

# THE PENNSYLVANIA RAILROAD

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## BUCKEYE REGION

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### Time-Table No. 9

In effect { 2.01 A.M., EST } Sunday, April 30, 1961  
          { 1.01 A.M., CST }

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FOR THE GOVERNMENT OF EMPLOYEES ONLY

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EASTERN STANDARD TIME  
Except Between Richmond and Thorne,  
Newman and Anoka

CENTRAL STANDARD TIME

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A. M. HARRIS,  
General Manager Transportation

H. C. KOHOUT,  
Regional Manager

A. L. HUNT,  
Superintendent Transportation

## TO ALL EMPLOYEES:

As a fellow employe, I want you to know that everyone is trying to make working conditions as safe as possible. It is the responsibility of every employe, every minute of the day and night, whether he be at work, at home or on the highways, to practice safety.

Every employe must know and understand the Rules For Conducting Transportation as stated herein and the safety rules pertaining to his department.

Every one of our safety rules has been made to prevent an accident, however rules must be used and applied in order to obtain the desired results. You are expected to use proper care in your work for the sake of your own safety and that of employes working with you or near you.

Help the other man. He may not be familiar with the operations. If he is doing an unsafe act or standing where he is likely to be injured, tell him courteously what he should do or where he should stand to be safe. An unsafe act by the other fellow, may result in you, yourself, being injured.

Read the safety bulletins, pay attention to danger signs, obey the safety rules, they will help you do your part in eliminating accidents.

If you encounter unsatisfactory conditions or hazards, with which you are not familiar, notify your supervisor for proper instructions. Under no circumstances should you take unnecessary risks.

Your safety suggestions are always welcome. Submit them to your supervisor or Supervisor of Personnel.

For your information and ready reference, The Safety Rule for each day is printed in the back of your Time-Table, and you must be familiar with the rule of the day.

You alone are the best safety device, remember Observe Safety Today to Observe Sunrise Tomorrow.

A. L. HUNT,  
Superintendent Transportation.

H. C. KOHOUT,  
Appd: Regional Manager.

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NOTE—Applies on Pages 4 to 13 inclusive.  
**X** Indicates in service continuously.  
**B** Indicates in service part-time.  
**O** Indicates trainphone.  
**R** Indicates remote controlled from.  
**A** Indicates automatic interlocking.

**MAIN LINE  
 PITTSBURGH TO COLUMBUS**

| Interlocking | Interlocking Station | Block Station | STATIONS                 | Distance from Pittsburgh | Sidings Assigned Direction Car Capacity 50 ft. cars |      |      |
|--------------|----------------------|---------------|--------------------------|--------------------------|---|------|------|
|              |                      |               |                          |                          | West  | East | Both |
| X            | X                    | X-O           | PITTSBURGH (Pgh. Reg.)   | 46.3                     |   |      |      |
| X            | X                    | X-O           | MINGO JCT                | 49.0                     | 203   |      | 190  |
| X            | X                    | X-O           | GOULD                    |                          |   |      |      |
| X            | X                    | X-O           | REGION POST (Pgh. Reg.)  | 50.5                     |   |      |      |
| X            | X                    | X-O           | EAST ACRE                | 56.0                     |   |      |      |
| X            | X                    | X-O           | MID ACRE                 | 56.4                     |   |      |      |
| X            | X                    | X-O           | ACRE                     | 57.4                     | 124   | 187  |      |
| X            | X                    | X-O           | WEST ACRE                | 58.4                     |   |      |      |
| X            | X                    | X-O           | UNIONPORT                | 61.2                     |   |      |      |
| X            | X                    | X-O           | HOPEDALE                 | 63.8                     |   |      |      |
| X            | X                    | X-O           | CADIZ JCT                | 66.0                     |   |      |      |
| X            | X                    | X-O           | EAST CUSTER              | 69.0                     |   |      |      |
| X            | X                    | X-O           | JEWETT                   | 69.9                     |   |      |      |
| X            | X                    | X-O           | CUSTER                   | 71.0                     | 193   |      |      |
| X            | X                    | X-O           | SCIO                     | 75.0                     |   |      |      |
| X            | X                    | X-O           | BOWERSTON                | 81.1                     |   |      |      |
| X            | X                    | X-O           | DYKE                     | 88.7                     | 126   |      |      |
| X            | X                    | X-O           | JEWETT STREET            | 90.2                     |   |      |      |
| X            | X                    | X-O           | DENNISON                 | 90.3                     |   |      |      |
| X            | X                    | X-O           | UHRICH (B. & O.)         | 91.9                     |   |      |      |
| X            | X                    | X-O           | GNADENHUTTEN             | 97.0                     |   |      |      |
| X            | X                    | X-O           | PORT WASHINGTON          | 101.6                    |   |      |      |
| X            | X                    | X-O           | PORT                     | 102.3                    |   |      |      |
| X            | X                    | X-O           | NEWCOMERTOWN             | 108.1                    |   |      |      |
| X            | X                    | X-O           | TOWN (Lake Rgn.)         | 108.2                    |   |      |      |
| X            | X                    | X-O           | BRIDGE                   | 109.2                    |   |      |      |
| X            | X                    | X-O           | EAST TUSCA               | 109.8                    |   |      |      |
| X            | X                    | X-O           | ISLETA                   | 111.5                    | 195   | 186  |      |
| X            | X                    | X-O           | WEST TUSCA               | 111.8                    |   |      |      |
| X            | X                    | X-O           | WEST LAFAYETTE           | 115.6                    |   |      |      |
| X            | X                    | X-O           | MORGAN RUN (N. K. P.)    | 118.1                    | 292   |      |      |
| X            | X                    | X-O           | WALLY—R-Morgan Run       | 121.8                    |   |      |      |
| X            | X                    | X-O           | COSHOCOTON               | 122.2                    |   |      |      |
| X            | X                    | X-O           | TYNDALL                  | 127.0                    | 277   | 273  |      |
| X            | X                    | X-O           | CONEVILLE                | 129.0                    |   |      |      |
| X            | X                    | X-O           | CONE—R-Tyndall           | 130.0                    |   |      |      |
| X            | X                    | X-O           | TRINWAY                  | 136.0                    |   | 150  |      |
| X            | X                    | X-O           | FRAZEYSBURG              | 141.7                    |   |      |      |
| X            | X                    | X-O           | BRICKER                  | 142.8                    | 198   | 193  |      |
| X            | X                    | X-O           | BLACK RUN—R-Bricker      | 144.8                    |   |      |      |
| X            | X                    | X-O           | HANOVER                  | 149.6                    |   |      |      |
| X            | X                    | X-O           | MARNE                    | 152.7                    |   |      |      |
| X            | X                    | X-O           | LICKING                  | 155.1                    | 185   | 185  |      |
| X            | X                    | X-O           | FIRST STREET (B. & O.)   | 157.5                    |   |      |      |
| X            | X                    | X-O           | NEWARK                   | 157.8                    |   |      |      |
| X            | X                    | X-O           | ND CABIN                 | 158.0                    |   |      |      |
| X            | X                    | X-O           | HEATH (N. Y. C.)         | 161.9                    |   | 86   |      |
| X            | X                    | X-O           | KYLESBURG                | 164.5                    |   |      |      |
| X            | X                    | X-O           | OUTVILLE                 | 169.2                    | 77  | 75   |      |
| X            | X                    | X-O           | PATASKALA                | 173.3                    |   |      |      |
| X            | X                    | X-O           | COLUMBIA CENTER          | 174.6                    |   |      |      |
| X            | X                    | X-O           | SUMMIT                   | 177.4                    | 156   | 83   |      |
| X            | X                    | X-O           | BLACKLICK                | 180.7                    |   |      |      |
| X            | X                    | X-O           | TAYLOR                   | 182.3                    |   |      |      |
| X            | X                    | X-O           | PORT COLUMBUS—R-E. Cola. | 184.0                    |   |      |      |
| X            | X                    | X-O           | EAST COLUMBUS (N. Y. C.) | 186.1                    | 85  |      |      |
| X            | X                    | X-O           | ALUM CREEK               | 187.7                    |   |      |      |
| X            | X                    | X-O           | CLEVELAND AVE            | 190.2                    |   |      |      |
| X            | X                    | X-O           | U. S. TOWER              | 190.4                    |   |      |      |
| X            | X                    | X-O           | NEILSTON                 | 190.5                    |   |      |      |
| X            | X                    | X-O           | COLUMBUS (U. D. Co.)     | 190.7                    |   |      |      |

Interlockings, Interlocking Stations and Block Stations in service part time as follows:

| Location | Hours in service  |
|----------|---|
| Tyndall  | 6:30 A.M. to 2:30 P.M., daily except Saturdays, Sundays and holidays. |
| CONE     | 6:30 A.M. to 2:30 P.M., daily except Saturdays, Sundays and holidays. |

**MAIN LINE  
 COLUMBUS TO INDIANAPOLIS VIA BRADFORD**

| Interlocking | Interlocking Station | Block Station | STATIONS                              | Distance from Columbus | Sidings Assigned Direction Car Capacity 50 ft. cars |      |      |
|--------------|----------------------|---------------|---------------------------------------|------------------------|---|------|------|
|              |                      |               |                                       |                        | West  | East | Both |
| X            | X-O                  | X             | FIELDS                                | 3.3                    |   |      |      |
| X            | X                    | X-O           | JOYCE AVENUE                          | 2.2                    |   |      |      |
| X            | X                    | X-O           | NEILSTON                              | 0.4                    |   |      |      |
| X            | X                    | X-O           | FOURTH STREET<br>COLUMBUS (U. D. Co.) | 0.2                    |   |      |      |
| X            | X                    | X             | HIGH STREET                           | 0.1                    |   |      |      |
| X            | X                    | X             | FRONT STREET                          | 0.3                    |   |      |      |
| X            | X                    | X             | DENNISON AVENUE                       | 0.5                    |   |      |      |
| X            | X                    | X             | OLENTANGY (N. Y. C.—C. & O.)          | 1.0                    |   |      |      |
| X            | X                    | X-O           | GRANDVIEW AVENUE                      | 2.4                    |   |      |      |
| X            | X                    | X-O           | MARBLE CLIFF                          | 4.1                    |   |      |      |
| X            | X                    | X-O           | MOUNDS (N. Y. C.)                     | 6.0                    | 150   |      |      |
| X            | X                    | X-O           | HILLIARDS                             | 10.1                   |   |      |      |
| X            | X                    | X-O           | HAYDEN                                | 12.6                   | 148   |      |      |
| X            | X                    | X-O           | PLAIN CITY                            | 17.5                   |   |      |      |
| X            | X                    | X-O           | UNIONVILLE                            | 21.8                   | 98  | 75   |      |
| X            | X                    | X-O           | MILFORD CENTRE (N. Y. C.)             | 28.0                   | 96  | 148  |      |
| X            | X                    | X-O           | WOODSTOCK                             | 32.7                   |   |      |      |
| X            | X                    | X-O           | CABLE                                 | 38.1                   |   |      |      |
| X            | X                    | X-O           | HAGENBAUGH                            | 42.1                   | 96  | 146  |      |
| X            | X                    | X-O           | URBANA (Erie)                         | 46.8                   |   |      |      |
| X            | X                    | X-O           | RICE                                  | 48.0                   |   |      |      |
| X            | X                    | X-O           | WEST RICE                             | 49.9                   |   |      |      |
| X            | X                    | X-O           | WESTVILLE                             | 51.1                   |   |      |      |
| X            | X                    | X-O           | GARRETT                               | 57.0                   |   |      |      |
| X            | X                    | X-O           | ST. PARIS                             | 57.9                   | 119   | 181  |      |
| X            | X                    | X-O           | CONOVER                               | 63.5                   |   |      |      |
| X            | X                    | X-O           | FLETCHER                              | 66.1                   |   |      |      |
| X            | X                    | X-O           | PIQUA CROSSING (B. & O.)              | 72.2                   |   |      |      |
| X            | X                    | X-O           | PIQUA                                 | 73.0                   |   |      |      |
| X            | X                    | X-O           | CREST                                 | 76.1                   |   |      |      |
| X            | X                    | X-O           | COVINGTON                             | 79.3                   |   |      |      |
| X            | X                    | X-O           | EAST BRADFORD                         | 81.2                   |   |      |      |
| X            | X                    | X-O           | BRADFORD                              | 83.1                   |   |      |      |
| X            | X                    | X-O           | WEST BRADFORD                         | 85.9                   |   |      |      |
| X            | X                    | X-O           | GETTYSBURG                            | 87.0                   |   |      |      |
| X            | X                    | X-O           | E. GREENVILLE—R-Greenville            | 92.6                   |   |      |      |
| X            | X                    | X-O           | GREENVILLE (B. & O.)                  | 94.5                   |   |      | 185  |
| X            | X                    | X-O           | C. N. CROSSING (N. Y. C.)—R-Ansonia   | 96.6                   |   |      |      |
| X            | X                    | X-O           | HEWITT (N. Y. C.)                     | 102.7                  |   |      |      |
| X            | X                    | X-O           | W. HEWITT—R-Hewitt                    | 104.7                  |   |      | 214  |
| X            | X                    | X-O           | NEW MADISON                           | 104.8                  |   |      |      |
| X            | X                    | X-O           | EAST NEW PARIS—R-New Paris            | 111.7                  |   |      |      |
| X            | X                    | X-O           | NEW PARIS (Via Bradford)              | 113.8                  |   |      | 199  |
| X            | X                    | X-O           | GLEN                                  | 117.4                  |   |      |      |
| X            | X                    | X-O           | TWELFTH STREET                        | 119.4                  |   |      |      |
| X            | X                    | X-O           | RICHMOND                              | 119.6                  |   |      |      |
| X            | X                    | X-O           | NEWMAN                                | 119.8                  |   |      |      |
| X            | X                    | X-O           | HILLS                                 | 122.1                  |   |      |      |
| X            | X                    | X-O           | CENTERVILLE                           | 125.6                  |   |      |      |
| X            | X                    | X-O           | JAX—R-Dunreith                        | 126.9                  |   |      |      |
| X            | X                    | X-O           | GERMANTOWN                            | 133.1                  |   |      |      |
| X            | X                    | X-O           | CAMBRIDGE CITY                        | 134.9                  |   |      |      |
| X            | X                    | X-O           | EAST DUBLIN                           | 137.0                  |   | 150  | 150  |
| X            | X                    | X-O           | DUBLIN                                | 137.3                  | 150   |      |      |
| X            | X                    | X-O           | DUBLIN JCT                            | 138.4                  |   |      |      |
| X            | X                    | X-O           | WEST DUBLIN                           | 138.7                  |   |      |      |
| X            | X                    | X-O           | STRAUGHN                              | 141.3                  |   |      |      |
| X            | X                    | X-O           | LEWISVILLE                            | 144.6                  |   |      |      |
| X            | X                    | X-O           | EAST DUNREITH                         | 147.2                  |   |      |      |
| X            | X                    | X-O           | DUNREITH (NKP)                        | 148.9                  | 150   | 150  |      |
| X            | X                    | X-O           | WEST DUNREITH                         | 150.4                  |   |      |      |
| X            | X                    | X-O           | KNIGHTSTOWN                           | 153.9                  |   |      |      |
| X            | X                    | X-O           | HENRY                                 | 157.4                  |   |      |      |
| X            | X                    | X-O           | WEST HENRY                            | 158.7                  |   |      |      |
| X            | X                    | X-O           | CHARLOTTESVILLE                       | 158.7                  |   |      |      |
| X            | X                    | X-O           | RILEY                                 | 164.8                  | 150   |      |      |
| X            | X                    | X-O           | WEST RILEY                            | 166.3                  |   |      | 150  |
| X            | X                    | X-O           | GREENFIELD                            | 167.2                  |   |      |      |
| X            | X                    | X-O           | CUMBERLAND                            | 176.8                  |   |      |      |
| X            | X                    | X-O           | REGION POST (Sw'n Reg.)               | 180.5                  |   |      |      |
| X            | X                    | X-O           | THORNE                                | 180.7                  |   |      |      |
| X            | X                    | X-O           | INDIANAPOLIS (Sw'n Reg.)              | 187.9                  |   |      |      |

NOTE—Dennison Avenue not in service for track No. 4.  
 West Rice not in service for track No. 1.  
 Jax not in service for track No. 2.

Interlockings, Interlocking Stations and Block Stations in service part time as follows:

| Location       | Hours in service   |
|----------------|--|
| Milford Centre | Continuously except between 4.00 P.M. Saturday and 8.00 A.M. Monday. |

### MAIN LINE

#### COLUMBUS TO NEW PARIS VIA XENIA AND DAYTON

| Interlocking | Interlocking Station | Block Station | STATIONS                    | Distance from Columbus or Xenia | Sidings Assigned Direction Car Capacity 50 ft. cars |      |      |
|--------------|----------------------|---------------|-----------------------------|---------------------------------|---|------|------|
|              |                      |               |                             |                                 | West  | East | Both |
|              |                      |               | COLUMBUS (U. D. Co.)        |                                 |   |      |      |
| X            | X                    | X             | HIGH STREET                 | 0.1                             |   |      |      |
| X            | X                    | X             | WATER STREET—R—High St.     | 0.4                             |   |      |      |
| X            | X                    | X             | SCIOTO (C. & O. & N. Y. C.) | 0.9                             |   |      |      |
| X            | X                    | X             | B. & O. CROSSING (B. & O.)  | 1.9                             |   |      |      |
| X            | X                    | X             | MIAMI CROSSING (N. Y. C.)   | 3.4                             |   |      |      |
| X            |                      |               | EAST ALTON                  | 6.7                             |   |      |      |
| X            |                      |               | ALTON                       | 8.2                             |   |      |      |
| X            |                      |               | WEST ALTON                  | 9.5                             | 130   | 150  |      |
| X            | X                    | X-O           | WEST JEFFERSON              | 14.8                            |   |      |      |
| X            | X                    | X             | LONDON (N. Y. C.)           | 25.0                            | 114   | 116  |      |
| X            | X                    | X             | FLORENCE                    | 31.2                            |   |      |      |
| X            | X                    | X             | SO. CHARLESTON (D. T. & I.) | 36.3                            | 111   | 122  |      |
| X            |                      |               | SELMA                       | 40.8                            |   |      |      |
| X            |                      |               | CEDARVILLE                  | 46.8                            |   |      |      |
| X            | X                    | X-O           | WILBERFORCE                 | 50.4                            | 27  |      |      |
| X            | X                    | X-O           | XENIA                       | 54.7                            |   |      |      |
|              |                      | X             | SHAWNEE—R—Xenia             | 1.5                             |   |      |      |
|              |                      |               | TREBIN                      | 3.9                             |   |      |      |
|              |                      |               | ALPHA                       | 5.3                             |   |      | 88   |
|              |                      | X             | ZIMMERMAN                   | 8.0                             |   |      |      |
|              |                      | X             | CLEMENT                     | 12.3                            |   |      |      |
|              |                      | X             | DUTOIT STREET               | 14.6                            |   |      |      |
| X            |                      |               | WAYNE AVENUE JCT.           | 15.4                            |   |      |      |
| X            | X                    |               | DAYTON (D. U.)              | 16.0                            |   |      |      |
| X            | X                    |               | MIAMI CITY JCT.             | 16.6                            |   |      |      |
| X            |                      |               | WOLF CREEK                  | 17.7                            |   |      |      |
| X            |                      | X             | STILLWATER                  | 20.6                            |   |      |      |
| X            |                      |               | TROTWOOD                    | 22.2                            |   |      | 87   |
| X            |                      |               | E. BROOKVILLE               | 28.1                            |   |      |      |
| X            |                      |               | BROOKVILLE                  | 28.9                            |   |      | 84   |
| X            |                      |               | DODSON                      | 31.3                            |   |      |      |
| X            | X                    | X             | E. MANCHESTER               | 40.7                            |   |      |      |
| X            | X                    | X             | WEST MANCHESTER (N. Y. C.)  | 41.7                            |   |      | 89   |
| X            | X                    | X             | ELDORADO                    | 44.3                            |   |      |      |
| X            | X                    | X             | NEW PARIS (Via Dayton)      | 51.7                            |   |      |      |

### MAIN LINE

#### XENIA TO CINCINNATI

| Interlocking | Interlocking Station | Block Station | STATIONS               | Distance from Xenia | West | East | Both |
|--------------|----------------------|---------------|------------------------|---------------------|------|------|------|
| X            | X                    | X-O           | XENIA                  | 54.7                |      |      |      |
| X            | X                    | X             | GREENE (B. & O.)       | 55.0                | 114  | 99   |      |
| X            |                      |               | WEST GREENE—R—Greene   | 56.1                |      |      |      |
| X            |                      |               | SPRING VALLEY          | 61.4                |      |      |      |
| X            |                      |               | ROXANNA                | 63.3                |      |      | 120  |
| X            |                      |               | WAYNESVILLE            | 68.9                |      |      |      |
| X            |                      |               | OREGONIA               | 74.5                |      |      |      |
| X            |                      |               | MORROW                 | 83.2                |      |      | 125  |
| X            |                      |               | SOUTH LEBANON          | 85.0                |      |      | 125  |
| X            |                      |               | MIDDLETOWN JCT.        | 89.2                |      |      |      |
| X            |                      |               | KINGS MILLS            | 90.2                |      |      |      |
| X            | X                    | X-O           | FOSTER—R—Loveland      | 92.4                |      | 130  |      |
| X            | X                    | X-O           | LOVELAND (B. & O.)     | 96.7                |      |      |      |
| X            |                      |               | DONNELLY               | 101.4               |      |      |      |
| X            |                      |               | MIAMIVILLE             | 102.3               |      |      |      |
| X            |                      |               | CAMP DENNISON          | 103.7               |      |      | 120  |
| X            |                      |               | MILFORD                | 105.6               |      |      |      |
| X            |                      |               | TERRACE PARK           | 106.4               |      |      |      |
| X            |                      |               | EAST CLARE             | 108.6               |      |      |      |
| X            | X                    | X-O           | PLAINVILLE             | 109.9               |      |      |      |
| X            | X                    | X-O           | CLARE (N. & W.)        | 111.0               |      |      |      |
| X            | X                    | X-O           | RED BANK               | 112.2               |      |      |      |
| X            | X                    | X-O           | VALLEY                 | 112.7               |      |      |      |
| X            | X                    | X-O           | OAKLEY                 | 115.1               |      |      |      |
| X            | X                    | X-O           | NORWOOD                | 115.8               |      |      |      |
| X            | X                    | X             | EAST NORWOOD (B. & O.) | 116.4               |      |      |      |
| X            | X                    | X             | WINTON PLACE           | 120.3               |      |      |      |
| X            | X                    | X             | CINCINNATI (C. U. T.)  | 125.1               |      |      |      |

NOTE—Train Order Offices other than block stations in service as follows:

Dayton (D. U. Railway)—DE; continuously.  
Cincinnati (Union Terminal)—GC; continuously.

### AKRON BRANCH

| Interlocking | Interlocking Station | Block Station | Block-Limit Station | STATIONS                | Distance from Hudson | Sidings Assigned Direction Car Capacity 50 ft. cars |       |      |
|--------------|----------------------|---------------|---------------------|-------------------------|----------------------|---|-------|------|
|              |                      |               |                     |                         |                      | North   | South | Both |
| X            | X                    | X-O           |                     | ORRVILLE (Lake Reg.)    | 37.2                 |   | 110   |      |
|              |                      |               |                     | REGION POST (Lake Reg.) | 39.1                 |   |       |      |
|              |                      |               |                     | APPLE CREEK             | 45.1                 |   |       |      |
|              |                      |               |                     | FREDERICKSBURG          | 51.0                 |   |       |      |
|              |                      |               |                     | HOLMESVILLE             | 55.3                 |   |       |      |
|              |                      | X             |                     | KN                      | 55.7                 |   |       | 91   |
|              |                      |               |                     | MILLERSBURG             | 60.9                 |   |       |      |
|              |                      |               |                     | KILLBUCK                | 66.7                 |   | 83    |      |
|              |                      |               |                     | GLENMONT                | 72.8                 |   |       | 143  |
|              |                      |               |                     | BADDOW PASS             | 77.1                 |   |       |      |
|              |                      | X             |                     | BH                      | 80.9                 |   |       | 69   |
|              |                      |               |                     | BRINK HAVEN             | 81.0                 |   |       |      |
|              |                      |               |                     | DANVILLE                | 85.3                 |   |       | 125  |
|              |                      |               |                     | HOWARD                  | 89.9                 |   |       |      |
|              |                      | X             |                     | GA                      | 94.2                 |   |       |      |
|              |                      |               |                     | GAMBIER                 | 94.3                 |   |       |      |
|              |                      | B-O           |                     | MT. VERNON              | 100.0                | 95  | 103   |      |
| X            | X                    |               |                     | B. & O. R. R. CROSSING  | 100.1                |   |       |      |
|              |                      | X             |                     | BC                      | 104.7                |   |       |      |
|              |                      |               |                     | BANGS                   | 104.7                |   |       | 40   |
| X-A          |                      |               |                     | CENTERBURG              | 113.3                |   |       |      |
|              |                      | X             |                     | CENTERAC (N. Y. C.)     | 113.9                |   |       |      |
|              |                      |               |                     | CQ                      | 119.1                |   |       |      |
|              |                      |               |                     | CONDIT                  | 119.1                |   |       | 91   |
|              |                      |               |                     | SUNBURY                 | 123.2                |   |       |      |
|              |                      |               |                     | GALENA                  | 125.0                |   |       |      |
|              |                      | X             |                     | WESTERVILLE             | 132.1                |   |       |      |
|              |                      |               |                     | LIND                    | 138.7                |   |       |      |
| X            |                      |               |                     | LINDEN                  | 140.5                | 130   | 163   |      |
| X            | X                    | X-O           |                     | PENNOR CROSSING         | 142.0                |   |       |      |
|              |                      |               |                     | JOYCE AVENUE            | 142.1                |   |       |      |
|              |                      |               |                     | COLUMBUS                | 144.3                |   |       |      |

The direction from Orrville to Joyce Avenue is southward.

