.S. WN	57.3	541 INT.	542 INT.	East end siding, relay house.....	N	B
			INT.	INT.	House track, booth.....	S	B
			591	592	Station.....	S	T.D.-M-B
					West end siding, relay house.....	N	B
Forest.....	C.S. F	62.2	INT.	INT.	East end westward siding, relay house.	N	B
Open day and night			INT.	INT.	East end eastward siding, pole box....	S	B
					S. S.....	N	T.D.-M-B-Y
					Freight station.....	S	M-Y
					West end team track, pole box.....	N	Y
Patterson.....	C.S.	63.9	631	632	Pole box.....	N	B
			651	652	East end siding, pole box.....	N	B
					Crossover, pole box.....	N	B
McVittys.....	C.S. MV	65.5			Station.....	N	T.D.-M-B
					West end siding, booth.....	N	B
Grants.....	C.S. GA	68.4	INT.	INT.	East end siding, relay house.....	N	B
			INT.	INT.	S. S.....	N	T.D.-M-B
			701	702	West end siding, relay house.....	N	B
			INT.	INT.	East end siding, relay house.....	N	B
			(Two Tracks)				
			Westward Track	Eastward Track			
Hill Siding.....	C.S.	73.6	INT.	INT.	West end siding, relay house.....	N	B
Controlled from Sands							
Kenton.....	C.S. KN	74.1			East end house track, booth.....	N	Y
					Passenger station.....	S	T.D.-M-B-Y
					Freight station.....	N	M-Y
					Ohio Central transfer, pole box.....	S	Y
					West end house track, booth.....	S	Y
					Water works switch, booth.....	S	Y
					Ohio Central Div. Psgr. Station.....	S	T.D.-M-Y
Sands.....	C.S. HN	74.8	INT.	INT.	S. S.....	S	T.D.-M-B-Y
Open day and night			751	752	West end eastward siding, pole box....	S	Y
France Quarry.....	C.S.	76.3					
			761	762			
			781	782			
Silver Creek.....	C.S.	80.3	791	792	Crossover, pole box.....	N	B
			801	802			
			811	812			
			821	822			
Yelverton.....		82.8	831	832			
			851	852	East end siding, pole box.....	N	B
			861	862	Crossover, pole box.....	N	B
Belle Center.....	C.S. BC	86.4			Station.....	S	T.D.-M-B
			871	872			
			881	882			
Richland.....		88.2	891	892			
			901	902			
Huntsville.....	C.S.	92.1	911	922	Crossing watchmen's cabin.....	S	B
			921	932	East end westward siding, pole box....	N	B
			941	942	West end westward siding, pole box....	N	B

# STATIONS, OFFICE CALLS, SIGNALS AND TELEPHONES

## BAY JUNCTION TO SPRINGFIELD

STATIONS	Office Calls	Miles from Sandusky	SIGNALS		TELEPHONES			
			Westward Track	Eastward Track	LOCATION	Side of Track	LINE	
Bellefontaine .....	C.S.	BS	98.2	951 961 971 973 INT.	952 962 972 INT.	See page No. 31 S. S. ....	S	T.D.-M-B-Y
Gest Yard .....	C.S.		99.0	991	992	East end drill track, pole box ..... Yard office ..... Car repairmen's cabin ..... West end yard lead, booth.....	N N N N	Y T.D.-M-Y Y Y
Jewells ..... Open day and night	C.S.	JN	100.2	1001 1011	1002 1012	S. S. ....	N	T.D.-M-Y
West Liberty .....	C.S.	WB	105.9	1021 1031 1041 1051 1061	1022 1032 1042 1052 1062	Old main, pole box ..... Station ..... North station wall, phone box.....	N S S	B M-B B
Lippincotts .....	C.S.		110.1	1071 1091 1093 1111 1121	1072 1082 1092 1102 1112 1122	East end eastward siding, pole box..... Crossover, pole box ..... West end westward siding, pole box....	S N N	B B B
East Urbana.....	C.S.		114.3	1131 1141 1151	1133 1142 1152	East end eastward siding, pole box ..... West end eastward siding, pole box ....	S S	B B
Urbana.....	C.S.		116.0	1153 1161 1181	1162 1172 1182	Freight Station ..... Passenger station ..... Freight house switch, pole box..... Gravel pit track, pole box ..... College, west end, pole box ..... Curve 2 miles west (Sig. 1172) .....	N S N N N N	M T.D.-M-B B B B B
Bowlingville.....			122.2	1191 1201 1211	1192 1202 1212	Pole 118-16, box.....	N	B
Glen Echo ..... Open day and night	C.S.	HO	123.8	1221	1222	East end westward siding, pole box ..... East end eastward siding, pole box.....	N S	B B
				Single Track		S. S. ....	N	T.D.-M-B
				Westward	Eastward			
				INT. 1251	INT. 1252			
Springfield Yd. .... Open day and night	C.S.	GM	129.6	1261 1281	1262 1282	Signal 1281, pole box ..... Buck Creek Hill, pole box ..... Lagonda Ave., pole box ..... S. S. ....	N N N N	Y M Y T.D.-M-B-Y
				(Two Tracks)		Belmont Ave., booth..... Enginehouse office..... Hostler's Cabin..... Yard office..... Car inspector's office.....	S S S S	Y M-Y Y M-Y Y
				Westward Track	Eastward Track			
Springfield..... Open day and night				Home Signal	1632 Home Signals	Main St., crossing, watchman's cabin... High St. crossover, pole box..... Linden Ave., switch cabin..... Fountain Ave., switch cabin.....	S N S S	Y Y Y Y