Block Stations in service part-time as follows:

| Station    | Hours in service  |
|------------|---|
| Mt. Vernon | 7.00 P. M. to 3.00 A. M. Daily, except Sat., Sun. and Holidays*.  |
|            | *HOLIDAYS—New Years Day, Jan. 1; Washington's Birthday, Feb. 22; Memorial Day, May 30; Independence Day, July 4; Labor Day, Sept. 4; Thanksgiving Day, Nov. 23; Christmas Day, Dec. 25. |

Block-Limit Stations controlled as follows:

| Block-Limit Station | Controlled by                                 |
|---------------------|---|
| KN—BH               | Orrville (Lake Region)                        |
| GA—BG—CQ            | Mt. Vernon (Orrville when Mt. Vernon closed). |

### RICHMOND BRANCH

| Interlocking | Interlocking Station | Block Station | Block-Limit Station | STATIONS                          | Distance from Cincinnati | Sidings Assigned Direction Car Capacity 50 ft. cars |      |      |
|--------------|----------------------|---------------|---------------------|-----------------------------------|--------------------------|---|------|------|
|              |                      |               |                     |                                   |                          | West  | East | Both |
| X            | X                    |               |                     | CINCINNATI..... (C. U. T.).....   | 0.7                      |   |      |      |
| X            | X                    | X             |                     | WINTON PLACE.....                 | 5.5                      |   |      |      |
|              |                      |               |                     | EAST NORWOOD..... (B. & O.).....  | 9.4                      |   |      |      |
| X            |                      |               |                     | NORWOOD.....                      | 10.0                     |   |      |      |
| X            |                      |               |                     | OAKLEY.....                       | 10.6                     |   |      |      |
| X            |                      |               |                     | MC CULLOUGH..... R                | 10.9                     |   |      |      |
|              |                      |               |                     | NORWOOD HEIGHTS..... Clare        | 11.7                     |   |      | 120  |
|              |                      |               |                     | READING.....                      | 15.1                     |   |      |      |
| X            |                      | X             |                     | MILL.....                         | 16.0                     |   |      |      |
| X            |                      |               |                     | CRESCENTVILLE..... R              | 20.4                     |   |      | 134  |
| X            |                      |               |                     | W. CRESCENTVILLE..... Ham-ilton   | 21.7                     |   |      |      |
|              |                      |               |                     | MOSLER.....                       | 28.8                     | 88  | 57   |      |
|              |                      | X-O           |                     | HAMILTON.....                     | 30.7                     |   |      |      |
| X            |                      |               |                     | OLD RIVER JCT..... (B. & O.)..... | 31.5                     |   |      |      |
| X            | X                    | X             |                     | NEW RIVER JCT.....                | 33.1                     |   |      |      |
| X            |                      |               |                     | SEVEN MILE.....                   | 37.2                     |   |      | 101  |
| X            |                      |               |                     | WEST SEVEN MILE.....              | 38.2                     |   |      |      |
| X            |                      |               |                     | COLLINSVILLE.....                 | 40.9                     |   |      |      |
| X            |                      |               |                     | SOMERVILLE..... R                 | 44.7                     |   |      | 62   |
| X            |                      |               |                     | CAMDEN..... Ham-ilton             | 49.5                     |   |      | 125  |
| X            |                      |               |                     | WEST CAMDEN.....                  | 50.7                     |   |      |      |
| X            |                      |               |                     | EATON.....                        | 58.3                     |   |      |      |
| X            |                      |               |                     | E. CAMPBELLSTOWN.....             | 64.4                     |   |      |      |
| X            |                      |               |                     | CAMPBELLSTOWN.....                | 65.3                     | 125   | 87   |      |
| X            | X                    | X-O           |                     | GLEN.....                         | 72.4                     |   |      |      |
| X            | X                    | X-O           |                     | RICHMOND.....                     | 74.6                     |   |      |      |
|              |                      |               |                     | NEWMAN.....                       | 74.9                     |   |      |      |
|              |                      |               | X                   | GREENS FORK.....                  | 83.6                     |   |      |      |
|              |                      |               |                     | NS.....                           | 85.6                     |   |      | 54   |
|              |                      |               |                     | HAGERSTOWN.....                   | 90.3                     |   |      |      |
|              |                      |               |                     | MILLVILLE.....                    | 95.6                     |   |      | 128  |
| X            | B                    | B-O           |                     | NEW CASTLE.....                   | 101.5                    |   |      | 21   |
| X            |                      | B             |                     | BROAD (N. K. P.).....             | 101.9                    |   |      |      |
|              |                      |               |                     | FOLEY—R-Broad.....                | 104.1                    |   |      |      |
|              |                      |               | X                   | FAYNE.....                        | 105.0                    |   |      | 70   |
|              |                      |               |                     | SULPHUR SPRINGS.....              | 108.5                    |   |      | 128  |
|              |                      |               |                     | HONEY CREEK.....                  | 111.5                    |   |      |      |
| X            | X                    | X             |                     | MIDDLETOWN.....                   | 115.3                    |   |      |      |
| X            | X                    | X             |                     | GRIDLEY (N. Y. C.).....           | 121.4                    |   |      |      |
|              |                      |               |                     | DELCO (N. Y. C.).....             | 122.2                    |   |      | 57   |
| X            |                      | X             |                     | ANDERSON.....                     | 123.3                    |   |      |      |
|              |                      |               |                     | DOW (N. Y. C.)—R-Delco.....       | 124.8                    | 76  | 84   |      |
| X            | X                    | X-O           |                     | FRANKTON.....                     | 132.8                    |   |      | 63   |
|              |                      |               |                     | ELWOOD (NKP).....                 | 137.8                    |   |      | 53   |
|              |                      |               |                     | CURTISVILLE.....                  | 142.1                    |   |      | 118  |
|              |                      |               |                     | WINDFALL.....                     | 146.4                    |   |      | 58   |
|              |                      |               |                     | HEMLOCK.....                      | 152.4                    |   |      |      |
|              |                      |               |                     | CENTER.....                       | 153.9                    |   |      |      |
|              | B                    | B             |                     | KOKOMO (NKP).....                 | 159.5                    | 58  | 130  |      |
|              |                      |               |                     | GALVESTON.....                    | 165.9                    |   |      | 57   |
|              |                      |               |                     | LINCOLN.....                      | 168.8                    |   |      |      |
|              |                      |               |                     | WALTON.....                       | 172.2                    |   |      | 61   |
|              |                      |               |                     | REGION POST (N'wn. Reg.).....     | 177.3                    |   |      |      |
| X            | X                    | X-O           |                     | ANOKA.....                        | 177.4                    |   |      |      |
|              |                      |               |                     | LOGANSPORT (N'wn. Reg.).....      | 182.2                    |   |      |      |

Block-Limit Stations controlled as follows:

| Block-Limit Station | Controlled by                      |
|---------------------|------------------------------------|
| NS                  | Newman                             |
| Sulphur Springs     | Broad (Delco when Broad is closed) |
| Kokomo              | Elwood                             |

Block and Block-Limit Stations in service part-time as follows:

| Station                      | Hours in service  |
|------------------------------|---|
| Kokomo (Block Station)       | 10.15 A. M. to 6.15 P. M. and 7.30 P. M. to 3.30 A. M. Daily. |
| Kokomo (Block-Limit Station) | 3.30 A. M. to 10.15 A. M. and 6.15 P. M. to 7.30 P. M. Daily. |

### RICHMOND BRANCH—(Continued)

Interlockings, Interlocking Stations and Block Stations in service part-time as follows:

| Station | Hours in service                               |
|---------|--|
| Broad   | 6.00 A. M. to 10.00 P. M. Daily except Sunday. |
| Foley   | 6.00 A. M. to 10.00 P. M. Daily except Sunday. |

### FORT WAYNE BRANCH

| Interlocking | Interlocking Station | Block Station | Block-Limit Station | STATIONS                        | Distance from Richmond | Sidings Assigned Direction Car Capacity 50 ft. cars |      |      |
|--------------|----------------------|---------------|---------------------|---------------------------------|------------------------|---|------|------|
|              |                      |               |                     |                                 |                        | West  | East | Both |
| X            | X                    | X-O           |                     | RICHMOND.....                   |                        |   |      |      |
|              |                      |               |                     | NEWMAN.....                     | 0.3                    |   |      |      |
| X            | B                    | B             |                     | FOUNTAIN CITY.....              | 8.8                    |   |      | 55   |
| X            | X                    | X             |                     | LYNN (N. Y. C.).....            | 15.3                   |   |      | 24   |
| X            | X                    | X-O           |                     | WINCHESTER (N. Y. C.).....      | 24.5                   |   |      | 60   |
|              |                      |               |                     | RIDGEVILLE.....                 | 33.0                   |   |      |      |
|              |                      |               |                     | PORTLAND (NKP).....             | 43.2                   | 53  | 63   |      |
|              |                      |               |                     | BRIANT.....                     | 50.3                   |   |      | 46   |
|              |                      |               |                     | GENEVA.....                     | 54.2                   |   |      | 58   |
|              |                      |               |                     | BERNE.....                      | 58.8                   |   |      | 46   |
|              |                      |               |                     | MONROE.....                     | 64.8                   |   |      | 52   |
| X            | X                    |               |                     | ERIE CROSSING (Erie & NKP)..... | 70.4                   |   |      |      |
|              |                      | B             | B                   | DECATUR.....                    | 70.7                   |   |      | 70   |
|              |                      |               |                     | HOAGLAND.....                   | 79.6                   |   |      | 54   |
| X            | X                    | X-O           |                     | ADAMS (N'wn. Reg.).....         | 86.6                   |   |      |      |
|              |                      |               |                     | FT. WAYNE (N'wn. Reg.).....     | 91.9                   |   |      |      |

Block and Block-Limit Stations in service part-time as follows:

| Station                       | Hours in service  |
|-------------------------------|---|
| Lynn                          | 8.30 A. M. to 4.30 P. M. Daily except Saturday and Sunday.                          |
| Decatur (Block Station)       | 12.40 P. M. to 8.40 P. M. Daily, except Sunday.<br>8.40 P. M. to 4.40 A. M. Daily.  |
| Decatur (Block-Limit Station) | 4.40 A. M. to 12.40 P. M. Daily, except Sunday.<br>4.40 A. M. to 8.40 P. M. Sunday. |

Block-Limit Stations controlled as follows:

| Block-Limit Station | Controlled by |
|---------------------|---------------|
| Decatur             | Adams         |

## ZANESVILLE BRANCH

### ZANESVILLE SECONDARY TRACK MORROW SECONDARY TRACK

| Interlocking | Interlocking Station | Block Station | Block-Limit Station | STATIONS                          | Distance from Mile Post 0 | Sidings Assigned Direction Car Capacity 50 ft. cars |      |      |
|--------------|----------------------|---------------|---------------------|-----------------------------------|---------------------------|---|------|------|
|              |                      |               |                     |                                   |                           | West  | East | Both |
|              |                      |               | X                   | TRINWAY                           | 0.3                       |   |      |      |
|              |                      |               | RY ▲                | DRESDEN                           | 0.8                       | 34  |      |      |
|              |                      |               |                     | ELLIS                             | 2.1                       |   |      |      |
|              |                      |               |                     | GILBERT                           | 8.5                       |   |      |      |
|              |                      |               |                     | ZANESVILLE (B. & O.)              | 10.4                      |   |      | 34   |
|              |                      |               |                     | PUTNAM                            | 16.5                      |   |      | 75   |
|              |                      |               |                     | FAIR OAKS                         | 17.2                      |   |      |      |
|              |                      |               |                     | SPANGLER                          | 18.1                      |   |      |      |
|              |                      |               | X                   | AR                                | 18.7                      |   |      |      |
| X-A          |                      |               |                     | SO. ZANESVILLE                    | 18.7                      |   |      |      |
|              |                      |               |                     | DARLINGTON (N. Y. C.)             | 19.4                      |   |      |      |
|              |                      |               | X                   | FULTONHAM SPUR                    | 21.2                      |   |      |      |
|              |                      |               |                     | FS                                | 22.6                      |   |      |      |
|              |                      |               | X                   | ROSEVILLE                         | 22.7                      |   |      |      |
|              |                      |               |                     | CROOKSVILLE (N. Y. C.)            | 26.9                      |   |      | 99   |
|              |                      |               | X                   | CS                                | 29.7                      |   |      | 78   |
|              |                      |               |                     | McLUNEY                           | 29.7                      |   |      |      |
|              |                      |               |                     | GOSTON                            | 32.2                      |   |      |      |
|              |                      |               | X                   | NA                                | 34.8                      |   |      | 32   |
|              |                      |               |                     | WILBREN                           | 35.1                      |   |      |      |
|              |                      |               |                     | NEW LEXINGTON                     | 36.1                      |   |      |      |
|              |                      |               |                     |                                   | 38.3                      | 50  | 27   |      |
|              |                      | X             |                     | NEW LEXINGTON                     | 38.3                      | 50  | 27   |      |
|              |                      | X             |                     | JUNCTION CITY (B. & O.)           | 42.8                      | 74  | 64   |      |
|              |                      | X             |                     | JU                                | 43.1                      |   |      |      |
|              |                      |               |                     | BREMEN                            | 49.9                      |   |      | 38   |
|              |                      | X             |                     | BREMEN                            | 49.9                      |   |      | 38   |
|              |                      |               | X                   | NORTH BERNE                       | 54.0                      |   |      |      |
|              |                      |               |                     | WR                                | 58.7                      |   |      |      |
|              |                      |               |                     | LANCASTER (C. & O.)               | 59.7                      |   |      |      |
|              |                      |               |                     | DEL MOUNT                         | 64.6                      |   |      |      |
|              |                      |               |                     | AMANDA                            | 68.8                      |   |      | 32   |
|              |                      |               | X                   | STOUTSVILLE                       | 74.2                      |   |      | 28   |
|              |                      |               |                     | SV                                | 74.2                      |   |      |      |
|              |                      |               |                     | CIRCLEVILLE (N. & W.)             | 81.1                      |   |      |      |
|              |                      |               |                     | WILLIAMSPORT                      | 90.1                      |   |      | 16   |
|              |                      |               | X                   | ATLANTA                           | 94.1                      |   |      | 20   |
|              |                      |               |                     | WF                                | 94.1                      |   |      |      |
|              |                      |               | X                   | NEW HOLLAND                       | 97.7                      |   |      | 12   |
| X            | X                    |               |                     | G                                 | 107.2                     |   |      |      |
|              |                      |               |                     | WASHINGTON C. H. (DT & I-B. & O.) | 107.7                     | 41  | 20   |      |
|              |                      |               | X                   | JASPER                            | 112.2                     |   |      |      |
| X-A          |                      |               |                     | SR                                | 118.4                     |   |      |      |
|              |                      |               |                     | SABINA (B. & O.)                  | 118.7                     |   |      | 20   |
|              |                      |               | X                   | MELVIN                            | 123.2                     |   |      | 28   |
|              |                      |               |                     | GS                                | 129.5                     |   |      |      |
|              |                      |               |                     | WILMINGTON                        | 129.5                     |   |      | 27   |
|              |                      |               |                     | OGDEN                             | 134.3                     |   |      |      |
|              |                      |               |                     | CLARKSVILLE                       | 138.7                     |   |      | 21   |
|              |                      |               | X                   | HICKS                             | 144.1                     |   |      |      |
|              |                      |               |                     | MS                                | 148.6                     |   |      | 22   |
|              |                      |               |                     | MORROW                            | 148.9                     |   |      |      |

NOTE—▲ Indicates Block-Limit Station for westward trains only.  
◆ Indicates Block-Limit Station for eastward trains only.  
The direction from Bremen to New Lexington is eastward.

Block-Limit Stations controlled as follows:

| Block-Limit Station | Controlled by |
|---------------------|---------------|
| RY—AR—FS—CS—NA      | New Lexington |
| JU—WR—SV            | Bremen        |
| WF—G—SR—GS—MS       | Circleville   |

## SANDUSKY BRANCH

| Interlocking | Interlocking Station | Block Station | Block-Limit Station | STATIONS                 | Distance from Joyce Avenue | Sidings Assigned Direction Car Capacity 50 ft. cars |       |      |
|--------------|----------------------|---------------|---------------------|--------------------------|----------------------------|---|-------|------|
|              |                      |               |                     |                          |                            | North   | South | Both |
|              |                      |               |                     | COLUMBUS                 |                            |   |       |      |
| X            | X                    | X-O           |                     | FIELDS                   | 2.1                        |   |       |      |
|              |                      |               |                     | NORTH FIELDS—R-Fields    | 2.3                        | 150   | 150   |      |
| X            | X                    | X-O           |                     | NORTH COLUMBUS           | 5.2                        |   |       |      |
|              |                      |               |                     | WORTHINGTON (N. Y. C.)   | 8.6                        |   |       |      |
|              |                      |               |                     | REGION POST (Lake Reg.)  | 9.0                        |   |       |      |
|              |                      |               |                     | LEWIS CENTER (Lake Reg.) | 16.5                       |   |       |      |

The direction from Fields to Sandusky is northward.

## UNDERCLIFF BRANCH

### UNDERCLIFF SECONDARY TRACK

| Interlocking | Interlocking Station | Block Station | Block-Limit Station | STATIONS      | Distance from Valley or Columbus | Sidings Assigned Direction Car Capacity 50 ft. cars |      |      |
|--------------|----------------------|---------------|---------------------|---------------|----------------------------------|---|------|------|
|              |                      |               |                     |               |                                  | West  | East | Both |
| X            |                      |               |                     | VALLEY        |                                  |   |      |      |
| X            |                      |               |                     | RENDCOMB JCT. | 1.1                              |   |      |      |
| X            |                      |               |                     | RED BANK      | 112.2                            |   |      |      |
| X            |                      |               |                     | RENDCOMB JCT. | 113.1                            |   |      |      |
|              |                      |               |                     | RENDCOMB JCT. | 113.1                            |   |      |      |
| X            |                      | X             |                     | UNDERCLIFF    | 114.7                            |   |      |      |
|              |                      | X             |                     | PENDLETON     | 116.4                            |   |      |      |
|              |                      | X             |                     | CINCINNATI    | 119.7                            |   |      |      |

The direction from Cincinnati to Valley and Red Bank is eastward.

## CADIZ SECONDARY TRACK

| Interlocking | Interlocking Station | Block Station | Block-Limit Station | STATIONS   | Distance from Cadiz Jct. | Sidings Assigned Direction Car Capacity 50 ft. cars |      |      |
|--------------|----------------------|---------------|---------------------|--|--------------------------|---|------|------|
|              |                      |               |                     |  |                          | West  | East | Both |
|              |                      |               |                     | CADIZ JCT. (Main Line)   |                          |   |      |      |
|              |                      |               |                     | FOLKS  | 2.1                      |   |      |      |
|              |                      |               |                     | NARVA  | 3.7                      |   |      |      |
|              |                      |               |                     | GEORGETOWN JCT.  | 5.5                      |   |      |      |
|              |                      |               |                     | CADIZ MINE   | 6.5                      |   |      |      |
|              |                      |               |                     | HANNA  | 10.2                     |   |      |      |
|              |                      |               |                     | GEORGETOWN (Industrial track, joint P. R. R. and Nickle Plate Rd.) | 11.4                     |   |      |      |

## SPRINGFIELD SECONDARY TRACK

| Interlocking | Interlocking Station | Block Station | Block-Limit Station | STATIONS       | Distance from Xenia | Sidings Assigned Direction Car Capacity 50 ft. cars |      |      |
|--------------|----------------------|---------------|---------------------|----------------|---------------------|---|------|------|
|              |                      |               |                     |                |                     | West  | East | Both |
| X            | X                    | X-O           |                     | XENIA          |                     |   |      |      |
|              |                      |               |                     | YELLOW SPRINGS | 10.0                |   |      |      |
|              |                      |               |                     | SPRINGFIELD    | 19.3                |   |      |      |

The direction from Xenia to Springfield is eastward.

**COURT STREET SECONDARY TRACK**

| Interlocking Station | Interlocking Station | Block Station | Block-Limit Station | STATIONS                       | Distance from Dayton | Sidings Assigned Direction Car Capacity 50 ft. cars |      |      |
|----------------------|----------------------|---------------|---------------------|--------------------------------|----------------------|---|------|------|
|                      |                      |               |                     |                                |                      | West  | East | Both |
|                      |                      |               |                     | LEBANON.....                   | 26.6                 |   |      |      |
|                      |                      |               |                     | HAGEMAN.....                   | 31.4                 |   |      |      |
|                      |                      |               |                     | MASON.....                     | 34.7                 |   |      |      |
|                      |                      |               |                     | BLUE ASH.....                  | 44.4                 |   |      |      |
|                      |                      |               |                     | ROSSMOYNE.....                 | 45.7                 |   |      |      |
|                      |                      |               |                     | DEER PARK.....                 | 46.9                 |   |      |      |
|                      |                      |               |                     | SILVERTON.....                 | 47.4                 |   |      |      |
|                      |                      |               |                     | KENNEDY HEIGHTS.....           | 48.6                 |   |      |      |
|                      |                      |               |                     | PLEASANT RIDGE.....            | 49.3                 |   |      |      |
| X                    | X                    |               |                     | MC CULLOUGH.....               | 49.3                 |   |      |      |
|                      |                      |               |                     | EAST NORWOOD (B. & O.).....    | 50.6                 |   |      |      |
|                      |                      |               |                     | IDLEWILD (N. & W.).....        | 52.3                 |   |      |      |
|                      |                      |               |                     | AVONDALE.....                  | 53.8                 |   |      |      |
|                      |                      |               |                     | OAK STREET.....                | 54.2                 |   |      |      |
|                      |                      |               |                     | CINCINNATI (Court Street)..... | 56.0                 |   |      |      |

The direction from Lebanon to Cincinnati is westward

**MIDDLETOWN SECONDARY TRACK**

| Interlocking Station | Interlocking Station | Block Station | Block-Limit Station | STATIONS                    | Distance from Middletown |
|----------------------|----------------------|---------------|---------------------|-----------------------------|--------------------------|
|                      |                      |               |                     |                             |                          |
|                      |                      |               |                     | BIG 4 CROSSING.....         | 3.2                      |
|                      |                      |               |                     | WEST END REED'S YARD.....   | 0.8                      |
|                      |                      |               |                     | END OF SECONDARY TRACK..... | 3.5                      |
|                      |                      |               |                     | OAKLAND.....                | 4.9                      |
|                      |                      |               |                     | UNION VILLAGE.....          | 7.0                      |
|                      |                      |               |                     | HAGEMAN.....                | 11.8                     |
|                      |                      |               |                     | MIDDLETOWN JCT.....         | 14.4                     |

The direction from Middletown to Middletown Jct. is westward.

**MUNCIE YARD RUNNING TRACK**

| Interlocking Station | Interlocking Station | Block Station | Block-Limit Station | STATIONS                   | Distance from Vance |
|----------------------|----------------------|---------------|---------------------|----------------------------|---------------------|
|                      |                      |               |                     |                            |                     |
| X                    |                      |               |                     | MUNCIE (N. K. P.).....     | 2.0                 |
|                      |                      |               |                     | DREW (C. & O.)—R-Peru..... | 6.1                 |
|                      |                      |               |                     | ANTHONY.....               | 9.1                 |
|                      |                      |               |                     | MATTHEWS.....              | 14.7                |

The direction from Vance to Matthews is westward.

**CADIZ INDUSTRIAL TRACK**

| Interlocking Station | Interlocking Station | Block Station | Block-Limit Station | STATIONS                                | Distance from Cadiz Mine | Sidings Assigned Direction Car Capacity 50 ft. cars |      |      |
|----------------------|----------------------|---------------|---------------------|---|--------------------------|---|------|------|
|                      |                      |               |                     |   |                          | West  | East | Both |
|                      |                      |               |                     | CADIZ MINE (Cadiz Secondary Track)..... |                          |   |      |      |
|                      |                      |               |                     | HEALEY MINE.....                        | 0.6                      |   |      |      |
|                      |                      |               |                     | CADIZ.....                              | 1.4                      |   |      |      |

**CLEMENT-HEMPSTEAD INDUSTRIAL TRACK**

| Interlocking Station | Interlocking Station | Block Station | Block-Limit Station | STATIONS       | Distance from Clement |
|----------------------|----------------------|---------------|---------------------|----------------|-----------------------|
|                      |                      |               |                     |                |                       |
|                      |                      |               |                     | HEMPSTEAD..... | 5.1                   |

**DAYTON-LYTLER INDUSTRIAL TRACK**

| Interlocking Station | Interlocking Station | Block Station | Block-Limit Station | STATIONS         | Distance from Dayton |
|----------------------|----------------------|---------------|---------------------|------------------|----------------------|
|                      |                      |               |                     |                  |                      |
|                      |                      |               |                     | HEMPSTEAD.....   | 10.9                 |
|                      |                      |               |                     | CENTERVILLE..... | 15.7                 |
|                      |                      |               |                     | LYTLER.....      |                      |

**DRESDEN INDUSTRIAL TRACK**

| Interlocking Station | Interlocking Station | Block Station | Block-Limit Station | STATIONS                     | Distance from Killbuck | Sidings Assigned Direction Car Capacity 50 ft. cars |      |      |
|----------------------|----------------------|---------------|---------------------|------------------------------|------------------------|---|------|------|
|                      |                      |               |                     |                              |                        | West  | East | Both |
|                      |                      |               |                     | KILLBUCK (Akron Branch)..... |                        |   |      |      |
|                      |                      |               |                     | LAYLAND.....                 | 5.0                    |   |      |      |
|                      |                      |               |                     | HELMICK.....                 | 8.2                    |   |      |      |
|                      |                      |               |                     | BLISSFIELD.....              | 9.5                    |   |      |      |
|                      |                      |               |                     | AYRES MINERAL.....           | 11.9                   |   |      |      |

**HOWARD INDUSTRIAL TRACK**

| Interlocking Station | Interlocking Station | Block Station | Block-Limit Station | STATIONS                   | Distance from Howard | Sidings Assigned Direction Car Capacity 50 ft. cars |      |      |
|----------------------|----------------------|---------------|---------------------|----------------------------|----------------------|---|------|------|
|                      |                      |               |                     |                            |                      | West  | East | Both |
|                      |                      |               |                     | HOWARD (Akron Branch)..... |                      |   |      |      |
|                      |                      |               |                     | MILLWOOD SAND CO.....      | 3.9                  |   |      |      |



**PITTSBURGH AND COLUMBUS TO INDIANAPOLIS VIA DAYTON } WESTWARD**

| STATIONS                | FIRST CLASS    |               |                |
|-------------------------|----------------|---------------|----------------|
|                         | C.&O. 47       | 7             | N.&W. 33       |
|                         | DAILY          | DAILY         | DAILY          |
|                         | A.M.           | P.M.          | A.M.           |
| Leave                   |                |               |                |
| PITTSBURGH (Pgh. Reg.)  |                | <b>E</b> 8.30 |                |
| MINGO JCT.              |                | 9.46          |                |
| ACRE.....               |                | 10.00         |                |
| CADIZ JCT.....          |                | 10.11         |                |
| JEWETT.....             |                |               |                |
| CUSTER.....             |                | 10.18         |                |
| SCIO.....               |                | 10.24         |                |
| DYKE.....               |                | 10.41         |                |
| DENNISON.....           |                | 10.44         |                |
| UHRICH.....             |                | 10.47         |                |
| NEWCOMERSTOWN.....      |                | 11.07         |                |
| TOWN.....               |                | 11.08         |                |
| ISLETA.....             |                | 11.13         |                |
| MORGAN RUN.....         |                | 11.22         |                |
| COSHOCOTON.....         |                | 11.28         |                |
| TYNDALL.....            |                | 11.35         |                |
| TRINWAY.....            |                | 11.47         |                |
| BRICKER.....            |                | 11.56         |                |
| NEWARK.....             | C.&N. Div.     |               |                |
| EAST COLUMBUS.....      |                | 12.15         |                |
|                         |                | 12.50         |                |
| JOYCE AVENUE.....       |                | VIA           | 7.04           |
| NEILSTON.....           |                | YARD B        | 7.10           |
| COLUMBUS... (U. D. Co.) | <b>\$</b> 1.55 | 1.00          | <b>\$</b> 7.15 |
|                         |                | 1.25          |                |
| MIAMI CROSSING.....     |                | 1.35          |                |
| LONDON.....             |                | 2.04          |                |
| SO. CHARLESTON.....     |                | 2.17          |                |
| XENIA.....              |                | 2.40          |                |
| CLEMENT.....            |                |               |                |
| DUTOIT STREET.....      |                | 3.00          |                |
| WAYNE AVE. JCT.....     |                | 3.02          |                |
| DAYTON..... (D. U.)     |                | 3.05          |                |
| MIAMI CITY JCT.....     |                | 3.30          |                |
|                         |                | 3.33          |                |
| WOLF CREEK.....         |                | 3.38          |                |
| BROOKVILLE.....         |                |               |                |
| WEST MANCHESTER.....    |                | 4.05          |                |
| DENNISON AVENUE.....    | 2.00           |               |                |
| NEW PARIS.....          |                | 4.20          |                |
| GLEN.....               |                | 4.25          |                |
| RICHMOND.....           |                | 4.30          |                |
| NEWMAN.....             |                | 3.50          |                |
| DUNREITH.....           |                | 3.53          |                |
|                         |                | 4.23          |                |
| THORNE.....             |                | 4.56          |                |
| INDIANAPOLIS.....       |                | 5.11          |                |
| Arrive                  | A.M.           | A.M.          | A.M.           |
|                         | C.&O. 47       | 7             | N.&W. 33       |

**PITTSBURGH AND COLUMBUS TO INDIANAPOLIS VIA DAYTON } WESTWARD**

|  | FIRST CLASS     |                 |                 |
|--|-----------------|-----------------|-----------------|
|  | 77              | 31              | 3               |
|  | DAILY           | DAILY           | DAILY           |
|  | A.M.            | A.M.            | A.M.            |
|  |                 |                 |                 |
|  | <b>\$</b> 12.03 | <b>\$</b> 4.45  |                 |
|  | 1.20            | 6.00            |                 |
|  |                 | 1.35            | 6.13            |
|  |                 | 1.44            | 6.22            |
|  |                 |                 |                 |
|  | <b>F</b>        | 1.50            | 6.28            |
|  |                 | 1.53            | 6.31            |
|  |                 | 2.08            | 6.45            |
|  |                 | 2.13            |                 |
|  |                 | 2.18            | 6.50            |
|  |                 |                 |                 |
|  | <b>F</b>        | 2.33            | 7.05            |
|  |                 | 2.34            | 7.06            |
|  |                 | 2.37            | 7.09            |
|  |                 | 2.47            | 7.15            |
|  |                 | 2.51            | <b>\$</b> 7.19  |
|  |                 | 2.57            | 7.26            |
|  | <b>F</b>        | 3.05            | 7.34            |
|  |                 | 3.11            | 7.39            |
|  |                 |                 | <b>\$</b> 7.55  |
|  |                 | 3.27            | <b>#</b> 8.00   |
|  |                 | 4.00            | 8.33            |
|  |                 |                 |                 |
|  |                 | <b>\$</b> 4.10  | <b>\$</b> 8.43  |
|  | <b>\$</b> 4.35  | <b>#</b> 4.25   | <b>#</b> 8.56   |
|  | 4.42            | 4.32            | 9.03            |
|  | 5.02            | 4.52            | 9.23            |
|  | 5.12            | 5.02            | 9.33            |
|  | <b>\$</b> 5.33  | 5.21            | 9.51            |
|  |                 |                 |                 |
|  |                 | 5.39            | 10.07           |
|  |                 |                 |                 |
|  |                 | 5.42            | 10.10           |
|  |                 | <b>\$</b> 5.45  | <b>\$</b> 10.13 |
|  |                 | <b>#</b> 5.55   | <b>#</b> 10.23  |
|  |                 | 5.57            | 10.25           |
|  |                 |                 |                 |
|  |                 | 6.00            | 10.28           |
|  |                 |                 |                 |
|  |                 | 6.23            | 10.50           |
|  |                 |                 |                 |
|  |                 | 6.33            | 11.00           |
|  |                 | 6.38            | 11.04           |
|  |                 | <b>\$</b> 6.42  | <b>\$</b> 11.08 |
|  |                 | <b>#</b> 5.49   | <b>#</b> 10.18  |
|  |                 | 5.51            | 10.19           |
|  |                 | 6.13            | 10.45           |
|  |                 |                 |                 |
|  |                 | 6.46            | 11.13           |
|  | <b>\$</b> 6.58  | <b>\$</b> 11.25 |                 |
|  |                 |                 |                 |
|  | A.M.            | A.M.            | A.M.            |
|  | 77              | 31              | 3               |