## OD TO CARLISLE JCT.

STATIONS	Office Calls	Miles from Jackson	SIGNALS		TELEPHONES			
			Single Track		LOCATION	Side of Track	LINE	
			Southward	Northward				
OD..... Open day and night	C.S.	OD	1.2	M.B.		S. S. .... So. end water works, pole box .....	E	T.D.-B-Y Y

# STATIONS, OFFICE CALLS, SIGNALS AND TELEPHONES

OD TO CARLISLE JCT.

STATIONS	Office Calls	Miles from Jackson	SIGNALS		TELEPHONES			
			Single Track		LOCATION	Side of Track	LINE	
			Southward	Northward				
Askerson Lake.....	C.S.		5.7			North end siding, pole box..... South end siding, pole box.....	W E	B B
Clarks Lake.....	C.S.		9.7			Station, north end, pole box.....	E	B
Cement City..... Open 7:30 AM to 4:30 PM daily, ex. Sunday	C.S.	CM	18.5	M.B.	M.B.	Station..... Cement Plant switch, booth.....	E E	T.D.-B B
Wood.....	C.S.		18.0			North end siding, booth..... South end siding, booth.....	W E	B B
Addison Jet.....	C.S.	JN	18.8			Station.....	W	T.D.-B
Manitou Beach..... Open 8:00 AM to 5:00 PM daily, ex. Sat. and Sun. Intermittent	C.S.	MB	20.8	M.B.	M.B.	Station.....	E	T.D.-B
Rollin..... Open 8:00 AM to 5:00 PM daily, ex. Sat. and Sun.	C.S.	IN	24.9	M.B.	M.B.	Station..... South end siding, booth.....	W E	T.D.-B B
Clay.....			25.9					
Hudson.....	C.S.		29.9			Station..... Freight house..... Coal dock, pole box.....	W W E	T.D.-B B B
Prattville..... Open 8:00 AM to 5:00 PM daily, ex. Sat. and Sun.	C.S.	HM	35.7	M.B.	M.B.	North end siding, booth..... Station..... South end siding, booth.....	W E E	B T.D.-B B
Waldron..... Open 8:00 AM to 5:00 PM daily, ex. Sat. and Sun.	C.S.	RD	39.5	M.B.	M.B.	Station.....	W	T.D.-B
Alvordton..... Open day and night	C.S.	U	48.9	<sup>D</sup> INT. M.B.	INT. M.B. <sup>D</sup>	S. S..... South end siding, booth.....	E E	T.D.-B B
West Unity..... Open 8:00 AM to 5:00 PM daily, ex. Sat. and Sun.	C.S.	NS	49.0	481 M.B.	M.B.	North end siding, booth..... South end siding, booth..... Station.....	W W W	B B T.D.-B
Wabash R. R. Crossing.			49.5	INT.	INT. 502	Pole box.....	E	B
Pulaski.....	C.S.		55.9			Spur track switch, pole box.....	E	B
DV..... Open day and night	C.S.	DV	58.7	<sup>D</sup> INT. M.B.	INT. M.B. <sup>D</sup>	Signal station.....	W	T.D.-B-Y
Bryan..... Open 8:00 AM to 5:00 PM daily, ex. Sunday	C.S.	BR	59.5	M.B.	M.B.	Freight Station, Toledo Division..... Station..... Dairy farm crossing, pole box..... North end siding, pole box..... M.P. 59-40..... South end siding, booth.....	W W E E E E	Y T.D.-B-Y Y Y Y B-Y
Ney..... Open 8:00 AM to 5:00 PM daily, ex. Sat. and Sun.	C.S.	GO	66.0	M.B.	M.B.	Station..... South end siding, pole box.....	E E	T.D.-B B
Sherwood..... Open day and night	C.S.	WO	73.1	<sup>D</sup> INT. M.B.	INT. M.B. <sup>D</sup>	S. S..... South end siding, booth.....	E E	T.D.-B B
Cecil..... Open 5:30 AM to 9:30 PM	C.S.	MX	78.8	<sup>771</sup> INT. M.B.	INT. M.B. <sup>792</sup>	S. S..... South end siding, booth.....	E E	T.D.-B B
Paulding..... Open 8:00 AM to 5:00 PM daily, ex. Sat. and Sun.	C.S.	AU	84.9	M.B.	M.B.	North end siding, booth..... Station..... Sugar yard spur, booth.....	W W W	B T.D.-B B
Gaseo.....	C.S.		85.9			North end siding, pole box..... South end siding, booth.....	E E	B B

# STATIONS, OFFICE CALLS, SIGNALS AND TELEPHONES

OD TO CARLISLE JCT.

STATIONS	Office Calls	Miles from Jackson	SIGNALS		TELEPHONES		
			Single Track		LOCATION	Side of Track	LINE
			Southward	Northward			
Latty..... Open day and night	C.S. AY	88.5	D INT. M.B.	INT. M.B. D	S. S..... South end siding, booth.....	W E	T.D.-B B
Haviland.....		93.1					
Scott..... Open 7:30 AM to 4:30 PM daily, ex. Sat. and Sun.	C.S. K	95.1	M.B.	M.B.	North end siding, booth..... Station..... South end siding, booth.....	W W E	B T.D.-B B
Cavett.....		98.1					
Van Wert Yard..... Open 7:00 AM to 3:00 PM and 4:00 PM to 11:00 PM	C.S. H	102.2			North end yard, pole box..... Yard office.....	E E	Y T.D.-B-Y
Van Wert..... Open day and night	C.S. CN	103.3	D INT. M.B.	INT. M.B. D	S. S..... Engine house office..... Engine house..... Switch cabin..... South end Container Co. track, pole box.	W E E E E	T.D.-B-Y T.D.-Y Y Y Y
Ohio City..... Open day and night	C.S. RE	110.6	D INT. M.B.	INT. M.B. D	Station..... South end siding, booth..... North end siding, booth.....	E W E	T.D.-B B B
Rockford..... Open 8:00 AM to 5:00 PM daily, ex. Sat. and Sun.	C.S. SA	116.3	M.B.	M.B.	Station..... North end siding, booth..... South end siding, booth.....	E W E	T.D.-B B B
Tama.....	C.S.	120.6			Elevator office..... South end siding, pole box.....	E E	B B
Celina..... Open 8:00 AM to 5:00 PM daily, ex. Sunday N. Y. C. & St. L. Crossing	C.S. CA	126.9	M.B. M.B. D INT.	M.B. M.B. INT. D	North end siding, booth..... South end siding, booth..... Station.....  Pole box..... Pole box.....	W W E  E E	B B T.D.-B  NKP-T.D. B
Coldwater..... Open 8:00 AM to 5:00 PM daily, ex. Sat. and Sun.	C.S. CW	132.4	M.B.	M.B.	North end siding, booth..... Station..... South end siding, booth..... New Idea Spreader Co. switch, pole box.	W E W E	B T.D.-B B B
St. Henry..... Open 8:00 AM to 5:00 PM daily, ex. Sat. and Sun.	C.S. DY	137.0	M.B.	M.B.	Station..... North end siding, booth..... South end siding, booth.....	W E E	T.D.-B B B
Gilberts..... Open 8:00 AM to 5:00 PM daily, ex. Sat. and Sun.	C.S. GB	141.5	M.B.	M.B.	Station.....	W	T.D.-B
New Weston.....		142.5					
Rosburg..... Open 8:00 AM to 5:00 PM daily, ex. Sat. and Sun.	C.S. RO	146.5	M.B.	M.B.	North end siding, booth..... South end siding, booth..... Station.....	W E E	B B T.D.-B
Ansonia..... Open day and night	C.S. A	151.3	D INT. M.B.	INT. M.B. 1522	S. S..... See page No. 32	E	T.D.-M-B-Y
Meekers.....	C.S.	154.1	D INT.	INT. D	P.R.R.X., pole box.....	E	B
D. & U. Crossing..... Open 8:00 AM to 5:00 PM daily, ex. Sunday Intermittent	C.S.	158.6	D INT.	INT. D	S. S. ....	E	T.D.
Greenville..... Open 8:00 AM to 5:00 PM daily, ex. Sunday	C.S. RN	159.3	M.B.	M.B.	Station..... Old siding, pole box.....	E E	T.D.-B-Y Y

# STATIONS, OFFICE CALLS, SIGNALS AND TELEPHONES

OD TO CARLISLE JCT.