**PITTSBURGH AND COLUMBUS TO INDIANAPOLIS VIA DAYTON } WESTWARD**

**INDIANAPOLIS TO COLUMBUS AND PITTSBURGH VIA DAYTON } EASTWARD**

| STATIONS                 | FIRST CLASS    |          |          |          | STATIONS                 | FIRST CLASS |                |           |          |
|--------------------------|----------------|----------|----------|----------|--------------------------|-------------|----------------|-----------|----------|
|                          | 013            | 87       | C.&O. 46 |          |                          | C.&O. 47    | 32             | 86        |          |
|                          | DAILY EX. MON. | DAILY    | DAILY    |          |                          |             | A.M.           | A.M.      | A.M.     |
| Leave                    | A.M.           | P.M.     | P.M.     |          | Arrive                   | A.M.        | A.M.           | A.M.      |          |
| PITTSBURGH (Pgh. Reg.)   | \$ 10.44       |          |          |          | PITTSBURGH (Pgh. Reg.)   | \$ 7.55     |                |           |          |
| MINGO JCT.               | 11.58          |          |          |          | MINGO JCT.               | 6.43        |                |           |          |
| ACRE                     | 12.11          |          |          |          | ACRE                     |             | 6.30           |           |          |
| CADIZ JCT.               | 12.20          |          |          |          | CADIZ JCT.               |             | 6.19           |           |          |
| JEWETT                   |                |          |          |          | JEWETT                   |             |                |           |          |
| CUSTER                   | 12.25          |          |          |          | CUSTER                   |             | 6.13           |           |          |
| SCIO                     | 12.29          |          |          |          | SCIO                     |             | 6.08           |           |          |
| DYKE                     | 12.43          |          |          |          | DYKE                     |             | 5.53           |           |          |
| DENNISON                 | \$ 12.45       |          |          |          | DENNISON                 |             |                |           |          |
| UHRICH                   | 12.49          |          |          |          | UHRICH                   |             | 5.47           |           |          |
| NEWCOMERSTOWN            | 1.03           |          |          |          | NEWCOMERSTOWN            |             | 5.31           |           |          |
| TOWN                     | 1.04           |          |          |          | TOWN                     |             | 5.30           |           |          |
| ISLETA                   | 1.07           |          |          |          | ISLETA                   |             | 5.26           |           |          |
| MORGAN RUN               | 1.13           |          |          |          | MORGAN RUN               |             | 5.19           |           |          |
| COSHOCTON                | 1.16           |          |          |          | COSHOCTON                |             |                |           |          |
| TYNDALL                  | 1.24           |          |          |          | TYNDALL                  |             | 5.08           |           |          |
| TRINWAY                  | 1.32           |          |          |          | TRINWAY                  |             | 4.59           |           |          |
| BRICKER                  | 1.38           |          |          |          | BRICKER                  |             | 4.52           |           |          |
| NEWARK                   |                |          |          |          | NEWARK                   | C.&N. Div.  | 4.38           |           |          |
| EAST COLUMBUS            |                |          |          |          | EAST COLUMBUS            |             | 4.05           |           |          |
| JOYCE AVENUE             |                |          |          |          | JOYCE AVENUE             |             |                |           |          |
| NEILSTON                 |                |          |          |          | NEILSTON                 |             |                |           |          |
| COLUMBUS... (U. D. Co.)  | \$ 2.36        |          |          |          | COLUMBUS... (U. D. Co.)  | \$ 1.25     | \$ 3.55        | \$ 8.35   |          |
|                          | # 2.48         | \$ 10.40 | \$ 11.45 |          |                          |             |                |           |          |
| MIAMI CROSSING           | 2.54           | 10.47    |          |          | MIAMI CROSSING           |             | 3.33           | 8.25      |          |
| LONDON                   | 3.14           | 11.07    |          |          | LONDON                   |             | 3.13           | 8.00      |          |
| SO. CHARLESTON           | 3.24           | 11.17    |          |          | SO. CHARLESTON           |             | 3.02           | 7.50      |          |
| XENIA                    | 3.42           | \$ 11.35 |          |          | XENIA                    |             | 2.42           | \$ 7.30   |          |
| CLEMENT                  |                |          |          |          | CLEMENT                  |             |                |           |          |
| DUTOIT STREET            | 3.59           | 11.54    |          |          | DUTOIT STREET            |             | 2.24           | 7.14      |          |
| WAYNE AVE. JCT.          | 4.01           | 11.57    |          |          | WAYNE AVE. JCT.          |             | 2.22           | 7.12      |          |
| DAYTON... (D. U.)        | \$ 4.03        | \$ 11.59 |          |          | DAYTON... (D. U.)        | #           | 2.20           | # 7.10    |          |
|                          | # 4.18         | # 12.30  |          |          |                          | \$          | 2.05           | \$ 6.50   |          |
| MIAMI CITY JCT.          | 4.20           | 12.32    |          |          | MIAMI CITY JCT.          |             | 2.03           | 6.47      |          |
| WOLF CREEK               | 4.22           | 12.35    |          |          | WOLF CREEK               |             | 2.00           | 6.45      |          |
| BROOKVILLE               |                |          |          |          | BROOKVILLE               |             |                |           |          |
| WEST MANCHESTER          | 4.44           | 1.00     |          |          | WEST MANCHESTER          |             | 1.37           | 6.20      |          |
| DENNISON AVENUE          |                |          | 11.50    |          | DENNISON AVENUE          | 1.20        |                |           |          |
| NEW PARIS                | 4.54           | 1.15     |          |          | NEW PARIS                |             | 1.27           | 6.10      |          |
| GLEN                     | 4.58           | 1.20     |          |          | GLEN                     |             | 1.23           | 6.05      |          |
| RICHMOND                 | \$ 5.02        | \$ 1.25  |          |          | RICHMOND                 | #           | 1.18           | \$ 6.00   |          |
|                          | # 4.15         |          |          |          |                          | \$          | 11.58          |           |          |
| NEWMAN                   | 4.17           |          |          |          | NEWMAN                   |             | 11.57          |           |          |
| DUNREITH                 | 4.45           |          |          |          | DUNREITH                 |             | 11.30          |           |          |
| THORNE                   | 5.24           |          |          |          | THORNE                   |             | 11.03          |           |          |
| INDIANAPOLIS (S'wn.Reg.) | \$ 5.37        |          |          |          | INDIANAPOLIS (S'wn.Reg.) | #           | 10.50          |           |          |
|                          |                |          |          |          |                          |             |                |           |          |
|                          | Arrive         | P.M.     | A.M.     | P.M.     |                          | Leave       | A.M.           | P.M.      | A.M.     |
|                          |                | 13       | 87       | C.&O. 46 |                          |             | DAILY C.&O. 47 | DAILY 032 | DAILY 86 |

| STATIONS                | FIRST CLASS |         |        |  | FIRST CLASS |          |          |  |
|-------------------------|-------------|---------|--------|--|-------------|----------|----------|--|
|                         | 14          | 4       | 78     |  | 30          | N.&W. 34 | C.&O. 46 |  |
|                         | Arrive P.M. | P.M.    | P.M.   |  | A.M.        | P.M.     | P.M.     |  |
| PITTSBURGH (Pgh. Reg.)  | E 3.15      | S 11.23 |        |  |             |          |          |  |
| MINGO JCT.....          | 1.53        | 10.13   |        |  | \$ 12.54    |          |          |  |
| ACRE.....               | 1.40        | 10.00   |        |  | 11.32       |          |          |  |
| CADIZ JCT.....          | 1.28        | 9.48    |        |  | 11.23       |          |          |  |
| JEWETT.....             |             |         |        |  |             |          |          |  |
| CUSTER.....             | 1.20        | 9.40    |        |  |             |          |          |  |
| SCIO.....               | 1.15        | F 9.35  |        |  | 11.16       |          |          |  |
| DYKE.....               | 1.00        | 9.20    |        |  | 11.12       |          |          |  |
| DENNISON.....           | E 12.55     | S 9.10  |        |  | 10.58       |          |          |  |
| UHRICH.....             | 12.48       | 9.07    |        |  |             |          |          |  |
| NEWCOMERSTOWN.....      | 12.33       | F 8.52  |        |  | 10.53       |          |          |  |
| TOWN.....               | 12.32       | 8.50    |        |  | 10.38       |          |          |  |
| ISLETA.....             | 12.28       | 8.47    |        |  |             |          |          |  |
| MORGAN RUN.....         | 12.22       | 8.42    |        |  | 10.35       |          |          |  |
| COSHOCTON.....          | 12.15       | S 8.35  |        |  | 10.29       |          |          |  |
| TYNDALL.....            | 12.09       | 8.30    |        |  |             |          |          |  |
| TRINWAY.....            | 12.01       | F 8.20  |        |  | 10.20       |          |          |  |
| BRICKER.....            | 11.55       | 8.13    |        |  | 10.12       |          |          |  |
| NEWARK.....             | C.&N. 11.38 | 7.58    |        |  | 10.06       |          |          |  |
| EAST COLUMBUS           | Div. 11.05  | 7.25    |        |  | # 9.51      |          |          |  |
| JOYCE AVENUE.....       |             |         |        |  | \$ 9.48     |          |          |  |
| NEILSTON.....           |             |         |        |  | 9.15        |          |          |  |
| COLUMBUS....(U. D. Co.) | # 10.55     | # 7.15  |        |  |             | 10.37    |          |  |
|                         | E 10.35     | S 7.00  | S 6.37 |  |             | 10.32    |          |  |
| MIAMI CROSSING.....     | 10.28       | 6.54    | 6.30   |  | # 9.05      | \$ 10.30 |          |  |
| LONDON.....             | 10.06       | 6.35    | 6.10   |  | \$ 8.53     |          | \$ 11.15 |  |
| SO. CHARLESTON.....     | 9.56        | 6.25    | 6.00   |  |             |          |          |  |
| XENIA.....              | 9.36        | 6.07    | S 5.40 |  |             |          |          |  |
| CLEMENT.....            |             |         |        |  |             |          |          |  |
| DUTOIT STREET.....      | 9.20        | 5.51    |        |  |             |          |          |  |
| WAYNE AVE. JCT.....     | 9.17        | 5.49    |        |  |             |          |          |  |
| DAYTON.....(D. U.)      | # 9.15      | # 5.46  |        |  | # 7.41      |          |          |  |
| MIAMI CITY JCT.....     | E 8.55      | S 5.33  |        |  | \$ 7.39     |          |          |  |
|                         | 8.53        | 5.31    |        |  | \$ 7.32     |          |          |  |
| WOLF CREEK.....         | 8.50        | 5.28    |        |  | 7.30        |          |          |  |
| BROOKVILLE.....         |             |         |        |  |             |          |          |  |
| WEST MANCHESTER.....    | 8.25        | 5.06    |        |  | 7.28        |          |          |  |
| DENNISON AVENUE.....    |             |         |        |  | 7.07        |          |          |  |
| NEW PARIS.....          | 8.15        | 4.56    |        |  |             |          | 11.10    |  |
| GLEN.....               | 8.10        | 4.52    |        |  |             |          |          |  |
| RICHMOND.....           | # 8.05      | # 4.48  |        |  |             |          |          |  |
|                         | E 6.50      | S 3.43  |        |  | # 6.57      |          |          |  |
| NEWMAN.....             | 6.48        | 3.41    |        |  | # 6.53      |          |          |  |
| DUNREITH.....           | 6.22        | 3.14    |        |  | \$ 6.49     |          |          |  |
|                         |             |         |        |  | \$ 5.44     |          |          |  |
|                         |             |         |        |  | 5.43        |          |          |  |
|                         |             |         |        |  | 5.16        |          |          |  |
| THORNE.....             | 5.55        | 2.46    |        |  |             |          |          |  |
| INDIANAPOLIS(S'wn.Reg.) | # 5.40      | # 2.33  |        |  | # 4.49      |          |          |  |
|                         |             |         |        |  | # 4.36      |          |          |  |
| Leave                   | A.M.        | P.M.    | P.M.   |  | P.M.        | P.M.     | P.M.     |  |
|                         | DAILY       | DAILY   | DAILY  |  | DAILY       | DAILY    | DAILY    |  |
|                         | EX. MON.    |         |        |  |             |          |          |  |
|                         | ‡ □ 14      | □ 4     | ◇ 78   |  | ◇ 30        | N.&W. 34 | C.&O. 46 |  |

| STATIONS          | FIRST CLASS  |         |            |
|-------------------|--------------|---------|------------|
|                   | N. & W. 3    | ◇77     | N. & W. 25 |
|                   | DAILY        | DAILY   | DAILY      |
|                   | Leave        | A.M.    | P.M.       |
| XENIA.....        |              | \$ 5.33 |            |
| GREENE.....       |              | 5.34    |            |
| WEST GREENE.....  |              | 5.36    |            |
| ROXANNA.....      |              | 5.45    |            |
| OREGONIA.....     |              | 5.57    |            |
| MORROW.....       |              | 6.10    |            |
| FOSTER.....       |              | 6.22    |            |
| LOVELAND.....     |              | 6.28    |            |
| TERRACE PARK..... |              | 6.40    |            |
| EAST CLARE.....   |              | 6.45    |            |
| CLARE.....        | 6.33         | 6.49    | 10.13      |
| RED BANK.....     | 6.35         | 6.51    | 10.15      |
| VALLEY.....       | 6.36         | 6.54    | 10.17      |
| OAKLEY.....       | 6.40         | 6.56    | 10.20      |
| NORWOOD.....      | D 6.42       | D 7.00  | D 10.22    |
| EAST NORWOOD..... | (B & O) 6.44 | 7.02    | 10.26      |
| WINTON PLACE..... | (CUT) D 6.52 | D 7.10  | D 10.33    |
| CINCINNATI.....   | S 7.05       | S 7.20  | S 10.45    |
| Arrive            | A.M.         | A.M.    | P.M.       |
|                   | N. & W. 3    | 77      | N. & W. 25 |

CINCINNATI TO XENIA—EASTWARD

| STATIONS          | FIRST CLASS  |         |           |
|-------------------|--------------|---------|-----------|
|                   | N. & W. 26   | 78      | N. & W. 4 |
|                   | DAILY        | DAILY   | DAILY     |
|                   | Arrive       | A.M.    | P.M.      |
| XENIA.....        |              | \$ 5.40 |           |
| GREENE.....       |              | 5.39    |           |
| WEST GREENE.....  |              | 5.38    |           |
| ROXANNA.....      |              | 5.28    |           |
| OREGONIA.....     |              | 5.16    |           |
| MORROW.....       |              | 5.04    |           |
| FOSTER.....       |              | 4.52    |           |
| LOVELAND.....     |              | 4.46    |           |
| TERRACE PARK..... |              | 4.31    |           |
| EAST CLARE.....   |              | 4.31    |           |
| CLARE.....        | 8.40         | 4.28    | 11.50     |
| RED BANK.....     | 8.37         | 4.25    | 11.47     |
| VALLEY.....       | 8.34         | 4.23    | 11.45     |
| OAKLEY.....       | 8.32         | 4.22    | 11.42     |
| NORWOOD.....      | S 8.30       | S 4.20  | S 11.40   |
| EAST NORWOOD..... | (B & O) 8.27 | 4.18    | 11.38     |
| WINTON PLACE..... | (CUT) S 8.20 | S 4.10  | S 11.30   |
| CINCINNATI.....   | S 8.10       | S 4.00  | S 11.20   |
| Leave             | A.M.         | P.M.    | P.M.      |
|                   | DAILY        | DAILY   | DAILY     |
|                   | N. & W. 26   | ◇78     | N. & W. 4 |

| STATIONS                       | FIRST CLASS    |         |             |
|--------------------------------|----------------|---------|-------------|
|                                | 71             | ◇75     | †519        |
|                                | DAILY          | DAILY   |             |
|                                | Leave          | A.M.    | P.M.        |
| CINCINNATI.....                | (B & O) S 8.25 | S 10.40 | S 5.45      |
| WINTON PLACE.....              | (CUT) S 8.34   | S 10.50 | S 5.55      |
| EAST NORWOOD.....              | 8.42           | 10.57   | 6.02        |
| NORWOOD.....                   | S 8.44         | S 11.00 | S 6.05      |
| OAKLEY.....                    | 8.46           | 11.02   | 6.07        |
| NORWOOD HEIGHTS.....           | 8.48           | 11.04   | 6.08        |
| ORESCENTVILLE.....             | 8.58           | 11.14   | 6.19        |
| MOSLER.....                    | 9.08           | 11.24   | 6.29        |
| HAMILTON.....                  | S 9.12         | S 11.28 | S 6.33      |
| OLD RIVER JCT.....             | (B & O) 9.16   | 11.30   | 6.35        |
| NEW RIVER JCT.....             | (CUT) 9.19     | 11.33   | 6.38        |
| SEVEN MILE.....                | 9.26           | 11.40   | 6.45        |
| CAMDEN.....                    | 9.40           | 11.55   | 7.00        |
| CAMPBELLSTOWN.....             | 10.00          | 12.15   | 7.21        |
| GLEN.....                      | 10.10          | 12.25   | 7.31        |
| RICHMOND.....                  | S 10.15        | S 12.30 | S 7.35      |
| RICHMOND.....                  | 9.25           | 12.50   | 7.50        |
| NEWMAN.....                    | 9.27           | 12.52   | 7.52        |
| LYNN.....                      |                |         | 8.22        |
| WINCHESTER.....                |                |         | V 8.55      |
| RIDGEVILLE.....                |                |         | 9.23        |
| PORTLAND.....                  |                |         | V 9.45      |
| DECATUR.....                   |                |         | V 10.30     |
| ADAMS (Northwestern Reg.)..... |                |         | 11.00       |
| FORT WAYNE.....                |                |         | S 11.12     |
| NS.....                        | 9.42           | 1.12    |             |
| HAGERSTOWN.....                | 9.49           | 1.18    |             |
| NEW CASTLE.....                | S 10.05        | S 1.33  |             |
| BROAD.....                     | 10.07          | 1.35    | Will run    |
| FOLEY.....                     | 10.10          | 1.38    |             |
| SULPHUR SPRINGS.....           | 10.16          | 1.42    | June 30,    |
| DELCO.....                     | 10.32          | 1.57    | July 7, 14, |
| ANDERSON.....                  | S 10.35        | S 2.00  | 21, 28,     |
| DOW.....                       | 10.40          | 2.10    | Aug. 4, 11, |
| ELWOOD.....                    | S 11.00        | S 2.25  | 18, 25,     |
| KOKOMO.....                    | S 11.30        | S 3.10  | Sept. 1     |
| ANOKA (Northwestern Reg.)..... | 12.10          | 4.05    |             |
| LOGANSPOUT (Van).....          | S 12.23        | S 4.18  |             |
| Arrive                         | P.M.           | A.M.    | P.M.        |
|                                | 71             | 75      | 519         |

| STATIONS                       | FIRST CLASS   |               |  |
|--------------------------------|---------------|---------------|--|
|                                | 74            | 70            | 520  |
|                                | A.M.          | P.M.          | A.M.   |
| Arrive                         |               |               |  |
| CINCINNATI.....(B & O)         | <b>S</b> 7.30 | <b>S</b> 8.05 | <b>S</b> 8.20  |
| WINTON PLACE.....(C.U.P.)      | <b>D</b> 7.20 | <b>D</b> 7.55 | <b>D</b> 8.10  |
| EAST NORWOOD.....(C.U.P.)      | 7.11          | 7.47          | 8.03   |
| NORWOOD.....                   | <b>D</b> 7.09 | <b>D</b> 7.45 | <b>D</b> 8.00  |
| OAKLEY.....                    | 7.04          | 7.41          | 7.58   |
| NORWOOD HEIGHTS.....           | 7.00          | 7.38          | 7.56   |
| CRESCENTVILLE.....             | 6.48          | 7.27          | 7.46   |
| MOSLER.....                    | 6.35          | 7.15          | 7.36   |
| HAMILTON.....                  | <b>S</b> 6.25 | <b>S</b> 7.10 | <b>S</b> 7.32  |
| OLD RIVER JCT.....(B & O)      | 6.19          | 7.07          | 7.30   |
| NEW RIVER JCT.....(B & O)      | 6.16          | 7.04          | 7.27   |
| SEVEN MILE.....                | 6.10          | 6.58          | 7.20   |
| CAMDEN.....                    | 5.53          | 6.45          | 7.05   |
| CAMPBELLSTOWN.....             | 5.35          | 6.25          | 6.44   |
| GLEN.....                      | 5.25          | 6.15          | 6.34   |
| RICHMOND.....                  | # 5.20        | 6.10          | # 6.30   |
| RICHMOND.....                  | <b>S</b> 4.00 | <b>S</b> 4.55 | <b>S</b> 6.10  |
| NEWMAN.....                    | 3.55          | 4.52          | 6.08   |
| LYNN.....                      |               |               | V 5.38   |
| WINCHESTER.....                |               |               | V 5.05   |
| RIDGEVILLE.....                |               |               | V 4.37   |
| PORTLAND.....                  |               |               | V 4.15   |
| DECATUR.....                   |               |               | V 3.30   |
| ADAMS (Northwestern Reg.)..... |               |               | 3.00   |
| FORT WAYNE.....                |               |               | # 2.45   |
| NS.....                        | 3.25          | 4.32          | Will<br>run<br>July 5, 10,<br>17, 24, 31,<br>Aug. 7, 14,<br>21, 28,<br>Sept. 5 |
| HAGERSTOWN.....                | 3.15          | 4.25          |  |
| NEW CASTLE.....                | <b>S</b> 2.55 | <b>S</b> 4.12 |  |
| BROAD.....                     | 2.50          | 4.09          |  |
| FOLEY.....                     | 2.47          | 4.06          |  |
| SULPHUR SPRINGS.....           | 2.40          | 4.00          |  |
| DELCO.....                     | 2.23          | 3.45          |  |
| ANDERSON.....                  | <b>S</b> 2.20 | <b>S</b> 3.40 |  |
| DOW.....                       | 2.10          | 3.35          |  |
| ELWOOD.....                    | <b>S</b> 1.55 | <b>S</b> 3.15 |  |
| KOKOMO.....                    | <b>S</b> 1.30 | <b>S</b> 2.45 |  |
| ANOKA (Northwestern Reg.)..... | 1.10          | 2.20          |  |
| LOGANSFORT (Van).....          | # 12.56       | # 2.05        |  |
| Leave                          |               |               |  |
|                                | A.M.          | P.M.          | A.M.   |
|                                | DAILY         | DAILY         |  |
|                                | 74            | ◇70           | †520   |

TICKET OFFICES OPEN FOR SALE OF TICKETS

| Station         | Monday to Friday                          | Saturday                                  | Sunday                                    |
|-----------------|---|---|---|
| Dennison        | 8.00 AM to 5.00 PM<br>8.30 PM to 10.00 PM | 8.00 AM to 5.00 PM<br>8.30 PM to 10.00 PM | 8.00 AM to 5.00 PM<br>8.30 PM to 10.00 PM |
| Newcomers-town* | 8.00 AM to 5.00 PM                        | Closed                                    | Closed                                    |
| Coshocton       | 1.00 PM to 10.00 PM                       | 1.00 PM to 10.00 PM                       | 1.00 PM to 10.00 PM                       |
| Newark          | 7.30 AM to 4.30 PM<br>8.00 PM to 11.00 PM | 7.30 AM to 4.30 PM<br>8.00 PM to 11.00 PM | 7.30 AM to 4.30 PM<br>8.00 PM to 11.00 PM |
| Columbus        | 7.45 AM to 11.45 PM                       | 7.45 AM to 11.45 PM                       | 7.45 AM to 11.45 PM                       |
| Xenia           | 7.00 AM to 11.00 PM                       | 7.00 AM to 11.00 PM                       | 7.00 AM to 11.00 PM                       |
| Dayton          | 8.00 AM to 7.00 PM                        | 8.00 AM to 7.00 PM                        | 8.00 AM to 7.00 PM                        |
| Richmond        | 9.00 AM to 1.00 PM<br>2.00 PM to 6.00 PM  | Closed                                    | Closed                                    |
| Cincinnati      | 6.30 AM to 12.15 AM                       | 6.30 AM to 12.15 AM                       | 6.30 AM to 12.15 AM                       |
| Winton Place    | 6.45 AM to 12.00<br>Midnight              | 6.45 AM to 12.00 Mid.                     | 6.45 AM to 12.00 Mid.                     |
| Norwood         | 7.00 AM to 11.00 AM<br>1.00 PM to 5.00 PM | Closed                                    | Closed                                    |
| Hamilton        | 6.30 AM to 12.45 AM                       | Closed                                    | Closed                                    |
| New Castle      | 8.00 AM to 4.00 PM                        | Closed                                    | Closed                                    |
| Anderson        | 9.15 AM to 6.15 PM<br>8.30 PM to 3.30 AM  | 9.15 AM to 6.15 PM<br>8.30 PM to 3.30 AM  | 9.15 AM to 6.15 PM<br>8.30 PM to 3.30 AM  |
| Elwood          | 7.00 AM to 4.00 PM                        | 7.00 AM to 4.00 PM                        | Closed                                    |
| Kokomo          | 10.15 AM to 6.15 PM<br>7.30 PM to 3.30 AM | 10.15 AM to 6.15 PM                       | 10.15 AM to 6.15 PM                       |

\*Closed New Years, Washington's Birthday, Memorial Day, Independence Day, Labor Day, Thanksgiving and Christmas.