STATIONS	Office Calls	Miles from Jackson	SIGNALS		TELEPHONES		
			Single Track		LOCATION	Side of Track	LINE
			Southward	Northward			
Penn. Open day and night	C.S. PH	161.2	1601 INT. M.B.	INT. M.B. 1612	S. S.....	W	T.D.-B-Y
Ft. Jefferson.....	C.S.	164.7			North end siding, booth..... South end siding, booth.....	W E	B B
Savona..... Open 8:00 AM to 5:00 PM daily, ex. Sat. and Sun.	C.S. SN	167.5	M.B.	M.B.	North end siding, booth..... Station.....	W W	B T.D.-B
Castine.....		171.8					
West Manchester..... Open day and night	C.S. MA	173.9	D INT. M.B.	INT. M.B. D	North end siding, booth..... S. S.....	W W	B T.D.-B
Lewisburg..... Open 8:00 AM to 5:00 PM daily, ex. Sat. and Sun.	C.S. BU	179.8	M.B. M.B.	M.B. M.B.	Water tank, pole box..... North end siding, pole box..... South end siding, booth..... Station.....	W W E E	Y B B T.D.-B-Y
West Alexandria..... Open 8:00 AM to 5:00 PM daily, ex. Sat. and Sun.	C.S. WR	187.0	M.B.	M.B.	Station..... North end siding, booth..... South end siding, booth.....	W W E	T.D.-B B B
Ingomar.....	C.S.	189.7			Booth.....	E	B
Backus.....	C.S.	193.1	M.B.	M.B.	North end siding, booth..... South end siding, booth.....	W E	B B
Farmersville..... Open 8:00 AM to 5:00 PM daily, ex. Sat. and Sun.	C.S. FM	194.2	M.B.	M.B.	Station.....	W	T.D.-B
Germantown..... Open 8:00 AM to 5:00 PM daily, ex. Sat. and Sun.	C.S. GM	199.6	M.B.	M.B.	North end siding, booth..... Station.....	W E	B T.D.-B
Wiggins.....	C.S.	201.2			North end siding, pole box..... South end siding, booth.....	W E	B B
Carlisle..... Open day and night	C.S.	208.6	D INT.	INT. D	B. & O. transfer track, pole box..... S. S.....	W W	B T.D.-B
Carlisle Jct..... Open day and night	C.S. FA	208.9	INT.	INT. M.B.	See page 38.	S	T.D.-M-B-Y

## BELLEFONTAINE TO ST. MARYS

STATIONS	Office Calls	Miles from Bellefontaine	SIGNALS		TELEPHONES		
			Single Track		LOCATION	Side of Track	LINE
			Northward	Southward			
Bellefontaine.....	C.S. D.I.				D	See Page No. 31.....	
McMorran.....		5.2					
Lewistown..... Open 8:00 AM to 5:00 PM daily, ex. Sat. and Sun. Intermittent	C.S.	8.2	M.B.	M.B.		Station.....	W T.D.-M-B
Russell's Point.....	C.S.	11.7				Station.....	E M
Lakeview..... Open 8:00 AM to 5:00 PM daily, ex. Sat. and Sun.	C.S.	13.3	M.B.	M.B.		Station.....	E T.D.-M-B
Santa Fe..... Open daily, ex. Sat. and Sun. Intermittent	C.S.	17.1				Station.....	E T.D.-M-B
Gutman.....	C.S.	20.2				Elevator office.....	E B
Slator.....		21.8					

# STATIONS, OFFICE CALLS, SIGNALS AND TELEPHONES

## BELLEFONTAINE TO ST. MARYS

STATIONS	Office Calls	Miles from Bellefontaine	SIGNALS		TELEPHONES			
			Single Track		LOCATION	Side of Track	LINE	
			Northward	Southward				
Wapakoneta ..... Open day and night	C.S.	WX	28.9	D INT. M.B.	INT. M.B. D	S. S. .... Freight Station .....	W E	T.D.-M-B M-B
Moulton.....	C.S.		34.4			Detjen's Elevator office .....	E	M
N.Y.C. & St. L. Crossing	C.S.		38.4	D INT.	INT. D	Booth..... Booth..... Pump house..... Freight station..... Freight station, east side.....	W W W E	NKP-T.D. T.D.-B B T.D.-M-B B
St. Marys..... Open 8:00 AM to 5:00 PM daily, ex. Sat. and Sun.			39.6					

## CAREY TO VANLUE

STATIONS	Office Calls	Miles from Carey	SIGNALS		TELEPHONES			
			Single Track		LOCATION	Side of Track	LINE	
			Westward	Eastward				
A. C. & Y. Crossing....			1.1	D INT.	INT. D			
Vanlue.....	C.S.		5.5			Station.....	S	Ohio Std. Tel. Co.

## DELAWARE TO SPRINGFIELD YARD

STATIONS	Office Calls	Miles from Delaware	SIGNALS		TELEPHONES			
			Single Track		LOCATION	Side of Track	LINE	
			Westward	Eastward				
C. & O. R. R. Crossing. Open day and night			1.5	D INT.	INT. D	S. S.....	N	T.D.-M
Scioto.....			4.2					
White Sulphur.....			5.6					
Ostrander..... Open 8:00 AM to 5:00 PM daily, ex. Sat. and Sun.	C.S.	OS	8.7	T.O.	T.O.	Station.....	N	T.D.-M
New Dover.....			13.4					
Ohio Central Div. Xing. Marysville.....	C.S.		16.7 17.0	D INT.	INT. D	Pole box..... Team track, pole box.....	S S	M M
West Marysville.....			18.6					
Milford Center..... Open 8:00 AM to 12:00 Mid., ex. Sat. and Sun. Open 8:00 AM to 4:00 PM Sat.	C.S.	K	22.5	D INT.	INT. D	S. S.....	N	T.D.-M
Irwin.....			27.1					
Mechanicsburg..... Open 8:00 AM to 5:00 PM daily, ex. Sat. and Sun.	C.S.	NU	32.1	T.O.	T.O.	Station.....	N	T.D.-M
Catawba.....			38.9					
Moorefield.....			43.0					

### ABBREVIATIONS

Communicating station.....	C.S.	Advance block signal.....	ADV
Signal station.....	S.S.	Train dispatching.....	T.D.
Automatic.....	Number	Message.....	M
Manual block.....	M.B.	Block.....	B
Train order.....	T.O.	Yard.....	Y
Interlocking.....	INT.	North.....	N
R. R. Grade Crossing.....	X	South.....	S
Switch.....	SW	East.....	E
Distant.....	D	West.....	W

Signal numbers in Bold Face Type indicate reverse traffic signals.

# SIGNAL ASPECTS, SIGNAL INDICATIONS AND SIGNAL RULES

The Following Special Signal Aspects, Signal Indications and Signal Rules are in Effect:

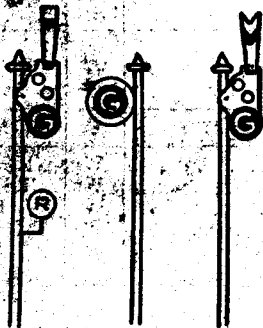


Fig. 45      Fig. 46      Fig. 48

Rule 281  
PROCEED



Fig. 59B



Fig. 59E



Fig. 59F

Rule 281B  
PROCEED APPROACHING  
NEXT SIGNAL AT LIMITED  
SPEED



Fig. 59C

Rule 281C  
PROCEED: LIMITED  
SPEED WITHIN INTER-  
LOCKING LIMITS

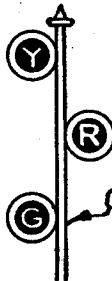


Fig. 86

Rule 284

PROCEED APPROACHING NEXT SIG-  
NAL AT SLOW SPEED

Train exceeding medium speed must at  
once reduce to that speed.

This unit lighted  
only when Rule 284  
Fig. 86 is displayed

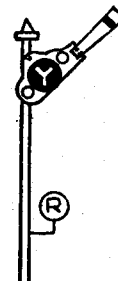


Fig. 100

Rule 285

PROCEED PREPARING TO STOP AT NEXT SIGNAL

Trains exceeding medium speed must at once reduce to  
that speed. Reduction to medium speed must commence be-  
fore passing signal, and be complete before accepting a  
more favorable indication.



Fig. 102

Rule 285A

PROCEED APPROACHING INTERVENING  
SWITCHES AT RESTRICTED SPEED, PREPARED  
TO STOP AT NEXT SIGNAL

Trains exceeding medium speed must at once re-  
duce to that speed. Reduction to medium speed must  
commence before passing signal, and be complete be-  
fore accepting a more favorable indication.