### U. S. MAIL WORK

| STATIONS        | Westward |    |    |    | Eastward |    |    |    |
|-----------------|----------|----|----|----|----------|----|----|----|
|                 | 3        | 13 | 77 | 31 | 4        | 30 | 32 | 14 |
| Dennison        | K        | E  |    |    | E        | Q  | E  |    |
| Gnadenhutten    |          | CD |    |    |          |    | D  |    |
| Port Washington |          | CD |    |    |          |    | D  |    |
| Newcomerstown   | 1        | D  | CD |    |          |    | D  | D  |
| Coshocton       | E        | D  |    | E1 | E        | D  | D  |    |
| Frazeytsburg    |          | CD |    |    |          |    | CD |    |
| Newark          | E        | @  |    | D  | D        | E  | E  | D  |
| Columbus        | E        | E  | E  | E  | E        | E  | E  | E  |
| London          | 1        | D  |    |    | C        | C  |    |    |
| Xenia           | Q        | CD | E  | D  | CD       | C  | D  | D  |
| Alpha           | CD       |    |    |    |          |    |    |    |
| Dayton          | E        | E  |    | E  | E        | E  | E  | E  |
| Brookville      | CD       | CD |    |    |          |    |    |    |
| W. Manchester   | CD       |    |    |    | CD       |    |    |    |
| Eldorado        | CD       |    |    |    | CD       |    |    |    |
| New Paris       |          | CD |    |    | CD       |    |    |    |
| Richmond        | E        | E  |    | E  | E        | E  | E  | E  |

| Morrow          | 71 | 75 | 77 | 74 | 70      |
|-----------------|----|----|----|----|---------|
|                 |    |    |    |    |         |
| Foster          |    |    | CD |    |         |
| Loveland        |    |    | D  |    |         |
| Milford         |    |    | D  |    |         |
| Winton Place    | E  | E  | D  | E  |         |
| Seven Mile      | CD |    |    | D  |         |
| Hamilton        | E  | E  |    | E  | E       |
| Collinsville    | CD |    |    |    |         |
| Camden          | CD |    |    | D  |         |
| Eaton           | CD |    |    | D  | 2<br>CD |
| New Castle      | DE | E  |    | E  | DE      |
| Sulphur Springs | CD |    |    |    | C       |
| Honey Creek     | CD |    |    |    |         |
| Middletown      | CD |    |    |    | C       |
| Anderson        | E  | E  |    | E  | E       |
| Frankton        | CD |    |    |    | CD      |
| Elwood          | DE | E  |    | E  | DE      |
| Windfall        | CD |    |    |    | CD      |
| Hemlock         | CD |    |    |    | CD      |
| Center          | CD |    |    |    | CD      |
| Kokomo          | E  | E  |    | E  | E       |
| Galveston       | CD |    |    |    | CD      |
| Walton          | CD |    |    |    | CD      |

@—Receives Sunday only—Delivers daily except Sunday  
 C—Mail caught from crane only.  
 D—Mail delivered only.  
 CD—Mail caught and delivered.  
 DE—Stop daily except Sunday to receive or deliver mail.  
 E—Train stops, mail received or delivered, or both.  
 K—Reduce speed to 40 miles per hour to exchange mail.  
 Q—Reduce speed to 6 miles per hour to exchange mail  
 1—Daily, except Sundays.  
 2—Holidays Only.  
 4—Daily, except Sunday and Monday.  
 Trains delivering U. S. Mail at stations where they do not stop, will reduce speed or stop for that purpose when a passing train interferes with the safe delivery of the mail.  
 Conductors will ascertain from the mail clerks the amount of mail to be discharged at stations where speed should be reduced, and instruct engineman accordingly.  
 NOTE—Letters and characters as used on this page have no reference to their application as provided for in special instruction 1004-A or 1004-B1.

### ARRANGED FREIGHT TRAIN SERVICE—WESTWARD

The time shown conveys no time-table authority.

| STATIONS      | Leave | SWC-1 | PDS-1 | VL-9  | PDS-3 | CI-3 | CIN-1 | MC-9  | CL-1  | CL-7  | DN-1  | SW-1  | CL-11 | CO-1  | Arrive |
|---------------|-------|-------|-------|-------|-------|------|-------|-------|-------|-------|-------|-------|-------|-------|--------|
| ACRE          |       | A. M. |       |       |       |      |       |       |       |       |       |       |       |       |        |
| DENNISON      | 12.10 | A. M. |       | 3.45  |       |      | 7.45  | 8.20  |       |       |       | 3.00  | (1)   | (1)   | P. M.  |
| COSHOCTON     |       |       |       | 5.00  |       |      |       |       |       |       |       |       |       |       |        |
| TRINWAY       |       |       |       |       |       |      |       |       |       |       |       |       |       |       |        |
| ND NEWARK     | 2.35  |       |       | 7.00  |       |      | 10.55 | 11.00 |       |       |       | 5.45  |       |       |        |
| EAST COLUMBUS | 3.35  |       |       | 7.45  |       |      | 11.45 |       | 11.45 |       |       | 6.30  |       |       |        |
| ZANESVILLE    |       |       |       |       |       |      |       |       |       |       |       |       |       |       |        |
| LANCASTER     |       |       |       |       |       |      |       |       |       |       |       |       |       |       |        |
| CIRCLEVILLE   |       |       |       |       |       |      |       |       |       |       |       |       |       |       |        |
| COLUMBUS      | 3.50  |       |       | 8.00  |       |      | 12.00 |       | 12.05 |       |       | 7.05  |       |       |        |
| COLUMBUS      | 5.05  |       |       |       |       |      | 1.30  |       |       |       |       | 8.15  |       |       |        |
| BRADFORD      | 7.50  |       |       | 4.00  |       |      |       |       |       |       |       | 11.05 |       |       |        |
| RICHMOND      | 8.55  |       |       | 6.00  |       |      |       |       |       |       |       | 12.05 |       |       |        |
| RICHMOND      | 8.05  |       |       |       |       |      |       |       |       |       |       | 11.15 |       |       |        |
| THORNE        | 10.00 |       |       |       |       |      |       |       |       |       |       | 1.15  |       |       |        |
| Arrive        | A. M. |       |       | A. M. |       |      | P. M. | P. M. | P. M. | P. M. | P. M. | A. M. | P. M. | P. M. | P. M.  |

(1) Daily. (2) Daily except Sunday. (3) Daily except Monday. (4) Tuesday, Thursday and Saturday. (5) Tuesday, Thursday and Saturday. (6) Daily except Saturday

### ARRANGED FREIGHT TRAIN SERVICE — WESTWARD

The time shown conveys no time-table authority.

| STATIONS      | PWC-1       | ZB-11       | APS-1       | WC-11       | PD-5        | TT-3          | PH-3        | LCL-3       | LCL-9       | ZB-1        | ZB-13       | CL-3        | NW-85       | SW-9        |             |
|---------------|-------------|-------------|-------------|-------------|-------------|---------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|
|               | (3)<br>A.M. | (4)<br>P.M. | (3)<br>P.M. | (1)<br>P.M. | (2)<br>P.M. | (2-3)<br>P.M. | (2)<br>P.M. | (3)<br>P.M. | (3)<br>P.M. | (2)<br>P.M. | (2)<br>P.M. | (2)<br>P.M. | (1)<br>P.M. | (1)<br>P.M. | (1)<br>P.M. |
| ACRE          | 11.00       |             | 1.25        | 6.00        | 3.30        | 12.00         | 4.30        | 3.35        | 4.00        |             |             |             |             |             |             |
| DENNISON      |             |             |             |             |             |               |             |             |             | 7.00        |             |             |             |             |             |
| COSHOCOTON    |             |             |             |             |             |               |             |             |             | 8.30        |             |             |             |             |             |
| TRINWAY       |             |             |             |             |             |               |             |             |             | 9.30        | 5.00        |             |             |             |             |
| ND NEWARK     | 1.30        |             | 3.55        |             |             | 1.50          | 8.30        | 5.50        | 6.05        |             |             |             |             |             |             |
| EAST COLUMBUS | 2.30        |             | 4.45        |             |             | 2.45          | 10.30       | 6.35        | 7.00        |             |             |             |             |             |             |
| ZANESVILLE    |             | 12.01       |             |             |             |               |             |             |             |             | 6.00        |             |             |             |             |
| LANCASTER     |             | 8.00        |             |             |             |               |             |             |             |             |             |             |             |             |             |
| CIRCLEVILLE   |             |             |             |             |             |               |             |             |             |             |             |             |             |             |             |
| COLUMBUS      | 2.40        |             |             | 5.00        |             | 2.55          | 2.00        | 6.50        | 7.15        |             |             |             |             |             |             |
| COLUMBUS      | 4.30        |             | 12.46       | 6.45        |             | 4.00          |             | 8.00        | 8.30        |             |             |             |             |             |             |
| BRADFORD      | 7.20        |             | 4.25        | 9.30        |             | 6.25          |             | 10.25       |             |             |             |             | 11.59       | 10.30       |             |
| RICHMOND      |             |             | 5.30        |             |             | 7.15          |             | 11.25       |             |             |             | 6.00        | 8.30        | 3.30        |             |
| RICHMOND      |             |             | 5.15        |             |             | 6.35          |             | 10.35       |             |             |             |             |             | 4.30        |             |
| THORNE        |             |             | 7.15        |             |             | 7.45          |             | 12.01       |             |             |             |             |             | 4.30        |             |
| Arrive        | P.M.        | P.M.        | P.M.        | P.M.        | P.M.        | P.M.          | P.M.        | A.M.        | P.M.        | P.M.        | P.M.        | P.M.        | A.M.        | A.M.        | A.M.        |

### ARRANGED FREIGHT TRAIN SERVICE — EASTWARD

The time shown conveys no time-table authority.

| STATIONS      | CIN-2       | TT-4        | CG-8        | SW-10       | CL-2        | NW-88       | CL-10       | PD-4        | CW-4        | ZB-12       | SW-5        | CL-4        | PDS-2       | CP-6        | CC-2        | CL-8        | ZB-2        |       |
|---------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------|
|               | (1)<br>A.M. | (3)<br>A.M. | (1)<br>P.M. | (1)<br>P.M. | (4)<br>P.M. | (1)<br>P.M. | (2)<br>A.M. | (2)<br>P.M. | (1)<br>P.M. | (5)<br>P.M. | (1)<br>A.M. | (2)<br>A.M. | (1)<br>P.M. | (1)<br>P.M. | (1)<br>A.M. | (1)<br>P.M. | (2)<br>A.M. |       |
| ACRE          | 7.30        | 11.15       | 12.38       | 6.00        |             | 4.20        |             | 2.30        | 6.00        |             | 3.30        |             |             | 5.30        |             |             |             |       |
| DENNISON      |             |             |             |             |             |             |             | 10.00       |             |             |             |             |             |             |             |             | 3.00        |       |
| COSHOCOTON    |             |             |             |             |             |             |             |             |             |             |             |             |             |             |             |             | 1.45        |       |
| TRINWAY       |             |             |             |             |             |             |             |             |             |             |             |             |             |             |             |             | 1.00        |       |
| ND NEWARK     | 5.00        | 9.25        | 10.25       | 3.45        |             | 2.10        |             |             |             |             | 8.30        |             |             | 3.15        |             |             |             |       |
| EAST COLUMBUS | 4.15        | 8.30        | 9.45        | 3.00        |             | 1.20        |             | 10.30       |             |             |             |             |             | 2.30        |             |             |             |       |
| ZANESVILLE    |             |             |             |             |             |             |             |             |             | 6.30        |             |             |             |             |             |             |             | 11.30 |
| LANCASTER     |             |             |             |             |             |             |             |             |             | 10.30       |             |             |             |             |             |             |             |       |
| CIRCLEVILLE   |             |             |             |             |             |             |             |             |             |             |             |             |             |             |             |             |             |       |
| COLUMBUS      | 4.00        | 8.20        | 9.20        | 2.50        |             | 1.05        |             |             | 10.15       |             | 8.20        |             |             | 2.00        |             |             |             |       |
| COLUMBUS      | 2.45        | 7.30        | 7.45        | 1.30        |             | 11.05       |             |             |             |             | 4.15        |             |             | 4.15        |             | 3.30        | 4.00        |       |
| BRADFORD      |             | 5.05        | 5.20        | 11.25       |             | 8.05        |             |             |             |             | 2.05        | 11.00       | 1.00        |             |             | 12.15       | 9.00        |       |
| RICHMOND      |             | 4.15        |             | 10.15       |             |             | 9.00        |             |             |             | 1.15        |             |             |             |             | 10.45       |             |       |
| RICHMOND      |             | 3.15        |             | 8.45        |             |             |             |             |             |             | 12.05       |             |             |             |             | 8.45        |             |       |
| THORNE        |             | 2.15        |             | 7.15        |             |             |             |             |             |             | 10.50       |             |             |             |             | 6.30        |             |       |
| Leave         | A.M.        | A.M.        | A.M.        | A.M.        | A.M.        | A.M.        | A.M.        | A.M.        | A.M.        | A.V.        | A.M.        | A.M.        | A.M.        | P.M.        | P.M.        | A.M.        | A.M.        | P.M.  |

(1) Daily. (2) Daily except Sunday. (3) Daily except Monday. (4) Monday, Wednesday and Friday. (5) Tuesday, Thursday and Saturday.

### ARRANGED FREIGHT TRAIN SERVICE—EASTWARD

The time shown conveys no time-table authority.

| STATIONS      | SW-2<br>(1)<br>A.M. | PH-4<br>(6)<br>P.M. | ZB-14<br>(2)<br>P.M. | CI-4<br>(1)<br>P.M. | DN-2<br>(2)<br>P.M. | CNY-2<br>(1)<br>A.M. | CG-2<br>(1)<br>A.M. | SW-8<br>(1)<br>A.M. | NW-82<br>(1)<br>A.M. |
|---------------|---------------------|---------------------|----------------------|---------------------|---------------------|----------------------|---------------------|---------------------|----------------------|
| ACRE          | 3.00                |                     |                      |                     |                     | 12.55                | 2.40                | 10.50               | 11.00                |
| DENNISON      |                     | 10.00               |                      |                     | 10.00               |                      |                     |                     | 10.00                |
| COSHOCKTON    |                     |                     |                      |                     | 6.00                |                      |                     |                     |                      |
| TRINWAY       |                     | 7.00                | 6.00                 |                     |                     |                      |                     |                     |                      |
| ND NEWARK     | 11.45               | 4.30                |                      |                     |                     | 10.30                | 12.25               | 8.15                | 7.15                 |
| EAST COLUMBUS | 11.00               | 3.45                |                      |                     |                     | 9.55                 | 11.45               | 7.30                | 6.30                 |
| ZANESVILLE    |                     |                     | 5.00                 |                     |                     |                      |                     |                     |                      |
| LANCASTER     |                     |                     |                      |                     |                     |                      |                     |                     |                      |
| CIRCLEVILLE   |                     |                     |                      |                     |                     |                      |                     |                     |                      |
| COLUMBUS      | 10.45               | 3.15                |                      |                     |                     | 9.45                 | 11.30               | 7.15                | 6.15                 |
| COLUMBUS      | 9.55                |                     |                      |                     |                     | 8.25                 | 9.45                | 5.15                | 3.15                 |
| BRADFORD      | 5.20                |                     |                      |                     |                     | 6.20                 | 7.20                | 2.05                | 12.15                |
| RICHMOND      | 4.00                |                     |                      |                     |                     |                      |                     | 1.00                |                      |
| RICHMOND      | 2.50                |                     |                      | 7.30                |                     |                      |                     | 11.30               |                      |
| THORNE        | 1.00                |                     |                      | 5.30                |                     |                      |                     | 9.15                |                      |
| Leave         | P.M.                | P.M.                | P.M.                 | P.M.                | P.M.                | P.M.                 | P.M.                | P.M.                | A.M.                 |

(1) Daily.

(2) Daily except Sunday.

(3) Daily except Saturday.

(4) Daily except Saturday.

### ARRANGED FREIGHT TRAIN SERVICE—SOUTHWARD OR WESTWARD

The time shown conveys no time-table authority.

| STATIONS        | FC-1<br>(1)<br>A.M. | CN-27<br>(2)<br>A.M. | CN-9<br>(5)<br>P.M. | CIN-1<br>(1)<br>A.M. | CN-5<br>(4)<br>P.M. | TC-12<br>(1)<br>P.M. | AD-7<br>(4)<br>P.M. | CN-3<br>(2)<br>P.M. | DC-9<br>(1)<br>P.M. | CBC-2<br>(2)<br>P.M. | LM-5<br>(1)<br>P.M. | AD-7<br>(5)<br>P.M. | LCL-9<br>(3)<br>P.M. | CN-37<br>(2)<br>P.M. | CN-29<br>(1)<br>P.M. |
|-----------------|---------------------|----------------------|---------------------|----------------------|---------------------|----------------------|---------------------|---------------------|---------------------|----------------------|---------------------|---------------------|----------------------|----------------------|----------------------|
| ORRVILLE        | 3.00                |                      |                     |                      |                     |                      | 11.45               |                     |                     |                      |                     | 8.00                |                      |                      |                      |
| MT. VERNON      |                     |                      |                     |                      |                     |                      | 3.00                |                     |                     |                      |                     | 11.59               |                      |                      |                      |
| WESTERVILLE     |                     |                      |                     |                      |                     |                      |                     |                     |                     |                      |                     |                     |                      |                      |                      |
| COLUMBUS        | 8.30                |                      |                     | 11.45                |                     | 1.40                 |                     |                     |                     | 5.00                 |                     |                     | 7.00                 |                      |                      |
| COLUMBUS        |                     | 9.00                 |                     | 1.30                 |                     |                      |                     |                     |                     |                      | 6.30                |                     | 8.30                 |                      | 11.59                |
| MIAMI CROSSING  |                     |                      |                     | 2.00                 |                     |                      |                     |                     |                     |                      | 7.00                |                     | 9.00                 |                      | 12.15                |
| LONDON          |                     |                      |                     | 4.00                 |                     |                      |                     |                     |                     |                      | 8.30                |                     | 8.30                 |                      | 1.00                 |
| SO. CHARLESTON  |                     |                      |                     | 5.00                 |                     |                      |                     |                     | 4.40                |                      | 9.30                |                     | 10.40                |                      | 1.25                 |
| SPRINGFIELD     |                     |                      |                     |                      |                     |                      |                     | 3.00                |                     |                      |                     |                     |                      |                      | 2.00                 |
| XENIA           |                     | 1.00                 |                     | 6.00                 | 1.00                |                      |                     | 4.00                | 5.10                |                      | 10.15               |                     | 11.30                |                      | 2.30                 |
| XENIA           |                     |                      |                     |                      |                     |                      |                     |                     |                     |                      | 11.00               |                     |                      |                      |                      |
| MIDDLETOWN      |                     |                      |                     |                      |                     |                      |                     |                     |                     |                      |                     |                     |                      |                      |                      |
| MIDDLETOWN JCT. |                     |                      |                     |                      |                     |                      |                     |                     |                     |                      |                     |                     |                      |                      |                      |
| CINCINNATI      |                     |                      |                     | 8.30                 | 4.45                |                      |                     |                     | 7.40                |                      | 1.30                |                     | 1.15                 |                      | 6.30                 |
| DAYTON          |                     |                      |                     |                      |                     |                      |                     |                     |                     |                      |                     |                     |                      |                      | 7.30                 |
| NEW PARIS       |                     |                      |                     |                      |                     |                      |                     |                     |                     |                      |                     |                     |                      |                      | 8.45                 |
| RICHMOND        |                     |                      |                     |                      |                     |                      |                     |                     |                     |                      |                     |                     |                      |                      | 4.30                 |
| LEBANON         |                     |                      |                     |                      |                     |                      |                     |                     |                     |                      |                     |                     |                      |                      | 7.30                 |
| CINCINNATI      |                     |                      |                     |                      |                     |                      |                     |                     |                     |                      |                     |                     |                      |                      |                      |
| Arrive          | A.M.                | P.M.                 | P.M.                | P.M.                 | P.M.                | P.M.                 | A.M.                | P.M.                | P.M.                | P.M.                 | A.M.                | P.M.                | P.M.                 | P.M.                 | A.M.                 |

(1) Daily.

(2) Daily except Sunday.

(3) Daily except Monday.

(4) Monday, Wednesday and Friday.

(5) Tuesday, Thursday and Saturday.

(6) Daily except Monday and Tuesday.



### ARRANGED FREIGHT TRAIN SERVICE—EASTWARD OR NORTHWARD

The time shown conveys no time-table authority.

| STATIONS        | AD-8        | FC-2        | TD-11       | CN-28       | CIN-4       | CN-10       | CN-6        | CN-4        | CBC-1       | DC-8        | AD-8        | CN-38       | CN-30       | CIN-2       |
|-----------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|
|                 | (5)<br>A.M. | (1)<br>A.M. | (1)<br>A.M. | (2)<br>P.M. | (1)<br>P.M. | (5)<br>P.M. | (4)<br>P.M. | (2)<br>A.M. | (6)<br>P.M. | (1)<br>P.M. | (5)<br>P.M. | (2)<br>P.M. | (1)<br>A.M. | (1)<br>A.M. |
| ORRVILLE        |             | 1.00        |             |             |             |             |             |             |             |             | 11.50       |             |             |             |
| MT. VERNON      | 3.00        | 9.00        |             |             |             |             |             |             |             |             | 8.00        |             |             |             |
| WESTERVILLE     | 12.01       |             |             |             |             |             |             |             |             |             |             |             |             |             |
| COLUMBUS        |             | 6.30        | 1.45        | 4.00        |             |             |             | 12.30       |             |             |             |             | 4.15        |             |
| COLUMBUS        |             | 6.30        |             |             | 12.15       |             |             |             |             |             |             | 5.00        | 2.45        |             |
| MIAMI CROSSING  |             | 6.00        |             |             | 11.45       |             |             |             |             |             |             | 4.20        | 2.15        |             |
| LONDON          |             | 5.20        |             |             | 10.50       |             |             |             |             |             |             | 3.40        | 1.00        |             |
| SO. CHARLESTON  |             | 5.00        |             |             | 10.00       |             |             |             |             | 4.30        |             | 3.20        | 12.45       |             |
| SPRINGFIELD     |             |             |             |             |             |             |             | 10.00       |             |             |             |             |             |             |
| XENIA           |             | 4.15        |             |             | 9.30        |             | 1.00        | 8.00        |             |             |             | 2.00        |             |             |
| XENIA           |             | 3.45        |             |             |             |             |             |             |             |             |             | 1.30        | 12.15       |             |
| MIDDLETOWN      |             |             |             |             |             |             |             |             |             |             |             |             |             |             |
| MIDDLETOWN JCT. |             |             |             |             |             |             |             |             |             |             | 4.30        |             |             |             |
| CINCINNATI      |             | 1.30        |             |             | 6.30        |             | 9.00        |             |             | 1.30        |             | 1.30        | 10.00       |             |
| DAYTON          |             |             |             |             |             |             |             |             |             |             |             |             |             |             |
| NEW PARIS       |             |             |             |             |             |             |             |             |             |             |             | 12.05       |             |             |
| RICHMOND        |             |             |             |             |             |             |             |             |             |             |             | 9.40        |             |             |
| LEBANON         |             |             |             |             |             |             |             |             |             |             |             | 9.00        |             |             |
| CINCINNATI      |             |             |             |             |             | 1.30        |             |             |             |             |             |             |             |             |
| Leave           | A.M.        | A.M.        | A.M.        | P.M.        | A.M.        | A.M.        | A.M.        | A.M.        | P.M.        | P.M.        | P.M.        | P.M.        | P.M.        | P.M.        |

(1) Daily. (2) Daily except Sunday (4) Monday, Wednesday and Friday. (5) Tuesday, Thursday and Saturday. (6) Daily except Saturday.

### ARRANGED FREIGHT TRAIN SERVICE—WESTWARD

The time shown conveys no time-table authority.

| STATIONS   | CI-3        | RH-19       | RH-7        | RH-1        | RH-5        | CO-3        | CR-7        | CO-1        | RH-3        |
|------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|
|            | (1)<br>A.M. | (2)<br>P.M. | (1)<br>A.M. | (4)<br>A.M. | (5)<br>A.M. | (1)<br>A.M. | (1)<br>P.M. | (1)<br>P.M. | (5)<br>A.M. |
| CINCINNATI | 8.00        |             |             |             |             | 10.59       |             | 6.30        |             |
| McCULLOUGH | 4.00        |             |             |             |             |             |             |             |             |
| VAUGHAN    |             |             |             |             |             |             |             |             |             |
| HAMILTON   | 5.00        |             |             |             | 10.00       |             |             |             |             |
| RICHMOND   | 7.00        |             |             |             | 2.00        | 1.15        |             | 8.45        |             |
| RICHMOND   |             |             |             |             | 3.30        | 6.00        | 6.00        | 8.30        | 9.00        |
| RIDGEVILLE |             |             | 4.30        | 10.00       |             | 5.00        |             |             |             |
| DECATUR    |             |             |             |             |             |             | 7.45        |             | 4.00        |
| ADAMS      |             |             |             |             |             |             | 9.30        |             | 5.00        |
| MUNOIE     |             | 10.15       |             |             |             |             |             |             |             |
| ANDERSON   |             | 12.01       | 6.30        | 1.00        |             |             |             | 9.45        |             |
| ELWOOD     |             |             | 7.15        | 3.00        |             |             |             |             |             |
| KOKOMO     |             |             | 8.00        | 4.00        |             |             |             | 11.15       |             |
| ANOKA      |             |             | 9.35        | 5.30        |             | 6.15        |             | 11.45       |             |
| Arrive     | A.M.        | A.M.        | A.M.        | P.M.        | P.M.        | P.M.        | P.M.        | P.M.        | P.M.        |

(1) Daily. (2) Daily except Sunday (4) Monday, Wednesday and Friday. (5) Tuesday, Thursday, Saturday.

**ARRANGED FREIGHT TRAIN SERVICE—EASTWARD**

The time shown conveys no time-table authority.

| STATIONS   | RH-8 |       | RH-20 |      | RH-4 |      | CO-3 |      | RH-6 |      | GR-6 |      | RH-2  |       | CO-2 |       | CI-4  |      |
|------------|------|-------|-------|------|------|------|------|------|------|------|------|------|-------|-------|------|-------|-------|------|
|            | (1)  | A.M.  | (2)   | P.M. | (6)  | P.M. | (1)  | A.M. | (5)  | P.M. | (1)  | P.M. | (5)   | P.M.  | (1)  | P.M.  | (1)   | A.M. |
| CINCINNATI |      |       |       |      |      |      | 8.30 |      |      |      |      |      |       |       |      |       | 7.00  | 1.00 |
| McCULLOUGH |      |       |       |      |      |      |      |      |      |      |      |      |       |       |      |       | 6.20  |      |
| VAUGHAN    |      |       |       |      |      |      |      |      |      |      |      |      |       |       |      |       | 5.40  |      |
| HAMILTON   |      |       |       |      |      |      |      |      | 9.45 |      |      |      |       |       |      |       | 4.00  |      |
| RICHMOND   |      |       |       |      |      |      |      | 4.30 | 6.00 |      |      |      |       |       |      | 3.00  | 10.00 |      |
| RIDGEVILLE |      | 12.45 |       |      |      | 5.00 | 2.55 |      |      |      |      |      |       |       |      | 11.45 |       |      |
| DECATUR    |      |       |       |      |      | 9.00 | 2.00 |      |      |      |      |      |       |       |      |       |       |      |
| ADAMS      |      |       |       |      |      | 8.00 |      |      |      |      |      |      |       |       |      |       |       |      |
| MUNCIE     |      |       |       |      |      |      |      |      |      |      |      | 9.45 |       |       |      |       |       |      |
| ANDERSON   |      |       |       |      |      |      |      |      |      |      |      |      | 2.30  |       |      |       |       |      |
| ELWOOD     |      | 11.00 |       |      |      |      |      |      |      |      |      |      |       | 10.15 |      |       |       |      |
| KOKOMO     |      |       |       |      |      |      |      |      |      |      |      |      | 12.30 |       |      |       |       |      |
| ANOKA      |      |       |       |      |      |      |      |      |      |      |      |      | 11.30 |       |      |       |       |      |
|            |      |       |       |      |      |      |      |      |      |      |      |      | 10.00 |       |      |       |       |      |
| Leave      |      |       |       |      |      |      |      |      |      |      |      |      |       |       |      |       |       | P.M. |

(1) Daily. (2) Daily except Sunday. (3) Monday, Wednesday and Friday. (4) Monday, Wednesday and Friday. (5) Tuesday, Thursday and Saturday. (6) Sunday, Tuesday and Thursday

**SPECIAL INSTRUCTIONS**

**GENERAL RULES**

**Uniforms.**

**100J-1A.** Designated uniformed employes must wear the standard uniform November 1st to April 30th, inclusive.

The uniform designated for summer use only, or standard mohair coats, may be worn May 1st to October 31st, inclusive.

Coats must be buttoned except when trainmen are actually engaged in lifting transportation.