Fig. 104

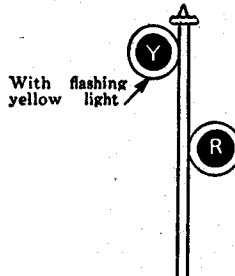


Fig. 90A

Rule 285B

PROCEED: BLOCK CLEAR,  
PREPARING TO RECEIVE  
TRAIN ORDER OTHER THAN  
FORM 31 AT NEXT COMMU-  
NICATING STATION

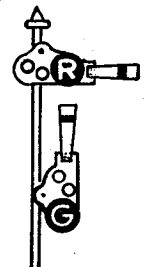


Fig. 117

Rule 287

PROCEED; SLOW  
SPEED WITHIN INTER-  
LOCKING  
LIMITS



# SIGNAL ASPECTS, SIGNAL INDICATIONS AND SIGNAL RULES

The Following Special Signal Aspects, Signal Indications and Signal Rules are in Effect:



Fig. 113A

Rule 287

PROCEED; SLOW SPEED WITHIN INTERLOCKING LIMITS

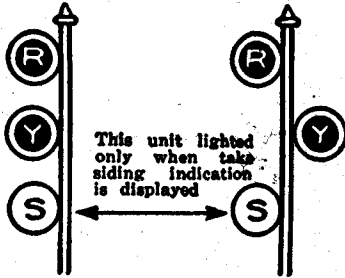


Fig. 180

Fig. 288

Rule 290

WITH TAKE SIDING INDICATION, BE GOVERNED BY BLOCK SIGNAL INDICATION. OPEN SWITCH AND PROCEED INTO SIDING

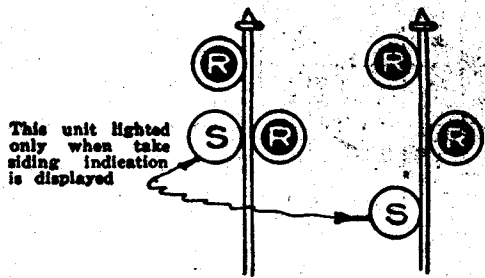


Fig. 284

Fig. 284A

Rule 291

WITH TAKE SIDING INDICATION, BE GOVERNED BY BLOCK SIGNAL INDICATION. OPEN SWITCH AND PROCEED INTO SIDING

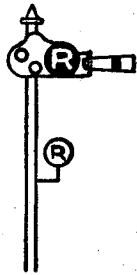


Fig. 210

Rule 292

STOP.



Fig. 286

Rule 292

WITH LEAVE SIDING INDICATION, OPEN SWITCH AND BE GOVERNED BY SIGNAL INDICATION



Fig. 287

Rule 292

WITH TAKE SIDING INDICATION, OPEN SWITCH AND BE GOVERNED BY BLOCK INDICATION, PROCEED INTO SIDING.

# SIGNAL ASPECTS, SIGNAL INDICATIONS AND SIGNAL RULES

The Following Special Signal Aspects, Signal Indications and Signal Rules are in Effect on Erie Railroad:  
 Westward main track between Burt and Marion, Signal Indications Rules 281, 285, 291, 296, 297, and 298 are in effect.  
 Westward main track between Cold Springs and Draw Bridge, Signal Indications Rules 281, 285, 290 and 291 are in effect.



Fig. A

Rule 281

INDICATION: PROCEED  
 NAME: CLEAR



Fig. A

Rule 285

INDICATION: PREPARE TO STOP  
 AT NEXT SIGNAL. TRAIN EX-  
 CEEDING MEDIUM SPEED MUST  
 REDUCE TO THAT SPEED.  
 NAME: APPROACH

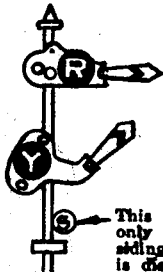


Fig. A

Rule 290

WITH TAKE SIDING INDICA-  
 TION, BE GOVERNED BY  
 BLOCK SIGNAL INDICATION.  
 OPEN SWITCH AND PRO-  
 CEED INTO SIDING.

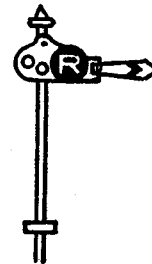


Fig. A

Rule 291

INDICATION: STOP THEN PRO-  
 CEED IN ACCORDANCE WITH  
 RULE 509-B.  
 NAME: STOP AND PROCEED.