**100R-2A. Medical Officers and Surgeons.**

| Location       | Name and Address  | Telephone Number               |
|----------------|---|--------------------------------|
| Leubenville    | Dr. A. E. Winston (Surgeon)<br>Office, 400 National Exchange Bk. Bldg.<br>Res., 200 Felows Esta   | AT 2-3851<br>AM 4-0383         |
|                | Dr. H. F. Grazier<br>Office, 621 North St.  | PE 338                         |
|                | Dr. Lester Stein (Surgeon)<br>for the handling of eye injuries.<br>Office, 339 Market St., Sinclair Bldg.                                       | AT 2-7671                      |
| Dennison       | Dr. R. E. Wolf (Surgeon)<br>Office, 212 N. Main St., Uhrichsville, O.<br>Res., 120 North 9th St., Uhrichsville, O.                              | Walnut 2-0851<br>Walnut 2-2975 |
|                | Dr. Robert Hines (Med. Officer)<br>Office, 538 West Third Street<br>Uhrichsville, Ohio<br>Office Hours: By appointment only                     | Walnut 2-4051<br>Walnut 2-5221 |
| Newcomers-town | Dr. C. A. Hanson (Surgeon)<br>Office, 101 Main Street<br>Res., Evansburg Road.  | HY. 8-8321<br>HY. 8-6557       |
| Coshocton      | Dr. A. P. Magness (Surgeon)<br>Office and Res., 567 Cambridge Rd.   | MA. 2-0404                     |
|                | Dr. Harold W. Lear (Med. Officer)<br>Office, 133 South Fourth Street<br>Office Hours: By appointment, except for<br>Return-to-work Examinations | MA. 2-4335                     |
|                | Dr. Milton A. Boyd (Med. Officer)<br>Office, 722 Main St. (Off.)<br>Office Hours: By appointment only. (Res.)                                   | MA. 2-1818<br>MA. 2-0236       |
| Lanesville     | Dr. W. B. Devine (Med. Officer)<br>Office, 1017 Convers St.<br>Office Hours: 10:00 A.M. to 12:00 Noon,<br>Daily                                 | Gladstone<br>3-0375            |
|                | Dr. Donald A. Urban (Surgeon)<br>Office, 534 Market Street<br>Office Hours: 10:00 A.M. 12:00 Noon Daily<br>Res. 3003 Dresden Rd.                | Gladstone<br>3-4445<br>2-3281  |
| Lancaster      | Dr. William D. Monger (Med. Officer and Surgeon)<br>Office and Res., 414 East Main Street   | Olive<br>4-3333                |
| Newark         | Dr. James B. Johnson (Surgeon)<br>Office, 19 East Locust Street<br>Res., 246 Moull Street   | FA. 3-7881<br>FA. 3-7271       |

| Location     | Name and Address  | Telephone Number                        | Location  | Name and Address  | Telephone Number  |                               |
|--------------|---|---|---|---|---|-------------------------------|
| Columbus     | Dr. E. J. Amberg (District Medical Officer)<br>Office, 20th St. Shop<br>Daily except Saturday and Sunday—<br>8:00 A. M. to 5:00 P. M.<br>Emergency calls outside of these hours<br>taken care of by arrangement through<br>Crew Dispatchers | CA. 1-1121<br>Ext. 317                  | Cincinnati  | Dr. C. H. Rushmore (Regional Medical Officer)<br>Office, 444 East Court Street  | DU. 1-3700<br>Ext. 238  |                               |
|              | Dr. Gilman D. Kirk (Surgeon)<br>Office, 283 E. State St.<br>Res., 2296 E. Broad St.   | CA. 1-4541<br>CL. 2-2611                |   | Dr. Ralph G. Carothers (Surgeon) Consultant<br>Office, 409 Broadway<br>Call Physicians Exchange<br>Res., 3006 Vernon Place                          | MA. 1-4483<br>PA. 1-2345<br>AV. 1-1805  |                               |
|              | Dr. Roger Williams (Surgeon)<br>University Hospital<br>Res., 1350 Neil Avenue   | AX 1-3121<br>Surgery Dept.<br>AX 4-1142 |   | Dr. C. O. Carothers (Surgeon)<br>Office, 409 Broadway<br>Call Physicians Exchange<br>Res., 2347 Madison Road  | MA. 1-4483<br>PA. 1-2345<br>TR. 1-2378  |                               |
|              | Dr. Ray E. Ebert (Surgeon)<br>Office, 327 E. State St.<br>Res., 2011 N. Starr Avenue  | CA 4-8539<br>HU 8-8815                  |   | Dr. John F. Lyons (Surgeon)<br>Office, 409 Broadway<br>Res., 7339 Montgomery Rd.  | MA. 1-4483<br>ME. 1-2542  |                               |
| Xenia        | Dr. S. C. Ellis (Medical Officer)<br>200 Rogers Street<br>1:30 P. M. to 4:30 P. M. Daily except<br>Sunday and Thursday  | DRake 2-70                              | Hamilton  | Dr. Donald J. Lyle (Ophthalmologist)<br>Office, 411 Oak St.<br>Res., 2303 Grandview   | AV. 1-2473<br>WO. 1-4926  |                               |
|              | Dr. John L. Wolff (Surgeon)<br>Wilson Drive<br>Xenia, Ohio  | DRake 2-16                              | Portland  | William F. Hume (Surgeon)<br>Office 235 Buckeye St<br>Res. 235 Buckeye St.  | TW. 3-4771<br>TW. 2-3306  |                               |
| Dayton       | Dr. John R. Brown (Med. Officer)<br>Office, 870 Fidelity Bldg.<br>Monday, Tuesday, Thursday and Friday—<br>1:30 P. M. to 4:30 P. M.   | BA. 6-2523                              | Fort Wayne  | Dr. Mark M. Moran (Surgeon)<br>Office, Moran Building, Corner West<br>Main and Commerce Streets<br>Res., 403 East Walnut St.                        | 96<br>23  |                               |
|              | Dr. Walter A. Reiling, (Surgeon)<br>Office, 1061-66 Reibold Bldg.<br>Res., 569 Kenwood Ave.   | BA. 8-3482<br>CR. 4-5846                | Dr. R. M. Laycock (Medical Officer)<br>Passenger Station<br>Office Hours: Monday through Friday<br>8:00 A. M. to 5:00 P. M. | Dr. D. R. Benninghoff (Surgeon)<br>207 Medical Center Bldg.   | A 6441<br>Ext. 221  |                               |
| Richmond     | Dr. Ralph W. Dreyer (Med. Officer)<br>2 SW 17th St.<br>Residence  | 32775<br>31139                          | New Castle  | Dr. Lynn W. Elston (Surgeon)<br>Dr. Ralph W. Elston (Surgeon)<br>622 Medical Center Bldg.   | A 5334  |                               |
|              | Dr. Harold Miller (Surgeon)<br>311 Medical Arts Building<br>1105 No. Drive, Berryfield  | 25418                                   |   | Dr. Maurice Rothberg (Oculist)<br>625 W. Berry St.  | A 1140  |                               |
|              | Dr. H. E. Allen (Oculist)<br>Office, 21 S. Eighth St.   | 22422                                   |   | Dr. James S. McElroy (Surgeon)<br>Clinic, 1319 Church St.<br>Res., 1213 Audubon Rd.   | A 9288  |                               |
| St. Paris    | Dr. Joe A. Fergus (Surgeon)<br>Office, 113 S. Springfield St., St. Paris<br>Res., R.R. #1, St. Paris  | JU. 3-3281<br>JU. 3-1632                | Anderson  | Dr. Robert L. Armington (Surgeon)<br>Office, 1504 Broadway<br>Res. Killbuck Road  | JA. 9-0780<br>JA. 9-1009  |                               |
| Piqua        | Dr. Wm. W. Weis (Surgeon)<br>Office, 404 N. Wayne St.<br>Res., 331 W. Greene St.  | 157<br>158                              | Indianapolis  | Dr. Charles E. Armington (Surgeon)<br>Office, 655 Citizens Bank Bldg., 11th and<br>Meridian Streets<br>Res., 823 W. 7th Street<br>Brown Street Road | 4868<br>23567<br>21460  |                               |
| Indianapolis | Dr. N. J. Fine (Regional Medical Officer)<br>764 S. Emerson St.<br>Office Hours: Monday thru Friday,<br>8:00 A. M. to 5:00 P. M.  | ME 5-9331<br>Ext. 393                   |   | Kokomo  | Dr. John H. Alward (Surgeon)<br>321 W. Walnut Street, Kokomo<br>Res., 401 W. Walnut Street, Kokomo  | Gladstone<br>2-6859<br>2-1446 |
|              | Dr. Max Bartley (Oculist)<br>803 Hume-Mansur Building   | ME 5-6280                               |   | Logansport  | Dr. Max Pfuetze (Medical Officer)<br>Office, 408 North St.<br>10:00 A. M. to Noon<br>1:00 P. M. to 4:30 P. M., daily except<br>Sundays & Holidays<br>10:00 A. M. to noon Wednesday only | 3023                          |
|              | Dr. Paul F. Benedict (Surgeon)<br>3939 Meadows Dr.<br>Doctors Exchange<br>Res: 2652 Cold Spring Lane  | LI. 7-5446<br>ME 2-2031<br>ME 7-3739    | Dr. E. W. Bailey (Surgeon)<br>Office, 212-214 Fifth St.<br>Res., 2522 North St.   | 4469<br>4498  |   |                               |

| Location   | Name and Address   | Telephone Number             | Location  | Name and Address   | Telephone Number         |
|--|--|------------------------------|---|--|--------------------------|
| Orrville   | Dr. O. P. Ulrich (Surgeon)<br>Office, 131 East Market St.<br>Res., S. Main St.                                       | 131-Z<br>131-W               | Piqua   | Memorial Hospital<br>Park and Nicklin Avenues  | MA. 1187                 |
|  | Dr. W. C. Beam (Med. Officer)<br>Office, 123 North Main St.<br>Res.,<br>By appointment only                          | 646<br>221-X                 | Richmond  | Reid Memorial Hospital<br>On Chester Pike, one-half mile north of<br>Passenger Station | 2-4091                   |
| Mt. Vernon   | Dr. John C. Drake (Surgeon)<br>Office, 51 Public Square<br>Res., East High St. Ext.                                  | Express 2-69<br>Express 2-46 | Indianapolis  | St. Vincent<br>Fall Creek Blvd. and Capitol Avenue                                     | WA. 6-3301               |
|  | Dr. R. H. Hoecker (Med. Officer)<br>Office, 5 East High St.<br>Res., 607 East Vine St.<br>By appointment only        | Express 2-58<br>Express 2-58 | Methodist Hospital<br>1604 N. Capitol Avenue  | Community Hospital<br>1500 N. Ritter Avenue  | WA. 6-1541<br>FL. 9-5511 |
| <b>100R-2B.</b> Medical Officers will make pre-employment, periodic, special and return to duty from furlough examinations. Each employe notified to report for Medical examination will contact conveniently located Medical Officer direct for appointment, unless otherwise instructed. |  |                              | Cincinnati  | Good Samaritan Hospital<br>Clifton and Dixmyth Avenue                                  | UN. 1-1400               |
|  |  |                              | Hamilton  | Mercy Hospital<br>116 Dayton St.   | 4-7431                   |
| <b>100R-3A. Locations of Hospitals.</b>  |  |                              | Winchester  | Randolph County Hospital<br>Greenville Avenue  | 436                      |
|  |  |                              | Portland  | Jay County Hospital<br>West Arch St.   | 38                       |
| Location   | Name and Address   | Telephone Number             | Decatur   | Adams County Memorial Hospital<br>Cor. Mercer and Grant Sts.                           | 791                      |
| Dennison   | Twin City<br>North First Street  | Walnut 2-28                  | Lutheran Hospital<br>3024 Fairfield Ave.  | H-1242   |                          |
| Coshocton  | Coshocton County Memorial<br>East Walnut Street  | 3200                         | Fort Wayne  | St. Joseph Hospital<br>730 W. Berry St.  | A-4121                   |
| Zanesville   | Bethesda<br>Underwood Street   | 2-4535                       | Methodist Hospital<br>West Lewis St.  | A-2111   |                          |
| Lancaster  | Lancaster—Fairfield County<br>Joint Hospital<br>401 North Ewing Street   | OL. 3-7521                   | New Castle  | Henry County Hospital<br>1000 North 16th St.   | JA. 9-0230               |
| Newark   | Newark City<br>North Buena Vista Street  | FA. 9-6011                   | Anderson  | St. John's Hospital<br>20th and Jackson Sts.   | 1378                     |
| Columbus   | University Hospital<br>410 W. 10th Ave.<br>On Service of:<br>Dr. R. Williams, or<br>Dr. R. Ebert, or<br>Dr. G. Kirk  | AX 1-3121                    | Elwood  | Mercy Hospital<br>1131 South A St.   | 2-2101                   |
|  | Grant Hospital<br>125 South Grant Avenue<br>On Service of:<br>Dr. D. Whitacre, or<br>Dr. G. Kirk, or<br>Dr. R. Ebert | CA 4-5151                    | Logansport  | St. Joseph Hospital<br>26th and High St.   | 4145                     |
|  | Mt. Carmel Hospital<br>793 W. State Street<br>On Service of:<br>Dr. D. Whitacre, or<br>Dr. G. Kirk                   | CA 4-3171                    | Memorial Hospital<br>North Michigan Ave.  | 3117   |                          |
|  | White Cross Hospital<br>700 N. Park Street<br>On Service of:<br>Dr. R. Ebert   | CA 4-9171                    | Middletown<br>Ohio  | Middletown Hospital<br>Park Drive  | 2-5411                   |
| Xenia  | Greene Memorial Hospital<br>Wilson Drive   | 2-3511                       | Mt. Vernon  | Mercy Hospital<br>117 East High St.  | Express 2-6015           |
| Springfield  | City Hospital<br>2615 E. High Street   | 3-5531                       | <b>100R-4A. First-Aid Boxes and Stretchers, Location of</b><br><b>First-Aid Boxes:</b><br>In Passenger, combined, cabin cars, and in flagmen's equipment box on trains not hauling such cars, at each passenger and freight station, at yardmaster's and car inspector's offices, power plants, block and interlocking stations, tool houses, pump houses, M. W. cabins, wreck trains, shops, engine houses, camp cars, and on each track and hand car. |  |                          |
| Dayton   | St. Elizabeth Hospital<br>49 Hopeland Street   | HE. 0401                     |   |  |                          |
|  |  |                              | <b>Stretchers:</b><br>One stretcher should be carried on each combined car and baggage car, to be placed in stretcher box.<br>One stretcher should be carried in the first toilet of first coach in all local passenger trains when such trains do not carry baggage or combined car.   |  |                          |

## OPERATING RULES

### STANDARD TIME

**1001-A1.** Eastern and Central Standard Time applies on this Region.

### TIME-TABLES

#### Letters and Characters

**1004-A.** The following letters and characters in schedule indicate:

- S**—Regular stop.
- F**—Stop on signal to receive or discharge passengers.
- A**—Stop on signal to receive passengers.
- B**—Stop on signal to discharge passengers.
- C**—Regular stop to receive passengers.
- D**—Regular stop to discharge passengers.
- E**—Regular stop for express, mail or newspapers.
- G**—Regular stop, Saturday only.
- H**—Regular stop, Saturday only, to receive passengers.
- J**—Regular stop, Saturday only, to discharge passengers.
- K**—Regular stop, Sunday only.
- L**—Stop on signal, Sunday only, to receive or discharge passengers.
- M**—Regular stop daily except Saturday and Sunday.
- N**—Regular stop daily except Sunday.
- No baggage service.
- ⊖—No baggage service Sunday.
- ◇—Passenger train—No train baggageman.
- ‡—Will not run on specified dates shown on schedule pages.
- #—Train may leave at scheduled arriving time when station work is completed.

#### 1004-B1.

- V**—Stop on signal or notice to agent or conductor to receive or discharge passengers to or from Kalamazoo and beyond.
- Train baggageman between Pittsburgh and Richmond.
- Train baggageman between Columbus and Indianapolis.
- †—Will run on specified dates shown on schedule pages.

### ENGINE WHISTLE SIGNALS

**1014-A1.** Except in emergency, enginemen will not sound engine whistle between Olentangy and Mile Post 3, West of Grandview.

**1014(d) and (e)-A1.** Rules 14(d) and 14(e) will apply:

| Track                | Between    | And           |
|----------------------|------------|---------------|
| Zanesville Secondary | RY         | New Lexington |
| Morrow Secondary     | Bremen     | MS            |
| Cadiz Secondary      | Cadiz Jct. | Hanna         |

**1014(db) (eb)A-2.**

Rules 14(db) and 14(eb) will apply:

| Track                     | Between | And    |
|---------------------------|---------|--------|
| No. 3 and No. 4 Secondary | Glen    | Newman |

**1014(l)-A3.** Referring to Rule 14 (l):

Enginemen will sound Engine Whistle Signal Rule 14 (l) approaching track gangs and other points where men may be at work on or about the track and approaching the first public grade crossing at Scio, Dennison, Uhrich and Coshocton, and need not be sounded at other crossings while passing through these towns.

At Jewett engine whistle signal must not be sounded or prolonged beyond a point 780 feet west of Center Street for eastward trains or beyond a point 780 feet east of Cadiz Street for westward trains.

**1014(r)-A4.** Rule 14 (r) will apply to acknowledge Take Siding Indicator when displayed.

### TRAIN SIGNALS

**1019-A.** Night signals will be displayed on rear of trains while passing through tunnels.

**1019-A1.** Trains of foreign railroads may display train signals as required by the operating rules of their respective railroads when on this Region.

**1019-A2.** Reflector Discs. In the application of Rule 19, authorized reflector discs may be used as markers in territory listed below:

○ Main Line, Between Columbus and Bradford, Undercliff Branch, Fort Wayne Branch, Springfield Secondary Track, Court Street Secondary Track, Zanesville Branch, Zanesville Secondary Track, Morrow Secondary Track and Undercliff Secondary Track.

**USE OF SIGNALS**

**1027-A1.** At the following locations Clear Block Indicator Rule 280, must not be accepted unless marker light is also lighted: LYNN, BROAD, FOLEY.

**1035-B1.** On account of fire hazard lighted fuses must not be displayed on bridges or trestles unless necessary to prevent an accident.

**1035-B2.** Placing fuses between short rail head sign bonds and splice bars is prohibited.

**1035-C1.** Minimum number of fuses and torpedoes which must be carried as part of equipment in services indicated:

|                                | Fuses | Torpedoes |
|--------------------------------|-------|-----------|
| Passenger Service              | 10    | 10        |
| Freight Service                | 12    | 12        |
| Engines                        | 3     | 6         |
| Engines in Helper Service      | 6     | 6         |
| Track Cars                     | 4     | 8         |
| Crossing Watchmen              | 3     | 0         |
| Detector Cars and Burro Cranes | 6     | 12        |

**NOTE**—Additional fuses and torpedoes must be carried when necessitated by weather conditions. In event that the supply becomes depleted during a trip, proper advance information must be given in order that the supply may be replenished at convenient points.

**1037-A1.** The track number to be used by eastward trains entering Dennison eastward yard will be displayed by indicator on front of tower at Uhrich, except that when Figure 4 is displayed, eastward freight trains will enter on No. 101 track at Jewett Street, Dennison.

**1037-A2.** The track number to be used by eastward trains entering Undercliff Yard will be displayed by indicator on west side of Pendleton. When no figure is displayed eastward trains will advance to Delta Avenue and report via telephone for instructions.

**SUPERIORITY OF TRAINS**

**1072-A1.** Eastward and southward trains are superior by direction to trains of the same class in the opposite direction unless otherwise provided by train order.

**GENERAL ORDERS**

**Bulletin Boards, Employee's Registers, Standard Clocks**

**1075-A1.** Location of Bulletin Boards where General Orders of this Region, other Regions and other Railroads are posted and delivered. Locations of Employee's Registers and Standard Clocks on this Region.

| Board | Employee Register | Standard Clock | Location                                     | Other Regions and Railroads                             |
|-------|-------------------|----------------|--|---|
| X     | X                 | .....          | Georgetown—Scale Office                      | Pittsburgh  |
| X     | X                 | X              | Dennison—Engine House                        | Pittsburgh Lake C. & N. Div., B. & O. R. R.             |
| X     | X                 | X              | Coshocton—Freight Station                    | .....   |
| X     | X                 | .....          | Newark—Passenger Station                     | C. & N. Div., B. & O. R. R.                             |
| X     | X                 | .....          | Putnam—Engine House                          | C. & N. Div., B. & O. R. R.                             |
| X     | X                 | X              | Lancaster—Freight Station                    | .....   |
| X     | X                 | .....          | Circleville—Freight Station                  | .....   |
| X     | X                 | X              | Morrow—Freight Station                       | .....   |
| X     | X                 | .....          | Mt. Vernon—Yard Office                       | Lake  |
| X     | X                 | X              | Columbus—Yard Office, Grogan Yard            | Lake B. & O. R. R.                                      |
| X     | X                 | X              | Yard Office, Yard B                          | Lake Southwestern Northwestern B. & O. R. R.            |
| X     | X                 | X              | Engine House, St. Clair Avenue               | Lake Southwestern Northwestern Pittsburgh B. & O. R. R. |
| X     | X                 | X              | Yard Office, Yard A                          | Lake Pittsburgh B. & O. R. R.                           |
| X     | X                 | X              | Crew Clerk's Office, Union Depot, 2nd. floor | Pittsburgh Southwestern Northwestern B. & O. R. R.      |
| X     | X                 | .....          | Nelson Road—Diesel Pit                       | B. & O. R. R. Pittsburgh                                |
| X     | X                 | .....          | Yard Office, Yard C                          | B. & O. R. R.   |
| X     | X                 | .....          | Yard Office, Grandview                       | B. & O. R. R.   |
| X     | X                 | .....          | N. & W. R. R.—Trainmaster's Office           | .....   |
| X     | X                 | .....          | N. & W. R. R.—Engine House                   | .....   |
| X     | X                 | .....          | B. & O. R. R.—Engine House                   | .....   |
| X     | X                 | .....          | B. & O. R. R.—Yardmaster, Port Columbus      | .....   |
| X     | X                 | .....          | C. & O. Ry.—Trainmaster's Office             | .....   |
| X     | X                 | X              | Xenia—Agent—Yardmasters Office               | Southwestern B. & O. R. R.                              |
| X     | X                 | X              | Springfield—D.T. & I.R.R. Enginehouse        | D.T. & I.R.R.   |
| X     | X                 | X              | Dayton—Yard Office, Clement                  | .....   |
| X     | X                 | X              | B. & O. R. R.—Crew Dispatcher's Office       | .....   |
| X     | .....             | .....          | Piqua—B. & O. R. R. Engine House             | .....   |

| Bulletin Board   | Employee Register | Standard Clock | Location   | Other Regions and Railroads                   | General Order Zones  |
|--|-------------------|----------------|--|---|--|
| X  | X                 | X              | Bradford—Engine House                                      | Southwestern<br>Northwestern<br>B. & O. R. R. | <b>1075-A4.</b> General order zones of this region are as follows:<br><br><b>Main Line:</b><br>Fields to Mounds, exclusive; High Street to East Alton, exclusive;<br>Columbus Yard.<br><br><b>Branches:</b><br>Sandusky; Fields to Mile Post 9.<br>Akron; Pennor Crossing to Region Post (Lake Reg.)<br><br><b>Industrial Tracks:</b><br>Dresden.<br>Howard.<br><br><b>Secondary Tracks:</b><br>No. 1 & No. 2 Olentangy to Fourth Street (Cols.) |
| X  | X                 | X              | Richmond—Engine House                                      | Northwestern<br>Southwestern<br>B. & O. R. R. |  |
| X  | X                 | .....          | Station Master's Office                                    | Northwestern<br>Southwestern<br>B. & O. R. R. |  |
| X  | X                 | .....          | Yard Office  | B. & O. R. R.                                 |  |
| X  | X                 | .....          | Cincinnati—Undercliff—East End of Yard                     | Northwestern<br>Southwestern<br>B. & O. R. R. | <b>Zone A</b>  |
| X  | X                 | X              | Undercliff—Yard Office                                     |   |  |
| X  | X                 | X              | McCullough—Yard Office                                     | Northwestern<br>Southwestern<br>B. & O. R. R. | <b>Zone B</b>  |
| X  | X                 | X              | Fendleton—Crew Dispatcher's Office                         |   |  |
| X  | X                 | X              | Court Street, "C" Telegraph Office                         | Northwestern<br>Southwestern<br>B. & O. R. R. | <b>Zone C</b>  |
| X  | X                 | X              | Union Terminal, "GC" Telegraph Office                      |   |  |
| X  | X                 | X              | Union Terminal, Enginehouse                                | Northwestern<br>Southwestern<br>B. & O. R. R. | <b>Zone C</b>  |
| X  | X                 | .....          | Hamilton—Station   | B. & O. R. R.                                 |  |
| X  | .....             | .....          | Hamilton—Yard Master's Office, B. & O. R. R.               | .....   | <b>Zone D</b>  |
| X  | X                 | .....          | Decatur—Locker Room, Engine track                          | Northwestern                                  |  |
| X  | X                 | .....          | Anderson—Locker Room, Engine track                         | Northwestern                                  | <b>Zone D</b>  |
| X  | X                 | .....          | Kokomo—Locker Room, Engine track                           | Northwestern                                  |  |
| X  | X                 | .....          | Middletown, Ohio—Freight Station                           | .....   | <b>Zone E</b>  |
| X  | .....             | .....          | N. & W. R. R.<br>Clare Yard Office                         | .....   |  |
| X  | .....             | .....          | Bond Hill—Yard Office                                      | .....   | <b>Zone E</b>  |
| X  | .....             | .....          | Portsmouth—Passenger Station                               | .....   |  |
| X  | .....             | .....          | Portsmouth—Engine House                                    | .....   | <b>Zone F</b>  |
| X  | .....             | .....          | Southern R. R.<br>McLean Ave. Cin'ti.—Yard Office          | .....   |  |
| X  | .....             | .....          | L. & N. R. R.<br>Decoursey Ky.—Yard Office and Enginehouse | .....   | <b>Zone F</b>  |
| X  | .....             | .....          | C. & O. Ry.<br>Covington, Ky.—Crew Dispatcher's Office     | .....   |  |
| X  | .....             | .....          | Covington Ky.—Enginehouse and Yard Office                  | .....   | <b>Zone G</b>  |
| X  | .....             | .....          | Stevens Yard—Yard Office                                   | .....   |  |
| X  | .....             | .....          | N. Y. C. R. R.<br>Harriet St. Cinti.—Yard Office           | .....   | <b>Zone G</b>  |
| NOTE—X indicates in service.   |                   |                |  |   |  |
| <b>Standard Clocks</b><br><b>1075-A3.</b> Standard clocks at other points:<br>Train dispatcher's offices.<br>Open block stations.  |                   |                |  |   | <b>Zone H</b>  |
| <b>General Order Zones</b><br><b>1075-A4.</b> General order zones of this region are as follows:<br><br><b>Main Line:</b><br>Plainville, inclusive to East Norwood, exclusive.<br><br><b>Branches:</b><br>Undercliff.<br>Richmond; Oakley to Norwood Heights, inclusive.<br><br><b>Secondary Tracks:</b><br>Court Street.<br>Middletown.<br>Undercliff |                   |                |  |   |  |
| <b>Zone J</b>  |                   |                |  |   | <b>Zone J</b>  |
| <b>Branches:</b><br>Richmond; Norwood Heights, exclusive to Region Post, Northwestern Region, 710 feet east of Anoka.<br><br><b>Yard Running Tracks:</b><br>Muncie.  |                   |                |  |   |  |
| <b>Zone K</b>  |                   |                |  |   | <b>Zone K</b>  |
| <b>Branches:</b><br>Ft. Wayne.   |                   |                |  |   |  |



**1075-A6.** The Conductor or Engineman of B. & O. and N.Y.C.R.R. trains at Zanesville, Fair Oaks and Spangler will report to the block operator at New Lexington for general order information and block indication, before entering main track.

**1076-A1.** When Block Station or Interlocking is closed and illuminated letter "E" is displayed a member of the crew will promptly advise operator at next open block station to the rear before examining train. After complying with **Rule 4076-** a member of the crew will so advise block station in the rear.

**MOVEMENT OF TRAINS**

**1083-A1. Rule S-83:** Except on portions of the railroad where **Rule 261** is in effect, the information as to the arrival or departure of superior trains will be furnished on form CT 1246 or by message, by the operator at initial stations, junctions or where trains pass from one or two or more tracks to single track or by train orders if furnished to trains before arrival at the point mentioned.

**1083-B. Rule D-83:** Except on portions of the railroad where **Rules 251** or **261** are in effect, information as to the departure of superior trains will be furnished verbally to trains by the operator at initial stations or junctions.

**Yard Limits**

**1093-A1.** Yard Limits indicated by yard limit boards as follows:

| Track                       | Between                           | And                                |
|-----------------------------|-----------------------------------|------------------------------------|
| Main Line                   | Xenia                             | 4700 feet west of Xenia via Dayton |
|                             | Xenia                             | 939 feet west of West Greene       |
|                             | 1280 feet east of Clement         | Dutoit Street                      |
|                             | Wolf Creek                        | 1055 feet west of Mile Post 20     |
|                             | 60 feet north of Mile Post 60     | 2525 feet north of Mile Post 62    |
| Akron Branch                | 2355 feet south of Mile Post 98   | 2330 feet south of Mile Post 101   |
|                             | 1430 feet north of Mile Post 139  | Pennor Crossing                    |
|                             | Norwood Heights                   | 1500 ft. west of Mile Post 16      |
| Richmond Branch             | 3700 ft. west of Mile Post 27     | 2600 ft. west of Mile Post 31      |
|                             | 2100 ft. west of Mile Post 68     | Glen                               |
|                             | Newman                            | 1520 ft. west of Mile Post 76      |
|                             | 2100 ft. west of Mile Post 100    | 3400 ft. west of Mile Post 102     |
|                             | 3700 ft. west of Mile Post 120    | 2600 ft. west of Mile Post 126     |
|                             | 4800 ft. west of Mile Post 135    | 2600 ft. west of Mile Post 139     |
|                             | 200 ft. west of Mile Post 157     | 1050 ft. west of Mile Post 161     |
| Wayne Branch                | Newman                            | 1600 ft. west of Mile Post 2       |
|                             | 3700 ft. west of Mile Post 23     | 3200 ft. west of Mile Post 25      |
|                             | 500 ft. west of Mile Post 32      | 500 ft. west of Mile Post 34       |
|                             | 4800 ft. west of Mile Post 41     | 2600 ft. west of Mile Post 44      |
|                             | 2100 ft. west of Mile Post 69     | 4500 ft. west of Mile Post 72      |
| Zanesville Branch           | NA (Zanesville Secondary Track)   | 2900 feet west of Mile Post 39     |
|                             | 3400 feet east of Junction City   | 1320 feet west of Junction City    |
|                             | 2640 feet east of Bremen          | 3960 feet west of Bremen           |
| Zanesville Secondary Track  | Ry                                | Mile Post 4 west of Dresden        |
|                             | Two miles east of Zanesville      | 2640 feet west of South Zanesville |
|                             | 7740 feet east of Roseville       | 2640 feet west of Roseville        |
| Morrow Secondary Track      | Crooksville                       | 5280 feet west of Crooksville      |
|                             | Two miles east of Lancaster       | 3400 feet west of Lancaster        |
|                             | Two miles east of Circleville     | 5280 feet west of Circleville      |
|                             | 6600 feet east of Washington C.H. | 5280 feet west of Washington C.H.  |
| Springfield Secondary Track | 3400 feet east of Wilmington      | 1320 feet west of Wilmington       |
|                             | Mile Post 148 east of MS          | MS                                 |
| Springfield Secondary Track | Xenia                             | 7030 feet east of Xenia            |
|                             | Springfield                       | 750 feet west of Mile Post 18      |

**1093-B1. Rule D-93 in effect as follows:**

| Track           | Between      | And           |
|-----------------|--------------|---------------|
| No. 3           | Front Street | Dennison Ave. |
| No. 4           | Front Street | Olentangy     |
| No. 1 and No. 2 | Red Bank     | Rendcomb Jct. |

NOTE: Rule D-93 applies for movement against the current of traffic where Rule 261 is in effect in this territory.

**Authority to Proceed as an Extra**

1097-A1. Referring to the Note to Rules S-97 and D-97 when a train is to run as a Passenger Extra it will be notified by the operator, except:

At Cincinnati Union Terminal, by operator, GC office.

**Non-Interlocked Railroad Crossings at Grade**

1098-A1. Movement of trains or engines on tracks of this region over non-interlocked railroad crossings at grade will be governed as follows:

| Location  | Signals, etc., Governing Movements Over Crossings |                               | Requirements  |
|---|---|-------------------------------|---|
|   | Type  | Indication or Position        |   |
| Newark:<br>B. & O. R. R.<br>(Eastward trains on No. 1 track and Westward trains on No. 2 track) | Target  | Vertical                      | Cross without stopping.   |
|   | Position light Signal                             | More favorable than stop      |   |
| Newark:<br>B. & O. R. R.<br>(Eastward trains on No. 2 track and Westward trains on No. 1 track) | Target  | Vertical                      | Stop before crossing.   |
| Anderson Belt:<br>Big Four Ry<br>(Mich. Div.)   | Gate and Target                                   | Gate Clear<br>Target Diagonal | Stop.<br>Proceed indication—<br>Gate Clear, Target diagonal. Red lights, diagonal by night. Normal position of target is against movement on P.R.R. |
| Kokomo Belt:<br>Nickel Plate R.R.   | Target  | Target Diagonal               | Stop.<br>Proceed indication—<br>Target diagonal. Red lights diagonal by night. Normal position of target is against movement on P.R.R.              |
| Kokomo:<br>Nickel Plate R.R.<br>(Clover Leaf Dist.)   | Gate and Stop Boards                              | Gate Clear                    | Stop.<br>Proceed indication—<br>Gate clear, Green light by night.   |
| Kokomo:<br>Nickel Plate R.R.<br>(L. E. & W. Dist.)  | Target and Stop Boards                            | Target Diagonal               | Stop.<br>Proceed indication—<br>Target diagonal. Red lights diagonal by night.  |

| Location   | Signals, etc., Governing Movements Over Crossings |                        | Requirements  | Note |
|--|---|------------------------|---|------|
|  | Type  | Indication or Position |   |      |
| Crossville:<br>B. & O. R. R.                         | Target  | Vertical               | Stop before crossing.   |      |
| Crossville:<br>N. Y. C. R. R.                        | Target  | Vertical               | Stop before crossing.   | 2    |
| Junction City:<br>B. & O. R. R.                      | Target  | Vertical               | Cross without stopping.   | 3    |
| Crossville:<br>C. & O. R. R.                         | Target  | Vertical               | Stop before crossing.   |      |
| Middletown, Ohio:<br>B. & O. R. R.                   | Stop Boards                                       | Stop                   | Stop.<br>It must be known that crossing is clear before using.  |      |
| Middletown, Ohio:<br>Armco Steel Corp.<br>Dump Track | Target  | Target Vertical        | Proceed indication—<br>Target vertical. Red lights vertical by night. Normal position of target is against movement on Armco Steel Track.   |      |
| Hagerman:  | Stop Boards                                       | Stop                   | Stop.<br>It must be known that crossing is clear before using.  |      |
| Middletown:<br>N. & W. Ry.                           | Position Light Signal                             | Proceed                | Cross without stopping.   | 4    |
| Crossville:<br>Nickel Plate R.R.                     | Target  | Target Horizontal      | Stop.<br>Proceed indication—<br>Target horizontal. Red lights horizontal by night. Normal position of target is against movement on P.R.R. Signal will be operated by conductor or engineman. |      |

NOTE 1. Eastward trains on No. 1 track and Westward trains on No. 2 track must not exceed a speed of 15 miles per hour and be prepared to stop approaching crossing, and upon receiving proper automatic block signal and target indication may proceed over crossing without stopping.

NOTE 2. Target at Crossville controlled by levers on ground equipped with switch lock and will be operated by trainmen.

NOTE 3. At Junction City trains on Pennsylvania Railroad tracks may proceed over B. & O. R. R. Crossing without stopping, at a speed not to exceed 15 miles per hour, when target is in vertical position.

Target controlled by crank equipped with mechanical time release.

NOTE 4. Push Buttons located in boxes in the vicinity of the signals governing movements over N. & W. Ry. Crossing and Dana Avenue, in service. When aspect Rule 292, FIG. AA is displayed, and no train on or approaching the crossing on N. & W. Ry., a member of the crew will operate the push button nearest the signal. After a predetermined time interval, the signal will display a proceed indication. Fixed Signal equipped to display aspects Rule 292, FIG. AA, Rule 290, FIG. AA and Rule 281, FIG. A, governing eastward movements over N. & W. Ry. Crossing and to N. & W. Ry. connection located 2911 feet east of Mile Post 53.

When trains are stopped and fixed signals governing movements over N. & W. Ry. or on N. & W. Ry. connection can not be cleared and no train approaching on the N. & W. Ry. and no other cause for detaining the train be known, the conductor or engineman must know that opposing signals are in stop position on N. & W. Ry., and provide full flag protection against trains on N. & W. Ry., after which train may pass fixed signal in stop position and proceed over crossing. Track cars will be operated in accordance with instructions for trains.

**Automatic Highway Crossing Protection on Sidings, Yard or other Tracks**

**1103-A2.** At the following locations automatic highway crossing protection indicates the approach of a train:

| Track                               | Crossing  | Location              | Protection actuated by trains operating on tracks       |
|-------------------------------------|---|-----------------------|---|
| Main Line                           | Cadiz Street  | Jewett                | Siding  |
|                                     | College Street  | Newcomertown          | #6 and East Leg of Wye                                  |
|                                     | River and Goodrich Streets                                | Newcomertown          | West Leg of Wye   |
|                                     | J. B. Clow & Sons Co.                                     | West of Coshocton     | Drill Track   |
|                                     | Carnation Milk Co.  | West of Coshocton     | Drill Track   |
|                                     | Cincinnati Avenue (first highway crossing west of Greene) | Xenia                 | Sidings.  |
|                                     | Rifle Street Hiddison Street                              | Greenville            | Siding.   |
|                                     | West Fifth Street   | Richmond              | Industrial Lead and Yard Track (RI Storage) North Side. |
|                                     | Cemetery Road   | Hilliards             | Eastward Movements Relay Yard Track                     |
|                                     | Bobmeyer Road   | Mosler                | Westward Siding and New Storage Track.                  |
| Richmond Branch                     | Sharon Road   | Sharonville           | Archer-Daniel-Midland Milling Co.                       |
| Zanesville Secondary Track          | Pershing Road (Copper Mill Road) 4025 ft. west of M.P. 17 | Putnam                | Putnam Siding.  |
| Clement-Hempstead Industrial Tracks | U. S. Route 35 (Barr Crossing) Woodbine Ave.              | Just south of Clement | Industrial  |
| Court St. Secondary                 | Dana Avenue   | Cincinnati            | N. & W. Ry. Connection                                  |

**NOTE 1.** Cars must not be left standing within the limits of track circuits.

**NOTE 2.** Trains and engines using these tracks, must stop on track circuit which extends approximately 70 feet on either side of the crossing and crew must assure themselves that the crossing protection is operating before proceeding over crossing.

**NOTE 3.** Eastward and westward movements approaching crossing prepared to stop and must not move over crossing until it is known that automatic highway crossing protection is in operation.

**NOTE 4.** Westward movements on this track must stop on track circuit which extends 70 feet East of crossing and crew must assure themselves that Crossing Protection is operating before proceeding over crossing.

**Interrupting Operation of Automatic Highway Crossing Protection Manually**

**1103-A4.** At the following locations a device is provided to interrupt the operation of the automatic highway crossing signals manually:

| Location  | Notes                            | Track                                  | Location  | Notes          |
|---|----------------------------------|--|---|----------------|
| <b>WEST LAFAYETTE</b><br>Kirk St.<br>Kirk St.                                     | 2-6<br>1-5                       | No. 1<br>No. 2<br>Yard Track (Storage) | <b>RICHMOND</b><br>West 5th St.<br>West 5th St.   | 2-4<br>1-3     |
| Kirk St.  | 1-2-5                            |  | West 5th St.  | 1-3            |
| <b>TRINWAY</b><br>State Route 77<br>State Route 77                                | 1-2-4<br>1-2-3                   | No. 2                                  | <b>WEST OF CUMBERLAND</b><br>Post Road  | 1-3-13         |
| <b>XENIA</b><br>Cincinnati Ave.<br>Cincinnati Ave.                                | 1-2-3<br>1-2-5                   | Court St. Secondary No. 1              | <b>NORWOOD</b><br>Smith Road<br>Washington St.  | 1-2-3<br>1-2-3 |
| <b>TROTWOOD</b><br>Main St.<br>Broadway<br>Main St.<br>Broadway                   | 1-3-7<br>1-3-7<br>2-3-8<br>2-3-8 | Main<br>Main Siding                    | <b>READING</b><br>Main St.  | 1-2-4          |
| <b>BROOKVILLE</b><br>Hay St.<br>Market St.<br>Main St.<br>Salem St.               | 1-5-11                           | Main and Siding                        | <b>MOSLER</b><br>Bobmeyer Road<br>Bobmeyer Road   | 1-2-4<br>1-2-5 |
| <b>EAST OF MOUNDS</b><br>Traube Road  | 1-3                              | No. 1<br>No. 2                         | <b>SANDUSKY BRANCH</b><br>Weber Road<br>Weber Road  | 2-4<br>1-5     |
| <b>HILLIARDS</b><br>Main St.<br>Main St.<br>Cemetery Road<br>Cemetery Road        | 2-9<br>1-8<br>2-12<br>1-13       | No. 1<br>No. 2                         | <b>SANDUSKY BRANCH</b><br>Oakland Park Road<br>Oakland Park Road  | 2-3<br>1-5     |
| <b>PLAIN CITY</b><br>State Route 42   | 2-4-8                            | No. 1                                  | <b>SANDUSKY BRANCH</b><br>MILE POST 8<br>Lincoln Ave.   | 2-4            |
| <b>MILFORD CENTER</b><br>Mill St.<br>Mill St.                                     | 2-4<br>1-3                       | Main                                   | <b>AKRON BRANCH</b><br>CONDIT<br>Crossing North of Station  | 2-4            |
| <b>WEST OF CABLE</b><br>MILE POST 39<br>Public Crossing<br>Public Crossing        | 2-4<br>1-3                       |  | <b>DIRECTION OF MOVEMENT</b><br>Note 1—South or West<br>Note 2—North or East  |                |
| <b>HAGENBAUGH</b><br>Public Crossing<br>Public Crossing                           | 2-4<br>1-8                       |  | <b>CONTROL DEVICE LOCATED</b><br>Note 3—East and North of Crossing<br>Note 4—East and South of Crossing<br>Note 5—West and North of Crossing<br>Note 6—West and South of Crossing<br>Note 7—On Telephone Pole<br>Note 8—On Relay Case<br>Note 9—White Box on Station Platform<br>Note 10—On Relay Case at Wash. St.<br>Note 11—In tel. shelter box at Hay St.<br>Note 12—West End Relay Case.<br>Note 13—East End Relay Case. |                |
| <b>URBANA</b><br>Main St.<br>Miami St.  | 1-3<br>2-8                       |  |   |                |
| <b>WEST OF ST. PARIS</b><br>MILE POST 69<br>State Route 69<br>State Route 69      | 2-4<br>1-3                       |  |   |                |
| <b>GREENVILLE</b><br>Harrison Ave.<br>Central Ave.<br>Switzer St.<br>Chestnut St. | 1-2-10                           |  |   |                |
| <b>WEST OF GREENVILLE</b><br>MILE POST 96<br>Public Crossing                      | 1-2-3                            |  |   |                |

### Interrupting Operation of Automatic Highway Crossing Protection Automatically

1103-A5. At the following locations apparatus is provided to interrupt the operation of the automatic highway crossing protection automatically:

| Track  | Location   | Track  | Location  |
|--|--|--|---|
| No. 2 (Westward)<br>No. 2 (Westward)                         | <b>SCIO</b><br>Main Street<br>East Port Road   | Westward Siding                              | <b>MOSLER</b><br>Bobmeyer Rd.   |
| No. 1 (Eastward)<br>No. 2 (Westward)<br>No. 2 (Westward)     | <b>WEST OF COSHOCTON</b><br>J. B. Clow & Sons Crossing<br>J. B. Clow & Sons Crossing<br>Carnation Milk Company Crossing                              | Main<br>Main<br>Main<br>Main<br>Main<br>Main | <b>CRESCENTVILLE</b><br>Kemper Rd.  |
| No. 2<br>No. 1   | <b>WEST OF MIAMI CROSSING</b><br>Phillippi Rd.<br>Georgesville—Plain City Road   | Main<br>Main<br>Main<br>Main                 | <b>HAMILTON</b><br>Grand Blvd.<br>Hensley Ave.<br>Maple Ave.<br>East Ave.<br>7th Ave.<br>High St.<br>Vine St.<br>Heaton St. |
| No. 1  | <b>XENIA (East of)</b><br>Jasper Road  | Main<br>Main<br>Main<br>Main<br>Main         | <b>EATON</b><br>Main St.<br>Somer St.<br>Cherry St.<br>McCabe St.<br>Maple St.<br>High St.<br>Barron St.                    |
| Main (Westward)  | <b>XENIA via Dayton</b><br>West St.<br>Cincinnati Ave.   | Main<br>Main<br>Main<br>Main                 | <b>NEW CASTLE</b><br>18th St.<br>17th St.<br>Broad St.  |
| No. 1  | <b>RICHMOND</b><br>West 5th St.  | Main<br>Main<br>Main (Westward)              | <b>ELWOOD</b><br>16th & So. A St.<br>Main St.<br>Anderson St.<br>12th St.   |
| No. 2<br>No. 2   | <b>HILLIARDS</b><br>Main St.<br>Cemetery Rd.   | Main<br>Main<br>Main<br>Main                 | <b>WINDFALL</b><br>Independence St.<br>McClellan St.  |
| No. 1 (Eastward)   | <b>MARBLE CLIFF</b><br>West Fifth Avenue   | Main<br>Main<br>Main                         | <b>KOKOMO</b><br>Spraker St.<br>Webster St.<br>Morgan St.<br>Courtdland St.   |
| No. 2  | <b>URBANA</b><br>Main St.  | Main<br>Main                                 | <b>GENEVA</b><br>Line St.   |
| No. 1<br>No. 1 and 2   | <b>COLUMBUS (Sandusky Br.)</b><br>Weber Rd.<br>Morse Rd.   | Main<br>Main<br>Main<br>Main                 | <b>BERNE</b><br>Water St.<br>Main St.   |
| Main   | <b>SPRING VALLEY</b><br>Route 725  | Main   | <b>MONROE</b><br>Jackson St.<br>Washington St.  |
| Main   | <b>KINGS MILL</b><br>Grandon Rd.   | Main<br>Main                                 | <b>DECATUR</b><br>Jefferson St.<br>Adams St.<br>Monroe St.<br>Nuttman St.   |
| No. 2<br>No. 2<br>No. 2                                      | <b>UNDERCLIFF</b><br>Carrel St.<br>McCullough St.<br>Tennyson St.  | Main<br>Main                                 | <b>PORTLAND</b><br>Votaw, Meridian, North Arch, Race, Commercial High and Ship Sts.   |
| Court St.<br>Secondary<br>N. & W. Ry.<br>Connection          | <b>CINCINNATI</b><br>Dana Avenue<br>Dana Avenue  | Main<br>Main<br>Main<br>Main                 |   |
| Main<br>Main<br>Main<br>Main<br>Main<br>Main<br>Main<br>Main | <b>READING</b><br>Sunnybrook Drive<br>Amity Rd.<br>Vorhees St.<br>Benson St.<br>Vine St.<br>Erendale Rd.<br>Columbia St.<br>Mechanic St.<br>Main St. | Main<br>Main<br>Main<br>Main                 |   |

### GRANDVIEW AVENUE:

Trains and engines stopped in the vicinity of Grandview Avenue must notify the crossing watchman who will interrupt the operation of flasher lights.

Crossing watchman must again be notified and flashers operating before movement is resumed over the crossing.

Employees must not beckon for vehicles or pedestrians to cross tracks at this crossing while flasher lights are operating. Trains stopped west of Urlin Avenue, first crossing west of Grandview Avenue, must not move eastward over this crossing until crossing watchman has been notified that train is about to proceed. (Telephone Ring, 1 short, 1 long, 1 short.) The crossing watchman will then cause the flasher lights at this point to operate, after which the train may proceed over the crossing.

### TRABUE ROAD—West of Marble Cliff.

Push-button to interrupt operation of Automatic Highway Crossing Protection for westward movements on No. 2 track, may also be used to interrupt the operation of the flasher lights and gates immediately after eastward movement on No. 2 track has cleared the switch points east of crossing.

When eastward movement on No. 2 track has cleared the switch points after entering No. 2 track from Dump Track, push-button shall be operated to immediately interrupt the operation of the Automatic Highway Crossing Protection.

### HILLIARDS—Main Street.

Trains or engines crossing from No. 1 to No. 2 track, using trailing point crossover west of Hilliards station for the purpose of moving against the current of traffic on No. 2 track, will not proceed over Main Street crossing on No. 2 track, until flashing light crossing signals are known to be working, or crossing protected as provided in Rule 103.

### URBANA—Main Street.

Train or engine must be at least 250 feet east of Main Street when cut out device is operated.

### GREENVILLE:

Westward movements on siding having Stop-signal at Greenville should stop east of sign "CC".

### RICHMOND—West Fifth Street.

When indication of eastward home signal at Newman is up, eastward trains on No. 1 track having sufficient cars to block West Fifth Street, will stop west of relay case located south of No. 1 track, 500 feet west of West Fifth Street.

### NEWCOMERSTOWN—(Lake Region)

Trains and engines using eastward and westward Wye tracks must stop on track circuits, which extend approximately 100 feet on either side of crossing, and crew must assure themselves that the crossing protection is operating before proceeding over crossing.

**1103-C1.** Trains or engines must stop before passing over the following public highway crossings at grade and a member of the crew must protect the crossing in advance of each movement over the crossing:

| Track                                   | Crossing   | Location                    |
|---|--|-----------------------------|
| Plant X Industrial                      | Dublin Road  | Marble Cliff                |
| College Spur                            | State Route 42   | Wilberforce                 |
| Dayton-Lytle Industrial                 | Stewart, Main, Brown and Alberta Streets                                 | Dayton                      |
| Undercliff Secondary Boldts Lead        | Davis Lane   | West Undercliff             |
| Court St. Secondary                     | Montgomery Road  | Silverton                   |
|   | Woodburn Ave.  | Idlewild                    |
|   | Melish Avenue  | Avondale                    |
|   | Broadway (Routes 42 and 48)  | Lebanon                     |
| Middletown Yard Running                 | Lefferson Road Gerard Ave.   | Middletown Ohio             |
| Dresden Industrial                      | Route 62—East of Killbuck Station  | 300 feet south of Mile Post |
| Zanesville Branch (Rush Creek Clay Co.) | State Route 75 Fultonham Spur—Avondale                                   | Fultonham                   |
| Morrow Secondary                        | State Route No. 37   | Junction Crossing           |
|   | Old State Route No. 33   | Lancaster                   |
|   | Pickway Street   | Circleville                 |
|   | Fayette Street Main Street   | Washington C.               |
|   | Grant Street Sugartree Street Walnut Street South Street Mulberry Street | Wilmington                  |
|   | State Routes No. 3 and No. 22  | Morrow                      |
| Springfield Secondary                   | Penn State   | Springfield                 |

**1103-C4.** Before and after making movements over crossing at following locations, a member of train or engine crew must manually operate flasher lights by means of a hand switch located on adjacent instrument case or post. At crossings indicated, cars must not be left standing on short track circuit on siding or yard tracks, whose limits are marked by yellow stripes on rails, within the limits of which flashers or gates operate automatically.

| Track | Location | Crossing        |
|-------|----------|-----------------|
| Yard  | Xenia    | Columbus Street |
| Yard  | Clement  | Overlook Avenue |

**1103-C5.** A train moving to a track on which another train known to have just passed must not make a movement in the opposite direction to the other train on that track over any crossings in the vicinity protected by Automatic Highway Flashing Signals until protection is provided as prescribed by Rule 103.

**1103-C6.** All movements on Court Street Secondary Track South Wye track, Hageman must approach U.S. 42 Crossing prepared to stop, and no movement permitted to obstruct any portion of the highway until it is known that highway crossing signals are operating, otherwise a member of the crew must protect the crossing in advance of each movement over the crossing.

**1103-C7.** On Secondary, Industrial and Running Tracks signmen and trainmen will, when weather conditions are such that flangeways of road crossings or switches may be obstructed by snow or ice, assure themselves that road crossings and switches are in safe condition to use. If necessary, trains and engines will be stopped and road crossings inspected by a member of engine or train crews before passing over them.

**1103-C8.** On Muncie Yard Running Track, trains and engines must stop before passing over McGalliard Road Crossing and a member of crew will operate crossing protection by means of "Push Button Control," located on separate post adjacent to the gate on P.R.R. side of crossing.

**NOTE:** These flasher light signals and short arm gates operate automatically for movement on adjacent tracks of the C. and O. Railroad, only.

**1104-A1. Normal Position of Switches and Crossovers at Specified Locations**

| Switch Located at   | Connecting            | With                       | Normal Position is for Movements    |
|---------------------|-----------------------|----------------------------|-------------------------------------|
| West end Logan Yard | No. 33 track          | Ladder                     | On No. 33 track                     |
| East B. Columbus    | No. 13 track          | Yard tracks                | On No. 13 track                     |
|                     | No. 73 track          | Yard tracks                | On No. 73 track                     |
|                     | No. 71 track          | Yard tracks                | On No. 71 track                     |
|                     | No. 88 track          | No. 90 track               | On No. 88 track                     |
| Crossing            | No. 4 track           | Yard ladder                | On No. 4 track                      |
| Charleston          | Westward siding       | D. T. & I. Transfer        | On Westward siding                  |
| Winway              | Eastward Siding       | West Leg of Wye            | To Eastward Siding                  |
|                     | Drill track           | East Leg of Wye            | From Eastward Siding to Drill track |
| Cadiz Mine          | East Leg of Wye       | Zanesville Secondary track | To Zanesville Secondary track       |
|                     | Cadiz Secondary track | Cadiz Industrial track     | To Cadiz Secondary track            |
| West end Sid-Briant | Siding                | Main Track                 | To Greenbelt Chemical Co.           |

**1104-B1. Switch Tenders are Stationed at and have Charge of Main Track Switches as Indicated**

| Location  | Switches  |
|---|---|
| Front Street Columbus, O.   | All hand-operated switches between High Street and Low Home signal west of Front Street.  |
| <b>1104-B2. Switch Tenders are Stationed at and have Charge of Yard Switches as Indicated</b> |   |
| Location  | Switches  |
| Columbus: Sunbury Road  | West switch of crossover located west of N. & W. overhead bridge lead from No. 3 Main Track to westward running track. East end Yard B receiving yard tracks 5 to 15 inclusive  |
| 20th Street   | Crossover west of 20th Street, between running tracks and switches to and from engine house tracks: Switches leading to shop tracks: Yard receiving tracks 17, 19 and 21 for yard movements and inbound train movements |
| Outside C. A. & C.  | Coal Dock and Yard Switches<br>Yard Switches and Crossovers   |
| Milo  | Tracks 53 to 69 inclusive; lead from Milo Yard B ladder   |
| Yard A (St. Clair Avenue)   | All Switches West end Yard A  |
| Neilston  | Tracks 23 to 97 inclusive: dividing switches and derrails at west end Yard B Classification Yard and Milo   |
| Fields  | Crossovers and Yard Tracks  |

NOTE—Switchtenders, except Neilston, will use a green flag by day and a green light by night to govern eastward movements; a yellow flag by day and a yellow light by night to govern westward movements.  
Operator-Switchtender at Fields will use a green flag by day and a green light by night to govern eastward and northward movements; a yellow flag by day and a yellow light by night to govern westward and southward movements.  
Operator and Switchtender at Neilston will use signals provided by Rule 37.

**1104-C1. Operators in Charge of Main Track Hand-operated Switches when Block Station is Open**

| Location      | Switches   |
|---------------|--|
| Neilston      | End of two main tracks, crossover and switch and derail leading from turnout to No. 1 track.                           |
| Dennison Ave. | C. & O. connections and crossovers.  |
| Undercliff    | Crossovers between secondary tracks and lead track.  |
| Pendleton     | Crossover; Lead to Enginehouse tracks.   |
| Cincinnati    | Crossovers between secondary tracks: Leads to yard tracks; Eggleston Ave. L. & N. tracks; and Street connection track. |
| Bremen        | Switch at Junction P.R.R. and N.Y.C.R.R.   |
| New Lexington | Switch at Junction P.R.R. and N.Y.C.R.R.   |

NOTE 1. Trains and engines may occupy crossover without observing Rule 152.

**1104-C2. Switch Tenders, other than P. R. R. employees, are stationed at and have charge of Hand-operated Switches as Indicated**

| Location                                   | Switches   |
|--|--|
| Neilston: B. & O.—North side               | No. 17 switch and all switches north and east thereof including No. 19.                                    |
| Fourth Street Switches: B. & O. South side | No. L-2 switch and all switches south and west thereof including No. 18.                                   |
| Columbus Union Depot—West end              | All switches.  |
| Columbus Union Depot—East End              | All switches including switches west of No. 2 track combination switch and north of P.R.R. westward track. |

NOTE.—Switchtenders will use a green flag by day and a green light by night to govern eastward movements; a yellow flag by day and a yellow light by night to govern westward movements.