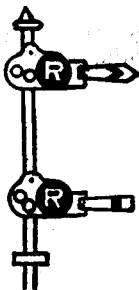


Fig. B

Rule 296

TOP ARM-LIGHT:  
 INDICATION: STOP THEN PROCEED  
 IN ACCORDANCE WITH RULE 509-B.  
 NAME: STOP AND PROCEED.  
 LOWER ARM-LIGHT:  
 INDICATION: STOP ON MAIN TRACK  
 AND REPORT FOR INSTRUCTIONS.  
 SEE RULE 509-D.  
 NAME: TELEPHONE TRAIN ORDER  
 SIGNAL.

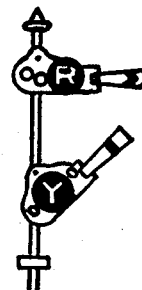


Fig. B

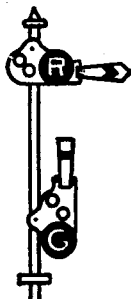
Rule 297

TOP ARM-LIGHT:  
 INDICATION: STOP THEN PROCEED  
 IN ACCORDANCE WITH RULE 509-B.  
 NAME: STOP AND PROCEED.  
 LOWER ARM-LIGHT:  
 INDICATION: TAKE SIDING AND  
 WHEN CLEAR OF MAIN TRACK RE-  
 PORT FOR INSTRUCTIONS. SEE RULE  
 509-D.  
 NAME: TELEPHONE TRAIN ORDER  
 SIGNAL.

## SIGNAL ASPECTS, SIGNAL INDICATIONS AND SIGNAL RULES

The Following Special Signal Aspects, Signal Indications and Signal Rules are in Effect on Erie Railroad:

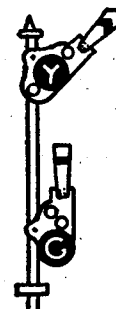
Westward main track between Burt and Marion, Signal Indications Rules 281, 285, 291, 296, 297, and 298 are in effect.  
Westward main track between Cold Springs and Draw Bridge, Signal Indications Rules 281, 285, 290 and 291 are in effect.



**Fig. D**  
Rule 298

**TOP ARM-LIGHT:**  
INDICATION: STOP THEN PROCEED IN ACCORDANCE WITH RULE 509-B.  
NAME: STOP AND PROCEED

**LOWER ARM-LIGHT:**  
INDICATION: PROCEED REGARDLESS OF FOLLOWING SUPERIOR TRAINS. SEE RULE 509-D.  
NAME: TELEPHONE TRAIN ORDER SIGNAL.



**Fig. E**  
Rule 298

**TOP ARM-LIGHT:**  
INDICATION: PREPARE TO STOP AT NEXT SIGNAL. TRAIN EXCEEDING MEDIUM SPEED MUST AT ONCE REDUCE TO THAT SPEED.  
NAME: APPROACH

**LOWER ARM-LIGHT:**  
INDICATION: PROCEED REGARDLESS OF FOLLOWING SUPERIOR TRAINS. SEE RULE 509-D.  
NAME: TELEPHONE TRAIN ORDER SIGNAL.



**Fig F**  
Rule 298

**TOP ARM-LIGHT:**  
INDICATION: PROCEED  
NAME: CLEAR.

**LOWER ARM-LIGHT:**  
INDICATION: PROCEED REGARDLESS OF FOLLOWING SUPERIOR TRAINS. SEE RULE 509-D.  
NAME: TELEPHONE TRAIN ORDER SIGNAL.

### ERIE RULES

#### RULE 509-B

When train is stopped by a Stop and Proceed Signal it may proceed:

- (a) On single track at once at restricted speed.
- (b) On two or more tracks at once at restricted speed.

#### RULE 509-D

The functions of Telephone Train Order Signals are as follows.

- (a) Arm horizontal—Red Light—Indication:  
Stop on main track and report for instructions. See Rule 296. It is forbidden to use a crossover at any point where a Telephone Train Order Signal is located without permission.
- (b) Arm 45 degrees above horizontal—Yellow Light—Indication:  
Take siding, and when clear of main track, report for instructions. Passenger trains will report before pulling in siding. See Rule 297.
- (c) Arm 90 degrees above horizontal—Green Light—Indication:  
Proceed regardless of following superior trains (except as provided for in Rule 509-B) until otherwise ordered. See Rule 296. It is forbidden to accept the proceed indication (paragraph "C") if there is any known cause that will prevent making usual running time. When a train accepts the proceed indication, (paragraph "C") and for any cause is unable to make usual running time the train must be protected as prescribed by Rule 99.