**Hand-Operated Switches Equipped With Electric Locks**

**1104-D1.** The following switches are equipped with electric lock; permission to unlock must be obtained from operator before switch padlock is removed from keeper.

| Location                | Switch  | Controlled by   |
|-------------------------|---|-----------------|
| High Street, West of    | International Harvester Co. North Alley Columbus Bolt Co. South Alley Kelly Track | High Street     |
| Dennison Avenue         | Crossover between No. 2 and No. 3 tracks  | Dennison Avenue |
| Milo, West of           | Switch to P.R.R.-N.Y.C. Interchange tracks  | Scioto          |
| Miami Crossing West of  | Wellnitz Company  | Miami Crossing  |
| Miami Crossing, West of | West, State Hospital  | Miami Crossing  |
| Xenia                   | Enginehouse Lead Horn track   | Xenia           |

| Location       | Switch   | Controlled by  |
|----------------|--|----------------|
| Dayton         | Jones Coal Company<br>East end of westward storage track<br>Cruman and Sefton<br>East end of eastward storage track<br>West end of westward storage track<br>West end of eastward storage track<br>Bulk Yard<br>Durst Milling Company<br>R. W. Harbaugh Company<br>Peter Kuntz Lumber Co.<br>P. M. Klippinger & Sons<br>Gem City Coal Company<br>Dayton Malleable Iron Company<br>Gem City Ice & Fuel Company<br>Crossover Edison Ave.<br>New Yard | Dayton (DE)    |
| Olentangy      | No. 2 track to east end of north side Grandview yard   | Olentangy      |
| Grandview Ave. | From No. 2 track to west end of North Side, Grandview Yard<br>West switch of crossover   | Mounds         |
| Marble Cliff   | From No. 2 track to Plant X, Marble Cliff Quarries Company<br>West switch of crossover<br>From No. 2 track to east end of Dump Track<br>From No. 2 track to west end of Dump Track<br>From west end of Dump Track to Marble Cliff Oil Company track  | Mounds         |
| Urbana         | East end of house track  | Urbana         |
| Piqua Crossing | North Wye  | Piqua Crossing |
| Gettysburg     | Storage track  | Bradford       |
| Greenville     | Crossover from Main track to middle of siding<br>East and west switches to house track<br>Swift and Co.<br>Corning Glass Co.   | Greenville     |
| New Madison    | From siding to Bowers Coal Co. track, Oil track, House track   | Hewitt         |
| Greenfield     | Virginia Sweet Foods<br>News Mill<br>West switch of crossover<br>Conklin Lbr. Co., North side<br>Station track—east and west end<br>Lilly Company  | Thorne         |

| Location             | Switch  | Controlled by        |
|----------------------|---|----------------------|
| Greenfield           | Broadway Lbr. Co.<br>Ice and Fuel Co.<br>Farm Bureau<br>Conklin Lbr. Co., South side            | Thorne               |
| Madcomb Jct.         | East End Storage Track<br>West End Storage Track  | Clare                |
| Bank                 | Container Corp. of America  | Clare                |
| Day                  | Ford Motor Co.<br>Witt-Cornice Co.  | Clare                |
| Madisonville         | Team Track<br>Monterey Mfg. & Supply Co.<br>Steel Materials Corp.                               | Clare                |
| Day                  | RCA<br>Oakley Factory Colony<br>American Compressed Steel Co.                                   | Clare                |
| Cullough             | Yard Lead   | Clare                |
| Norwood Hights       | Premium Coal Co.<br>Norwood Hights Coal Co.   | Clare                |
| Sharonville, East of | Decor Inc. Track,<br>Sharonville track  | Hamilton             |
| Mosler               | East Switch Westward Siding<br>West Switch Eastward Siding                                      | Hamilton             |
| Hamilton             | All Main track switches between Mosler and Old River Jet.                                       | Hamilton             |
| One Mile             | Elevator and Farm Bureau tracks   | Hamilton             |
| Sharonville          | East and West end Siding  | Hamilton             |
| Sharon               | East & west end Industrial Track Barron St., White Star Crossover<br>Hinde & Dauche Paper Co.   | Hamilton             |
| Sharonville          | West end of Eastward Siding   | Hamilton             |
| Sharonville          | East Switch and West Switch and Derail Gravel Pit Track   | Glen                 |
| Sharonville          | East and West end Scale track<br>East and West end Big 4 Connection<br>Trainer Spring Co. track | Broad (When Open)    |
| Sharonville          | East End Freight Station Track  | Elwood               |
| Sharonville          | N.K.P. Interchange track  | Portland             |
| Washington C.H.      | Switch to eastward siding   | Washington C.H.      |
| Sharonville          | North Switch Siding   | Danville (When Open) |

NOTE—When operating crossover from normal to reverse, switch equipped with electric lock must be operated first; when operating crossover from reverse to normal, this switch must be operated last.



**1104-D2.** The following switches are equipped with electric lock, not controlled by operator:

| Location                | Switch  |
|-------------------------|---|
| Miami Crossing, west of | Westinghouse Co., south side  |
| Xenia                   | Crossover to Farmers Exchange, north side<br>R. A. Kelley Co., south side   |
| Alpha, east of          | Miami Fertilizer Co., east of Mile Post<br>north side   |
| Alpha                   | East and west end of siding<br>Alpha Seed & Grain Co., south side   |
| Alpha, west of          | Belden Milling Co., west of Mile Post<br>north side   |
| Clement                 | East and west end of siding<br>Brown-Brockmeyer switch, north side  |
| Dayton                  | Advance Foundry, north side<br>Midway Switch, south side<br>Gem City Stove Co., south side<br>Crossover to Huffman Ave. Track, north side |
| Wolf Creek              | Crossover to west end Dayton Rubber Co.<br>south side   |
| Wolf Creek, west of     | East and west end, north track<br>Davis Coal Co., north side<br>West end Dayton Rubber Co., south side<br>Dayton Team Track, north side   |
| Stillwater west of      | Lewis & Micheal Warehouse Track, north side   |
| Trotwood                | East and west end of siding, Industry track<br>north and south side   |
| Brookville              | East and west end south Business Track<br>Weaver track, north side  |
| Dodson                  | B. & O. Connection  |
| West Manchester         | Business track, south side  |
| Eldorado                | Elevator track, Industry tracks, north<br>south side  |
| Loveland west of        | Switch to Nisbet track  |
| Miamiville              | East and west end of siding   |
| Miamiville west of      | East and west end Ohio Gravel Co. track   |
| Milford                 | East and west end Public Delivery Track   |
| Terrace Park            | Switch to Terrace Park Lumber Co.   |
| Clare                   | East Switch N. & W. Connection track<br>Plainville Switch   |
| Norwood Heights         | P. V. Shoe Co. track<br>Highway Equipment Co. track<br>Hilton Davis Chemical Co. track<br>Parkview Markets Inc. & Eagle-Pitcher<br>tracks |

| Location              | Switch   |
|-----------------------|--|
| Leading               | East and West end Storage track<br>House track and Derail<br>Co-operative Mill, Wood Fire Brands, International Minerals & Chemical Corp., Co-operative Mill, Vaughan track<br>Fox Paper Co. track |
| East of Crescentville | Archer-Daniel-Midland Milling Co.<br>Government Depot  |
| Camden                | Team track   |
| Plainville            | North Switch Siding (When Block Station is closed)   |

Electric lock unlocks automatically when train stops on circuit. Switch must not be closed until engine returns to train.  
NOTE—The switch lock on these switches must not be removed from keeper until permission has been obtained from operator. Instructions for operating switches posted in telephone box at or adjacent to switch.

**1105-A1. Spring Switches Located**

| Location   | Normal Position | Route for Which Sprung                        | Note |
|------------|-----------------|---|------|
| Hagenbaugh | No. 1 track     | Eastward movements from siding to No. 1 track |      |
| West Rice  | No. 2 track     | Westward movements from No. 3 to No. 2 track  |      |

**Receiving or Discharging Traffic**

**1107-A1.** In the application of **Rule 107**, trains and engines on No. 2 track will approach Dennison passenger station prepared to stop unless it is seen or known that No. 1 track is clear of passenger trains doing station work. After station work is completed on No. 1 track, a member of the train crew will give hand signal to trains on No. 2 track when it is safe to proceed.

**Secondary Tracks**

**1110-A1.** Trains and engines will protect against following movements on secondary tracks as indicated:

| Track           | Between    | And         |
|-----------------|------------|-------------|
| No. 1 and No. 2 | Fourth St. | High St.    |
| No. 3 and No. 4 | Glen       | Newman      |
| Springfield     | Xenia      | Springfield |
| Cadiz           | Cadiz Jct. | Hanna       |

**NOTE**—Engines using tracks of foreign railroads at Springfield must move with extreme caution protecting against opposing movements and must clear regular trains without delay.

**Sidings**

**1111-A1.** Trains and engines will protect against following movements as indicated:

|        |   |
|--------|---|
| Dublin | Movements from Dublin Public Delivery Tracks to westward siding |
|--------|---|

**1111-A2. South Charleston.** Switches in westward siding must not be reversed without first obtaining permission from operator at South Charleston.

**1111-A3. Greene-West Greene.** Permission must be obtained from operator Greene to enter eastward or westward siding at hand-operated switches between Greene and West Greene.

**Track Assignments**

**1151-A1. Single Track**

| Track             | Between         | And                             |
|-------------------|-----------------|---------------------------------|
| Main Line         | Xenia           | Dutoit Street                   |
|                   | Wolf Creek      | New Paris                       |
|                   | West Bradford   | New Paris                       |
|                   | Xenia           | Foster                          |
|                   | Loveland        | East Clare                      |
|                   | Red Bank        | East Norwood                    |
| Akron Branch      | Pennor Crossing | Region Post (Lake Region)       |
| Richmond Branch   | Oakley          | Old River Jct.                  |
|                   | New River Jct.  | Glen                            |
|                   | Newman          | Region Post (Northwestern R.R.) |
| Ft. Wayne Branch  | Newman          | Adams                           |
| Undercliff Branch | Rendcomb Jct.   | Valley                          |
| Zanesville Branch | New Lexington   | Bremen                          |

**1151-B1. Two or More Tracks**

Current of traffic is as follows:

| Main Line   | No. 4 Track | No. 3 Track | No. 2 Track | No. 1 Track |
|---|-------------|-------------|-------------|-------------|
| Region Post (Pgh. Reg.) and Dutoit Street         |             |             | Westward    | Eastward    |
| Water and Scio                                    |             | Westward    | Eastward    | Eastward    |
| Second and First St., Newark, C. & N. Division)   |             |             | Westward    | Eastward    |
| Wayne Avenue and Neilston                         |             |             | Westward    | Eastward    |
| High Street and Xenia                             |             |             | Westward    | Eastward    |
| Dutoit Street and Wayne Avenue Jct.               |             |             | Westward    | Eastward    |
| Wami City Jct. and Wolf Creek                     |             |             | Westward    | Eastward    |
| Dutoit Street and Olentangy                       | Westward    | Eastward    |             |             |
| Olentangy and Rice                                |             |             | Westward    | Eastward    |
| Rice and West Rice                                |             | Westward    | Westward    | Eastward    |
| West Rice and West Bradford                       |             |             | Westward    | Eastward    |
| New Paris and 12th Street, Richmond               |             |             | Westward    | Eastward    |
| Newman and Thorne                                 |             |             | Westward    | Eastward    |
| Water and Loveland                                |             |             | Westward    | Eastward    |
| East Clare and Red Bank                           |             |             | Westward    | Eastward    |
| <b>Sandusky Branch</b>                            |             |             |             |             |
| between: North Fields and Region Post (Lake Reg.) |             |             | Southward   | Northward   |
| <b>Undercliff Branch</b>                          |             |             |             |             |
| between: Red Bank and Rendcomb Jct.               |             |             | Westward    | Eastward    |

**NOTE**—Tracks are numbered from south to north or east to west.

**1151-B2. Station tracks Richmond designated: A-B-C-D-E.**

**NOTE**—Tracks are lettered from south to north. Rules 99 and 152 in effect.

| Siding                                | Employee in Charge   | No. | Siding                                   | Employee in Charge     | Note   |
|---------------------------------------|--|-----|--|------------------------|--|
| Trinway—Eastward                      | Operator Bricker   |     | —Westward                                | Operator New Lexington |  |
| Bricker—Eastward<br>Westward          | Operator Bricker   | 1   | Lexington—Eastward<br>Lexington—Westward | Operator New Lexington |  |
| Licking—Eastward<br>Westward          | Operator Bricker   |     | Station Westward<br>City—Eastward        | Operator Bremen        |  |
| North Fields—Northward                | Fields   |     | Lexington Westward<br>H.— Eastward       | Operator Circleville   |  |
| North Fields—Southward                | Worthington  |     |  |                        |  |
| Alton—Eastward<br>Westward            | Operator London  | 1   |  |                        | NOTE 1. Signal indication will be authority for trains<br>use siding in reverse direction.                         |
| London—Eastward<br>Westward           | Operator London  | 1   |  |                        | NOTE 2. When Mt. Vernon is closed, Operator Orrville<br>in charge.   |
| South Eastward<br>Charleston—Westward | Operator South Charleston  |     |  |                        | NOTE 3. When Milford Centre is closed, Operator Urbana.<br>NOTE 4. When Milford Centre is closed, Operator Mounds. |
| Wilberforce—Westward                  | Operator South Charleston  |     |  |                        |  |
| Mounds—Westward                       | Operator Mounds  |     |  |                        |  |
| Hayden—Westward                       | Operator Mounds  |     |  |                        |  |
| Plain City—Eastward                   | Operator Milford Centre  | 3   |  |                        |  |
| Unionville—Eastward<br>Westward       | Operator Milford Centre<br>Operator Mounds   | 3   |  |                        |  |
| Milford Centre—<br>Westward           | Operator Milford Centre  |     |  |                        |  |
| Hagenbaugh—Eastward<br>Westward       | Operator Urbana<br>Operator Milford Centre   | 4   |  |                        |  |
| St. Paris—Eastward                    | Operator Piqua Crossing  |     |  |                        |  |
| Conover—Westward                      | Operator Urbana  |     |  |                        |  |
| Dublin—Westward                       | Operator Dunreith  | 1   |  |                        |  |
| Dublin Jct.—Eastward                  | Operator Dunreith  | 1   |  |                        |  |
| Dunreith—Eastward<br>Westward         | Operator Dunreith  | 1   |  |                        |  |
| Riley—Westward                        | Operator Thorne  | 1   |  |                        |  |
| West Riley—Eastward                   | Operator Thorne  | 1   |  |                        |  |
| Foster—Eastward                       | Operator Loveland  |     |  |                        |  |
| Mosler—Eastward<br>Westward           | Operator Hamilton  | 1   |  |                        |  |
| Campbells- Eastward<br>town—Westward  | Operator Hamilton  | 1   |  |                        |  |
| Dow—Eastward<br>Westward              | Operator Delco   |     |  |                        |  |
| Kokomo—Eastward<br>Westward           | Operator<br>Kokomo { 10.15 A.M. to 6.15 P.M.<br>7.30 P.M. to 3.30 A.M.<br>Elwood { 3.30 A.M. to 10.15 A.M.<br>6.15 P.M. to 7.30 P.M. |     |  |                        |  |
| Portland—Eastward<br>Westward         | Operator Portland  |     |  |                        |  |
| Killbuck—Southward                    | Operator Mt. Vernon  | 2   |  |                        |  |
| Mt. Vernon—Southward<br>Northward     | Operator Mt. Vernon  | 2   |  |                        |  |
| Linden—Southward<br>Northward         | Operator Joyce Avenue  |     |  |                        |  |

### 151-F1. Running Tracks of Assigned Direction

| Track | From               | To            | Assigned Direction | Controlled by           | Note |
|-------|--------------------|---------------|--------------------|-------------------------|------|
| 3     | Joyce Ave.         | Neilston      | Westward           | Operator Joyce Ave.     | 1    |
| 3     | 4th St.            | Front St.     | Westward           | Station Master U.D. Co. | 1    |
|       | Grandview Ave.     | Olentangy     | Eastward           | Yard Master Grandview   | 1-2  |
| 4     | East Side Bradford | Bradford      | Westward           | Operator Bradford       | 1    |
|       | Bradford           | East Bradford | Eastward           | Operator Bradford       | 1    |

NOTE 1. Except where signal indication or signal from watchtender govern the use of running tracks, movements will be governed by instructions from employe having control of track.

NOTE 2. When no Yard Master is on duty at Grandview, Track 4 will be in charge of Terminal Yard Master.

Between 30 minutes before sunset and 30 minutes after sunrise, cars left standing on running tracks must be protected at each end with Red Light.

NOTE: Joyce Avenue. Eastward movements on running tracks must stop clear of spring switch west of Joyce Avenue unless Proceed indication is displayed on low home signal at Joyce Avenue.

**1151-G1. Running Tracks of No Assigned Direction**

| Track        | Between                       | And  | Controlled by             |
|--------------|-------------------------------|--|---------------------------|
| No. 26 (E)   | St. Clair Ave.                | Leonard Ave.   | Yard Master<br>Yard A     |
| No. 33 (E)   | Joyce Ave.                    | Fields   | Yard Master<br>Grogan     |
| No. 13 (E)   | Joyce Ave.                    | Fields   | Operator<br>Joyce Ave.    |
| No. 24 (E)   | Top end Grogan                | Fields   | Yard Master<br>Grogan     |
| No. 1 (N)    | Fields                        | North Fields   | Operator<br>Fields        |
| No. 2 (S)    | North Fields                  | Fields   | Operator<br>Fields        |
| No. 71 (E)   | St. Clair Ave.                | Sunbury Rd.  | Yard Master<br>Yard B     |
| No. 73 (W)   | 20th Street                   | Neilston   | Yard Master<br>Yard B     |
| No. 40 (E)   | East End of Siding            | Switch leading to<br>No. 1 Main Track                                | Operator<br>Xenia         |
| No. 11-A (W) | East End Yard A               | Switch leading to<br>No. 4 Secondary<br>Track east of Yard<br>Office | Yard Master<br>Richmond   |
| No. 5-A (W)  | East End Yard A               | West End Yard B  | Yard Master<br>Richmond   |
| No. 5-B (W)  | East End Yard A               | West End Yard B  | Yard Master<br>Richmond   |
| No. 6-C (E)  | Switch east of 19th<br>St.    | Switch on ladder<br>west of Yard Office                              | Yard Master<br>Richmond   |
| No. 418 (E)  | West End Under-<br>cliff Yard | Beechmont Ave.   | Yard Master<br>Undercliff |
| No. 2 (E)    | Crossover<br>Houston Ave.     | Crossover<br>Washington St.  | Yard Master<br>McCullough |

(E) (S) (W) (N) Indicates time-table directions from point first named.

NOTE 1. The direction from Joyce Avenue to Fields is eastward. Westward movement may be made on hand signal from operator at Fields.

NOTE 2. Yardmaster, Grogan Yard, must be notified before using track.

NOTE 3. Cars must not foul Cleany Ave. or switch at Houston Ave.

**PASSENGER TRAIN OPERATION**

**1154-A1.** Dennison—Conductors of all passenger trains stopping at Dennison will report by telephone to operator at Uhrich before departure.

**FREIGHT TRAIN OPERATION****Instructions For Preparation And Handling  
Freight Trains On Grades, etc.**

**1155-A1.** The following instructions, supplementary to Brake and Train Air Signal Instructions No. 99-D-1, in handling of freight trains, will apply:

Freight trains having 25% or more of the cars in the train loaded with mineral freight or grain will be considered mineral freight trains.

When in the judgment of the engineman the additional use of retaining valves is required, or their use is desired on grades other than specified, he will instruct the conductor.

At locations where the use of retaining valves is necessary, the train must be stopped before they are turned up or down. Retaining valves will be used in descending the following grades as specified:

**Akron Branch:**

**Baddow Pass to Glenmont and Brink Haven.**

**Cadiz Secondary Track:**

**One and one-half miles west of Cadiz Jct. to Cadiz Jct.**

**1155-A2.** Freight trains leaving fuel or water stations, mines, etc., will move at such speed as will permit inspection of the train as it passes and reduce speed sufficiently to permit members of crew to board rear of train with safety.

**1155-A3.** Maximum locomotive power used on rear end of freight trains must not exceed 4800 horsepower. If operating conditions develop wherein it becomes necessary to attach additional locomotive units on rear end of train with operative units in excess of 4800 horsepower, a sufficient number of Diesel engines must be isolated so as not to exceed 4800 horsepower.

**1155-A4.** When train parting occurs on freight trains and conductor cannot ascertain the cause and correct same, the cars involved must be set out of train at first available point and billing information given to the Train Dispatcher.

**Amibus Yard "A" Ice House**

**1155-A5.** Green light and red light located on both east and west end of ice-house south of No. 20 track; green light and red light located on both east and west end of ice-house, north of No. 24 track in service. Red light indicates ice-house employees are working on cars and cars must not be moved.

Green light indicates ice-house employees are clear of equipment. While red light is displayed, engines may couple to cars with care that cars are not moved in the process. Tracks 52 and 54 are shop tracks known as Woodland Avenue and blue-gated at both ends.

**Full Crew Law-Indiana**

**1155-A6.** In the application of the Full Crew Law governing train crews operating in the state of Indiana, the third brakeman, when not assisting in switching, must ride on the head end of the train.

**Operation of Pusher Engines  
in the State of Ohio**

**1155-B1.** The operation of pusher engines behind occupied bin cars of assembled freight trains in the State of Ohio is prohibited.

In the State of Ohio, employees and others are prohibited from riding on a cabin car when a pusher engine is operated behind a bin car of an assembled freight train; they may ride on the pusher engine. The train shall be stopped to cut off the pusher engine.

**1155-B2.** When engines are assisting trains from the rear, enginemen will ease off throttle while train is making a diverging movement over interlocked and non-interlocked crossings and turnouts at the following locations:

Neilston—Dennison Avenue—Olentangy

**Hog Drenchers**

**1155-C1.** Referring to **Rule 4155-C**, hog drenchers located as follows:

Bradford—Eastbound Runner 1400 feet east of tower.  
Selma—No. 1 track 100 feet east of bridge 41.67.  
Columbus—North side of hump-lead 50 feet east of office, Yard A.

Acre—Eastward passing siding 200 feet east of bridge 57.19.

**1155-C2.** Cadiz Jct.—Trains are prohibited from setting off defective cars on turntable track, and work trains, engines or other movements are prohibited from clearing on, or otherwise obstructing Cadiz Secondary track west of the crossover leading from No. 1 track to No. 1 storage track at Cadiz Jct. without first securing permission from the operator at Acre.

**1155-C3.** Trains must not be permitted to block the passenger grade crossings at Cadiz and Center Streets, Jewett longer than is absolutely necessary.

**1155-C4.** Trains must not be permitted to block the passenger grade crossings within the city limits of Newark, Ohio, particularly Main Street, any longer than is necessary.

**1155-C5.** To protect employes using drawbridges between tracks Nos. 1, 2 and 3, at Diesel Shop (Back Shop) Columbus, warning lights are in service at the east and west end of the tracks, located on wall of building, engine cab height.

Blue light lighted—**Rule 26** will apply. Tracks must be shifted.

Yellow light lighted—Tracks may be shifted after conference with Shop Foreman.

Both lights out—Tracks must not be shifted.

Engine and train service employes be governed accordingly.

**1155-C6.** When brakes are being applied from the rear of a long freight train, the brakes on locomotive and head portion of train will not apply due to the feed valve maintaining the brake pipe pressure. Therefore, it is important that automatic brake valve be placed on first service or minimum reduction as quickly as possible, thereby blanking off the supply of air pressure to the brake pipe, permitting the brakes to apply on locomotive and head portion of train. This prevents the hard stretching out of the train, which may result in breaking a knuckle or drawbar.

When an emergency application of the brakes occurs in the train, instruction 28 of the 99 D-1 Brake and Train Signal Instructions must be compiled with.

**1155-D1.** Undercliff Yard, doubling lights—Yellow lights facing east and west, located on pole 900 feet east of Beechmont Ave., on Foot Bridge at Hutton St., on Signal Bridges Richmond Comb Jet., all controlled by toggle switch located in box on stairway west of Beechmont Ave.

Yellow lights facing east and west, located on pole east of Carroll Street, south side of track, controlled by toggle switch located in telephone shelter box 670 feet east of Undercliff Block Station.

These lights are to assist crews in doubling trains using the following code of signals.

One long flash—Stop.

Two short flashes—Move forward.

Three short flashes—Move backward.

Four short flashes—Apply or release air brakes.

**1155-D2.** Idlewild—Avondale. Color Light Switching Signals (N. & W. Ry.) Color light switching signal located on north side of track 281 feet west of Blair Avenue and Color light switching signal located on south side of track 387 feet east of Blair Avenue, to assist in making interchange movements, in service.

Switches controlling these signals located in telephone box

5 feet east and 1180 feet east of Blair Avenue and will be used to display indications as follows:

Off—No Light.

Proceed—Yellow.

Stop—Red.

Back Up—Flashing Red.

**NOTE:** The lever of the control switches must be left in OFF position and telephone boxes closed, when not in use.

**1155-D3.** Richmond Yard, doubling lights—yellow lights facing east and west, located on north side of Signal Bridge 189-1190, controlled by a push button located on the southeast corner of the switch tenders office at 19th Street, in service.

These lights are to assist crews in doubling trains using the following code of signals:

One long flash

Two short flashes

Three short flashes

Four short flashes

Stop

Move Forward

Move Backward

Apply or Release Air Brakes

**1155-D4.** Elsinore—Oak Street. The movement of trains and engines through tunnels No. 1 and No. 2 is governed by red signals, which operate automatically. When stop signal **Rule 292**, FIG. B is displayed, trains and engines must not pass unless authorized by Yard Master McCullough and then only under flag protection.

**1155-D5.** When fixed signal No. 1573 governing westward movement on No. 2 track at west end Licking westward siding displays an indication more restrictive than "Approach Slow", **Rule 284**, FIG. A, trains with more than 20 cars will stop clear of signal and not proceed until signal displays an indication more favorable than "Approach", **Rule 285**, FIG. A.

**1155-D6.** When fixed signal No. 1179 governing westward movements on No. 2 track east of Cincinnati displays an indication less favorable than clear, **Rule 281**, FIG. A, train will stop to clear east switch of crossover and Conductor or Engineman will report via telephone to operator at Cincinnati for instructions.

**1155-D7.** Eastward freight trains will stop west of Main Street, at Zanesville and keep clear of street crossing unless route is clear over B. & O. R. R. Crossing into yard.

**1155-D8.** Cars must not be left standing on Trinway Eastward Siding east of west end of eastward station platform.

**1155-D9.** Except where signal indication governs the use of No. 88 or No. 90 tracks, movements will be governed by instructions from Terminal Yard Master.

Trains and engines clearing in No. 88 or No. 90 tracks must report clear to operator at High Street.

**FREIGHT AND PASSENGER TRAIN OPERATION****Intermediate Train Brake Tests**

**1156-A1.** The knowledge of the condition of the train brakes will be verbally transferred successively from one engineman to another. It will be the duty of the first engineman to verbally notify the second engineman, and the second engineman to verbally notify the third engineman, etc., of the condition of the train brakes at intermediate terminals or points where crews are changed.

**HOT BOX DETECTORS AND RECORDERS**

**1156-A2.** Hot box detectors and recorders are located as follows:

| Location of Recorder    | Location of Detector   |
|-------------------------|--|
| Custer                  | No. 2 track—2,112 feet west of M. P. 67.4.                   |
| Heath (B&O-CN Division) | No. 2 track—Eastward, 25 feet east of automatic Signal 1120. |

In both locations arrangements have been made to stop trains when the Hot Box Detector device so indicates.