# SPEED TABLE

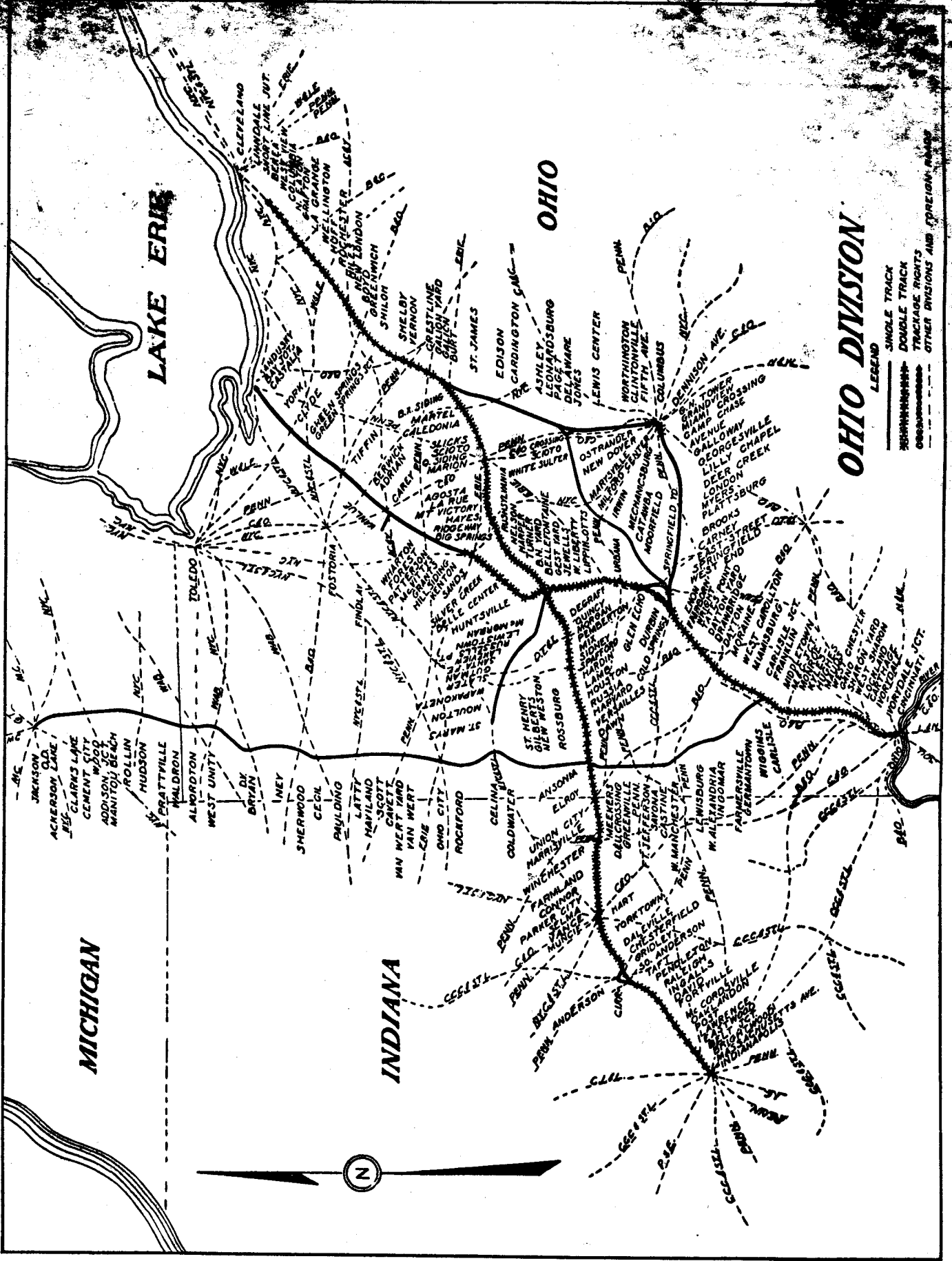
NOTE—This table is for information only and does not authorize exceeding speed limitations of special instructions or however issued.

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 " 1 "	14.00
1 " 20 "	45.00	2 " 14 "	26.87	3 " 8 "	19.15	4 " 2 "	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 " 1 "	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 " 1 "	9.00
1 " 25 "	42.35	2 " 19 "	25.90	3 " 13 "	18.65	7 " 0 "	8.00
1 " 26 "	41.86	2 " 20 "	25.71	3 " 14 "	18.56	8 " 0 "	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		

# LAKE ERIE

# OHIO

# OHIO DIVISION



- LEGEND
- SINGLE TRACK
  - DOUBLE TRACK
  - TRACKAGE RIGHTS
  - OTHER DIVISIONS AND FOREIGN RAILWAYS