**SPEED RESTRICTIONS**

**1157-A. Speed Table**

| Time per Mile |      | Miles per Hour | Time per Mile |      | Miles per Hour |
|---------------|------|----------------|---------------|------|----------------|
| Min.          | Sec. |                | Min.          | Sec. |                |
| 0             | 36   | 100            | 1             | 12   | 50             |
| 0             | 38   | 95             | 1             | 20   | 45             |
| 0             | 40   | 90             | 1             | 30   | 40             |
| 0             | 42   | 85             | 1             | 43   | 35             |
| 0             | 45   | 80             | 2             | 00   | 30             |
| 0             | 48   | 75             | 2             | 24   | 25             |
| 0             | 51   | 70             | 3             | 00   | 20             |
| 0             | 55   | 65             | 4             | 00   | 15             |
| 1             | 00   | 60             | 6             | 00   | 10             |
| 1             | 05   | 55             | 12            | 00   | 5              |

**PASSENGER TRAINS AND FREIGHT TRAINS**

**1157-C1. Maximum Speeds, unless otherwise Specified**

| Main Line Between:                             | Single Track | No. 4 Track |            | No. 3 Track |            | No. 2 Track |            | No. 1 Track |
|--|--------------|-------------|------------|-------------|------------|-------------|------------|-------------|
|  | Pggr. Frt.   | Pggr. Frt.  | Pggr. Frt. | Pggr. Frt.  | Pggr. Frt. | Pggr. Frt.  | Pggr. Frt. |             |
| Region Post (Pgh. Reg.) and Custer             |              |             |            |             |            | 60          | 50         | 60          |
| Custer and Scio                                |              |             |            | 60          | 50         | 60          | 50         | 20          |
| Scio and Dennison                              |              |             |            |             |            | 60          | 50         | 60          |
| Dennison and First St., Newark (C. & N. Div.)  |              |             |            |             |            | 70          | 50         | 70          |
| Joyce Ave. and Neilston                        |              |             |            |             |            | 20          | 20         | 20          |
| High St. and Water St.                         |              |             |            |             |            | 10          | 10         | 10          |
| Water St. and Xenia                            |              |             |            |             |            | 70          | 50         | 70          |
| Xenia and Waynesville                          | 70           | 50          |            |             |            |             |            |             |
| Waynesville and Foster                         | 60           | 50          |            |             |            |             |            |             |
| Foster and Loveland                            |              |             |            |             |            | 60          | 50         | 60          |
| Loveland and East Clare                        | 60           | 50          |            |             |            |             |            |             |
| East Clare and Red Bank                        |              |             |            |             |            | 60          | 50         | 60          |
| Red Bank and East Norwood                      | 60           | 50          |            |             |            |             |            |             |
| Xenia and Clement                              | 70           | 50          |            |             |            |             |            |             |
| Clement and Dutoit St.                         | 40           | 30          |            |             |            |             |            |             |
| Dutoit St. and Wolf Creek                      |              |             |            |             |            | 40          | 30         | 40          |
| Wolf Creek and Mile Post 19                    | 40           | 30          |            |             |            |             |            |             |
| Mile Post 19, west of Wolf Creek and New Paris | 70           | 50          |            |             |            |             |            |             |
| Front St. and Dennison Ave.                    |              |             | 30         | 30          | 15         | 15          |            |             |
| Dennison Ave. and Olentangy                    |              |             | 30         | 30          |            |             |            |             |

| Main Line Between:                                     | Single Track | No. 4 Track |            | No. 3 Track |            | No. 2 Track |            | No. 1 Track |    |
|--|--------------|-------------|------------|-------------|------------|-------------|------------|-------------|----|
|  | Pggr. Frt.   | Pggr. Frt.  | Pggr. Frt. | Pggr. Frt.  | Pggr. Frt. | Pggr. Frt.  | Pggr. Frt. | Pggr. Frt.  |    |
| Olentangy and Rice                                     |              |             |            |             |            | 50          | 50         | 50          | 50 |
| Rice and West Rice                                     |              |             |            | 30          | 30         | 50          | 50         | 50          | 50 |
| West Rice and West Bradford                            |              |             |            |             |            | 50          | 50         | 50          | 50 |
| West Bradford and New Paris                            | 50           | 50          |            |             |            |             |            |             |    |
| New Paris and Mile Post 19                             |              |             |            |             |            | 70          | 50         | 70          | 50 |
| Mile Post 119 and West 2nd Street                      |              |             |            |             |            | 10          | 10         | 10          | 10 |
| Richmond, West 2nd Street and Region Post (S'wn. Reg.) |              |             |            |             |            | 75          | 50         | 75          | 50 |
| Richmond Branch Between:                               |              |             |            |             |            |             |            |             |    |
| East Norwood and Old Liver Junction                    | 60           | 50          |            |             |            |             |            |             |    |
| New River Jct. and Glen                                | 60           | 50          |            |             |            |             |            |             |    |
| Newman and Mile Post 88                                | 50           | 40          |            |             |            |             |            |             |    |
| Mile Post 88 and Mile Post 100                         | 60           | 50          |            |             |            |             |            |             |    |
| Mile Post 100 and Mile Post 103                        | 50           | 40          |            |             |            |             |            |             |    |
| Mile Post 103 and Mile Post 120                        | 60           | 50          |            |             |            |             |            |             |    |
| Mile Post 120 and Mile Post 127                        | 50           | 40          |            |             |            |             |            |             |    |
| Mile Post 127 and Mile Post 136                        | 60           | 50          |            |             |            |             |            |             |    |
| Mile Post 136 and Mile Post 147                        | 50           | 40          |            |             |            |             |            |             |    |
| Mile Post 147 and Mile Post 157                        | 60           | 50          |            |             |            |             |            |             |    |
| Mile Post 157 and Mile Post 162                        | 50           | 40          |            |             |            |             |            |             |    |
| Mile Post 162 and Anoka                                | 60           | 50          |            |             |            |             |            |             |    |
| Port Wayne Branch Between:                             |              |             |            |             |            |             |            |             |    |
| Newman and Adams                                       | 35           | 35          |            |             |            |             |            |             |    |
| Undercliff Branch Between:                             |              |             |            |             |            |             |            |             |    |
| Red Bank and Rendcomb Jct.                             |              |             |            |             |            | 30          | 30         | 30          | 30 |
| Valley and Rendcomb Jct.                               | 30           | 30          |            |             |            |             |            |             |    |

|  | Single Track   |      | No. 4 Track |      | No. 3 Track |      | No. 2 Track |      |
|--|----------------|------|-------------|------|-------------|------|-------------|------|
|  | Pagr.          | Frt. | Pagr.       | Frt. | Pagr.       | Frt. | Pagr.       | Frt. |
|  | Miles per Hour |      |             |      |             |      |             |      |
| <b>Zanesville Branch</b><br><b>Between:</b><br>New Lexington and Bremen              | 40             | 40   |             |      |             |      |             |      |
| <b>Akron Branch</b><br><b>Between:</b><br>Reg. Post (Lake Reg.) and<br>Mile Post 139 | 35             | 35   |             |      |             |      |             |      |
| Mile Post 139 and Pennor<br>Crossing   | 30             | 30   |             |      |             |      |             |      |
| <b>Sandusky Branch</b><br><b>Between:</b>  |                |      |             |      |             |      |             |      |
| North Fields and<br>Region Post (Lake Reg.)  |                |      |             |      | 35          | 35   |             |      |

**1157-C3. Wreck Trains and Work Trains**

|   | Boom Trailing  |      | Boom Forward |      | On Curves |      |
|---|----------------|------|--------------|------|-----------|------|
|   | Miles per Hour |      |              |      |           |      |
|   | Wreck          | Work | Wreck        | Work | Wreck     | Work |
| <b>on Line</b><br><b>Between:</b><br>Reg. Post (Pgh. Reg.) and<br>Rich..... | 40             | 40   | 30           | 30   | 30        | 30   |
| Rich and First St., Newark<br>& N. Div.....                                 | 50             | 40   | 30           | 30   | 30        | 30   |
| orce Avenue and Thorne.....   | 50             | 30   | 40           | 30   | 40        | 30   |
| ia and East Norwood.....  | 40             | 30   | 30           | 20   | 30        | 20   |
| <b>anches</b><br><b>Between:</b><br>on.....                                 | 30             | 30   | 25           | 20   | 25        | 20   |
| <b>Sandusky</b><br><b>Between:</b><br>North Fields and Worthington.....     | 30             | 30   | 25           | 20   | 25        | 20   |
| iamond.....   | 35             | 30   | 25           | 20   | 25        | 20   |
| Wayne.....  | 35             | 30   | 25           | 20   | 25        | 20   |
| dercliff.....   | 30             | 30   | 20           | 20   | 20        | 20   |
| esville.....  | 30             | 30   | 30           | 20   | 30        | 20   |
| <b>Secondary Tracks</b><br>esville.....                                     | 30             | 30   | 30           | 20   | 30        | 20   |
| dercliff.....   | 30             | 30   | 25           | 20   | 25        | 20   |
| <b>ow</b><br><b>Between:</b><br>omen and Lancaster.....                     | 25             | 30   | 25           | 20   | 25        | 20   |
| ncaster and MS.....   | 25             | 25   | 25           | 20   | 25        | 20   |
| ringfield.....  | 30             | 30   | 20           | 20   | 20        | 20   |
| urt St.....   | 20             | 20   | 15           | 15   | 15        | 15   |
| ddletown.....   | 20             | 20   | 15           | 20   | 15        | 20   |
| dercliff.....   | 30             | 30   | 20           | 20   | 20        | 20   |

On tracks where maximum speed is 60 miles per hour or more, passenger trains consisting of more than 30 cars of all passenger equipment may be operated at a maximum speed of 60 miles per hour except where otherwise restricted.

Passenger trains with freight cars not equipped for passenger service must not exceed maximum speed for freight trains unless otherwise instructed.

Between Acre and Newark, New Paris and Thorne, with the current of traffic, where Passenger Train speed is 60 miles per hour or more, except where otherwise restricted, work trains consist of TTX, Box, Stock, and Refrigerator Train Equipment, Trains TT-3, TT-4 and LCL-3 are authorized to operate at maximum speed of 60 miles per hour. When handling such trains, conductor must know the engine number have been so advised.

**1157-C2. Operating Against Current of Traffic Except where Rule 261 is in Effect.**

| Entire Region         | Miles Per Hour |
|-----------------------|----------------|
| Passenger Trains..... | 50             |
| Freight Trains.....   | 40             |

Work trains without crane may operate at speed authorized for freight trains, unless otherwise instructed.

| Main Lines*  | Miles per Hour |
|--|----------------|
| <b>1157-C4.</b> Circus Trains.....   | 30             |
| <b>1157-C5.</b> Revenue trains handling machinery of rotary or swinging type, such as cranes, derricks, steam shovels, etc., moving on own wheels—see <b>Rule 4155-A.</b>  |                |
| —on straight track.....  | 30             |
| —on curves.....  | 20             |
| <b>1157-C6.</b> Freight Trains with 30 or more cars of mineral freight.....  | 35             |
| Freight Trains with 30 or more cars Class HK, HM, HMA, U22, PRR G-38 gondolas or similar JENNY type cars loaded or empty.....  | 35             |
| <b>FORT WAYNE BRANCH:</b><br><b>RICHMOND BRANCH:</b><br>The movement of class HK, HM or HMA cars is prohibited except between:<br>Anoka and Newman<br>Adams and Newman<br><b>NOTE</b> —When handling such trains conductors must know that enginemen have been so advised. |                |
| <b>1157-C7.</b> Snow Plows in service.....   | 20             |
| Snow Flangers in service.....  | 20             |
| Passing station platforms and trains on adjacent tracks.<br><b>NOTE</b> —Must not be pushed with an engine or engines having more tractive effort than one LIS engine.   | 5              |
| <b>1157-C11.</b> Passenger train assisted by an engine on rear and air brake controlled by leading engine.....   | 30             |
| <b>1157-C12.</b> Pushing Cars—Passenger trains.....  | 30             |
| —Freight trains.....   | 20             |
| <b>1157-C13.</b> Track cars—unless otherwise restricted....  | 20             |
| —when hauling track cars or trailers.....  | 15             |
| —hand cars operated under <b>Rule 80</b> .....   | 8              |
| —through crossovers and turnouts, and over highway and railroad crossings.....   | 5              |
| <b>1157-C14.</b> Highway Rail Cars—unless otherwise restricted.....  |                |
| —Fairmont A-34.....  | 30             |
| —Fairmont A-30.....  | 20             |
| —Willys Jeep.....  | 20             |
| —Evans Auto Railer...<br>—through crossovers and turnouts, and over highway and railroad crossings..   | 20<br>5        |
| <b>NOTE</b> —Highway Rail Cars will operate under same rules and Special Instructions that apply to Track Cars.  |                |
| <b>1157-C15.</b> Diesel engines when operated from rear unit or other than leading end for direction of movement.....  | 30             |
| *When operating over territory other than Main Line, conform to maximum speeds for freight trains in such territory, but not exceeding the speed indicated above.  |                |

| TURNOUTS  |                |
|---|----------------|
| 1157-D1. Maximum Speed  |                |
|   | Miles per Hour |
| Non-Interlocked turnouts—diverging movements, through No. 8 crossovers and turnouts.....                  | 10             |
| Rice—No. 3 to No. 2 track Trailing—Springing switch through turnout.....                                  | 30             |
| CURVES, BRIDGES, ETC.   |                |
| 1157-F1. Maximum Speed  |                |
| Main Line:  | Miles per Hour |
| First and second curves west of Tunnel No. 5.....   | 40             |
| First and second curves east of Mile Post 52.....   | 50             |
| Curves between Mile Post 52 and Mile Post 67, west of Cadiz Jct.....                                      | 55             |
| Jewett Street, Dennison and Water Street, overhead bridge, Uhrichsville.....                              | 30             |
| First curve east of Mile Post 94, west of Uhrichsville..  | 60             |
| Newcomertown, College Street and Goodrich Street..  | 50             |
| Curve at Mile Post 122, West of WV.....   | 60             |
| Coshocton, Locust Street and Walnut Street.....   | 20             |
| Curves between Mile Post 125 and Mile Post 126, east of Tyndall.....                                      | 60             |
| On reverse curve at Mile Post 148, east of Hanover....  | 60             |
| First and second curves west of Hanover.....  | 60             |
| Newark, Cedar Street and { Passenger trains.....  | 25             |
| B. & O. R. R. crossing. .... { Freight trains.....  | 15             |
| Newark, B. & O. R. R. crossing.....   | 15             |
| Joyce Avenue—Within interlocking limits.....  | 15             |
| High Street interlocking limits.....  | 10             |
| Columbus—Over all street grade crossings.....   | 45             |
| —Between Water Street grade crossing and west end of first curve west of Scioto River Bridge.....         | 25             |
| London—Within corporate limits.....   | 35             |
| South Charleston—Curve west of Mile Post 36.....  | 50             |
| Xenia—East end Xenia Yard—Curve west of Mile Post 53, No. 1 track.....                                    | 60             |
| —First curve west of Station.....   | 25             |
| —Curves between Mile Post 1 and Mile Post 2...<br>—Over other street grade crossings on single track..... | 50<br>25       |
| Curve Mile Post 60, east of Spring Valley.....  | 50             |
| Curve Mile Post 71, west of Waynesville.....  | 50             |
| Curve Mile Post 73, east of Oregonia.....   | 40             |
| Curves Mile Post 76 to west of Mile Post 79, west of Oregonia.....  | 40             |
| Curve east of Bridge 82.95 and through Morrow.....  | 15             |
| Between Mile Post 84 and a point 1000 feet east thereof   | 30             |
| Curves Mile Post 86 to west of Mile Post 87, east of South Lebanon.....                                   | 40             |



| Main Line:  | Miles<br>per Hour |
|---|-------------------|
| Curves So. Lebanon to 3960 ft. west of Kings Mills.....   | 40                |
| Between Mile Post 93 and a point 500 feet west thereof,<br>No. 2 track.....   | 40                |
| Curve Mile Post 93, west of Foster.....   | 40                |
| Curves Mile Post 93 to Mile Post 97, Loveland.....  | 50                |
| Within Corporate limits Loveland.....   | 15                |
| Between Mile Post 99 and Mile Post 101, East of<br>Donnelly.....  | 40                |
| Curves Mile Post 100 and second curve east of Mile<br>Post 101, west of Branch Hill.....  | 40                |
| Curves Mile Post 101, east of Donnelly to Bridge<br>102.53, west of Miamiville.....   | 50                |
| Curves Mile Post 104, west of Camp Dennison to Mile<br>Post 106, west of Milford.....   | 40                |
| Curves east of Mile Post 108, west of Terrace Park, to<br>west of Mile Post 109, east of Plainville.....                          | 50                |
| Curves Red Bank to East Norwood.....  | 40                |
| Dayton—All street grade crossings Dutoit St. to Wolf<br>Creek.....  | 25                |
| Brookville—Within corporate limits.....   | 35                |
| West Sonora—Curve 2.0 miles west of.....  | 65                |
| West Manchester—Within corporate limits.....  | 35                |
| First curve east of Mile Post 49, east of New Paris.....  | 65                |
| Olentangy—Within Interlocking limits.....   | 30                |
| Columbus—Between Olentangy and Mile Post 3.....   | 30                |
| —Curves between Mile Post 3 and Scioto<br>River Bridge 4.17.....  | 40                |
| Urbana—Over street grade crossings.....   | 25                |
| Piqua Crossing—Freight trains on No. 2 track between<br>Mile Post 70 and Piqua Crossing.....                                      | 30                |
| Bradford—Curves between Interlocking Station and<br>Miami Ave.....  | 25                |
| —Over street grade crossings.....   | 20                |
| Greenville—First curve west of Mile Post 94.....  | 25                |
| —Mile Post 95 to Signal 955.....  | 45                |
| Hewitt—Curve between Interlocking Station and Mile<br>Post 103.....   | 35                |
| New Paris—First curve west of Mile Post 114.....  | 55                |
| Glen—First curve west of Mile Post 116.....   | 60                |
| —Within interlocking limits.....  | 50                |
| Richmond—First curve east of Mile Post 119.....   | 60                |
| —On Passenger Station tracks.....   | 5                 |
| —Curves east and west of Mile Post 120.....   | 10                |
| Hills—Curve west of Mile Post 122, Track No. 2.....   | 65                |
| <b>Richmond Branch:</b>   |                   |
| Curves Norwood and East Switch, Oakley to 885 feet<br>west of Mile Post 12.....   | 40                |
| Curve Mile Post 15 to Mile Post 16, Reading.....  | 40                |
| Curve Mile Post 25 to Mile Post 26, east of Mosler.....   | 40                |
| Curves Mile Post 30 to Old River Jct.....   | 15                |
| Over street crossings, Hamilton.....  | 25                |
| Over street crossings, Eaton.....   | 30                |
| Curve Mile Post 69, three miles east of Glen.....   | 50                |
| Curve east of Mile Post 72, east of Glen.....   | 30                |
| Between Mile Post 75 west of Newman and Mile<br>Post 81 east of Greens Fork.....  | 30                |
| Curves east of Mile Post 101, east of New Castle to<br>Broad.....   | 40                |
| Curve east of Mile Post 122, east of Delco.....   | 40                |
| Between Gridley and Dow.....  | 30                |
| Curve at Dow, N. Y. C. Crossing.....  | 40                |
| Between one-half mile west of Mile Post 136 west of<br>Frankton and one-half mile west of Mile Post 147,<br>west of Windfall..... | 30                |
| Elwood—Within corporate limits.....   | 30                |
| Over street crossings, Kokomo.....  | 30                |

|  | Miles<br>per Hour |
|--|-------------------|
| <b>Fort Wayne Branch:</b>  |                   |
| Curve at Mile Post 1, west of Newman.....  | 30                |
| First Curve east of Mile Post 24, east of Winchester.....  | 30                |
| Curves west of Mile Post 24, Winchester.....   | 15                |
| Winchester to a point 700 feet west of Mile Post 25.....   | 15                |
| Curves Mile Post 33, Ridgeville.....   | 25                |
| First Curve west of Mile Post 43, Portland.....  | 30                |
| Curve over Erie and N. K. P. Crossing, Decatur.....  | 30                |
| <b>Akron Branch:</b>   |                   |
| Within interlocking limits and through North Transfer<br>Track, Orrville.....  | 15                |
| Between Mile Post 73 and Mile Post 80.....   | 25                |
| Between Broadway and Walnut Street, Westerville.....   | 30                |
| Windsor Avenue, north of Pennor Crossing.....  | 15                |
| Pennor-Crossing within Interlocking Limits.....  | 15                |
| <b>Sandusky Branch:</b>  |                   |
| Between North Fields and Mile Post 5.....  | 20                |
| <b>Zanesville Branch:</b>  |                   |
| Bridge 39.30, 1320 feet west of Mile Post 39, west of<br>New Lexington.....  | 20                |
| Junction City B. & O. R. R. Crossing.....  | 15                |
| Bremen, within corporate limits.....   | 10                |
| <b>Undercliff Secondary Track:</b>   |                   |
| Between Rendcomb Jct. and Undercliff on No. 2 track.....   | 15                |
| Between Undercliff and Cincinnati on No. 1 and No. 2<br>track with the assigned direction of traffic.....                              | 30                |
| Between Undercliff and Cincinnati on No. 1 and No. 2<br>track against the assigned direction of traffic.....                           | 20                |
| <b>Zanesville Secondary Track:</b>   |                   |
| Between Mile Post 1 and Mile Post 4.....   | 15                |
| Dresden, within corporate limits.....  | 8                 |
| Between Bridge 8.87 and 600 feet east.....   | 10                |
| Zanesville, within corporate limits.....   | 15                |
| Curves between Zanesville and Fair Oaks.....   | 15                |
| South Zanesville, Main Street Crossing.....  | 15                |
| Between Eastward Distant Signal Darlington and<br>2800 feet east.....  | 10                |
| Between a point 2000 feet east of Mile Post 24 and<br>Mile Post 25 two miles east of Roseville.....                                    | 15                |
| Crooksville, Main Street crossing.....   | 10                |
| <b>Morrow Secondary Track:</b>   |                   |
| Bremen, within corporate limits.....   | 10                |
| Circleville, Clinton St., and N. & W. R. R. Crossing.....  | 10                |
| Circleville, between a point one-half mile east of<br>Mile Post 83, west of Circleville and a point one-half<br>mile west thereof..... | 25                |
| New Holland, within corporate limits.....  | 8                 |
| Washington C. H., over B. & O. and D. T. & I. R. R.<br>crossing.....   | 20                |
| Sabina, within corporate limits.....   | 15                |
| Sabina, Howard Street crossing.....  | 5                 |
| Wilmington, within corporate limits.....   | 8                 |
| Ogden (West of, Mile Post 136): Over Pyles crossing.....   | 15                |
| Hicks, between a point 2700 feet west of Mile Post<br>142 and 3000 feet west thereof.....  | 15                |
| Morrow, within corporate limits.....   | 15                |

| <b>Court St. Secondary Track:</b>   | Miles per Hour |
|---|----------------|
| Curves end of secondary track to Mile Post 27, Lebanon.....               | 15             |
| Curves Mile Post 29 to Mile Post 31, east of Hageman.....                 | 15             |
| Curves Mile Post 38 to Mile Post 39, west of Mason.....                   | 15             |
| Curves Mile Post 47, Deer Park to Mile Post 50, McCullough.....           | 15             |
| Over Main Street Crossing Norwood.....                                    | 5              |
| Cleany Ave., and Woodburn Ave.....  | 10             |
| <b>Springfield Secondary Track:</b>                                       |                |
| Xenia—Through Detroit Street.....   | 6              |
| —Between Detroit Street and Passenger station.....                        | 15             |
| Bridge 0.13—0.13 mile east of Xenia.....                                  | 10             |
| Bridge 3.14—3.14 miles east of Xenia.....                                 | 20             |
| Bridge 6.37—6.37 miles east of Xenia.....                                 | 20             |
| Yellow Springs—Between 2640 feet west and 2640 feet east of Route 68..... | 20             |
| Bridge 10.29—0.29 mile east of Yellow Springs.....                        | 10             |
| Over crossing (Leffel's Lane) 400 feet west of Mile Post 17.....          | 5              |
| Over crossing (Possum Road) 3060 feet west of Mile Post 17.....           | 5              |
| Springfield—Over Limestone Street, Fountain Avenue and Center Street..... | 6              |
| —Over all other street grade crossings.....                               | 20             |

### ENGINES

#### 1157-G1. Maximum Speeds, unless otherwise restricted

| Class                               | Miles per Hour |            |
|-------------------------------------|----------------|------------|
|                                     | Light          | With Train |
| Rail Motor Car or Cars.....         | 65             |            |
| RDC (Budd Cars) Multiple Units..... | 75             |            |
| RDC (Budd Cars) Single Units.....   | 50             |            |
| Rail Detector Cars.....             | 50             |            |
| <b>Diesel Units:</b>                |                |            |
| Road "A" and "B" Unit Types—        |                |            |
| Passenger.....                      | 60             | 75         |
| Freight, except EH-15.....          | 50             | 65         |
| EH-15.....                          | 50             | 50         |
| Freight-Passenger.....              | 60             | 75         |
| Shifter Types—                      |                |            |
| All Classes, except following:..... | 50             | 60         |
| APS-24MS.....                       | 60             | 75         |
| AS-16MS, EFS-17M, ES-15MS.....      | 50             | 65         |
| ES-15A.....                         | 30             | 55         |
| ES-6 (#5911 only).....              | 30             | 40         |
| GS-4, GS-4M.....                    | 30             | 30         |
| A6-B.....                           | 20             | 20         |
| Single Units—Light—                 |                |            |
| All Classes, except A6-B.....       | 30             |            |
| A6-B.....                           | 20             |            |

NOTE—Diesel unit type designations:  
Second letter (and third where used) in unit type designation indicates service as follows:

- "P"—Passenger.
- "F"—Freight.
- "H"—Freight (Helper).
- "FP"—Freight-Passenger.
- "S"—Shifter.
- "PS"—Shifter, Passenger.
- "FS"—Shifter, Freight.

Numerals indicate engine horsepower in nearest hundreds.

### SECONDARY TRACKS, RUNNING TRACKS AND SIDINGS

#### 1157-H1. Maximum speeds, unless otherwise specified

| Track                  | Between  | And                | Miles per Hour |
|------------------------|--|--------------------|----------------|
| Cadiz.....             | Cadiz Jet.....   | Georgetown Jct.... | 20             |
| Cadiz.....             | Georgetown Jct....                                       | Hanna.....         | 15             |
| No. 101.....           | Uhlich.....  | Dyke.....          | 15             |
| Zanesville.....        | RY.....  | New Lexington....  | 30             |
| Morrow.....            | Bremen.....  | MS.....            | 30             |
| No. 1 and No. 2.....   | Fourth Street....  | Olentangy.....     | 15             |
| No. 3 and No. 4.....   | Glen.....  | Newman.....        | 15             |
| Springfield.....       | Xenia.....   | Springfield.....   | 30             |
| Court St.....          | Lebanon.....   | Cincinnati.....    | 20             |
| Middletown.....        | 925 feet east of Mile Post 4 (Oxford Road Crossing)..... | Middletown Jct.... | 20             |
| Eastward.....          | Bradford.....  | East Bradford....  | 15             |
| Westward.....          | East Bradford....  | Bradford.....      | 15             |
| Greenville Siding..... | Greenville.....  | East Greenville..  | 10             |
| All Other Sidings..... |  |                    | 15             |
| Undercliff.....        | Rendcomb Jet....   | Undercliff.....    | 15             |
| Undercliff.....        | Undercliff.....  | Cincinnati.....    | 30             |
| Undercliff.....        | Undercliff.....  | Cincinnati.....    | 20*            |

\*For movements against assigned direction of traffic.

**1157-J1.** In the application of **Rule 113**, movement on the following tracks must not exceed the speed indicated, prepared to stop short of other movements, obstruction, or switch not properly lined:

| Track           | Between       | And                  | Miles per Hour |
|-----------------|---------------|----------------------|----------------|
| Yard Running..  | Vance.....    | Mathews.....         | 15             |
| Industrial..... | Clement.....  | Hemstead.....        | 15             |
| Industrial..... | Dayton.....   | Lytle.....           | 15             |
| Dresden.....    | Killbuck..... | Ayres Mineral.....   | 10             |
| Howard.....     | Howard.....   | Millwood Sand Co.... | 10             |

#### Zanesville Secondary Track

##### ZANESVILLE TERMINAL R. R.:

**1159-A1.** Cars with a gross weight of over 210,000 pounds are prohibited.

##### Zanesville Branch

##### NEW LEXINGTON—JUNCTION CITY:

**1159-A2.** Trains handling N. Y. C. R. R., cars with a gross weight of 320,000 pounds are restricted to the speed indicated while passing over the following bridges:

| Bridge No. | Location              | Miles Per Hour |
|------------|-----------------------|----------------|
| 39.30      | West of New Lexington | 10             |
| 41.76      | East of Junction City | 20             |

**ENGINE AND SPECIAL LOAD RESTRICTIONS**

**1160-A1. Engines and special loads are restricted at locations shown below:**

NOTE—Letters and figures indicate;

- X—Prohibited.
- A—Backward movement prohibited.
- B—Backward movement restricted to speed indicated.
- D—Operation of engines coupled prohibited.
- E—Restricted account light rail.
- M—Prohibited beyond markers.
- O—Prohibited except in detour or emergency service.
- T—Prohibited on trestle.

Figures 5, 10, 15, etc., indicate maximum speed at which engines specified may be operated.

The small letter in parenthesis shown in location column indicates reference NOTE shown at end of table.

Engines of classes other than those listed shall not be run over any portion of the region unless authorized by Superintendent Transportation.

Class of engines and special loads listed under each numbered and lettered column of this page will apply to corresponding columns of all succeeding pages of this Instruction.

| LOCATION   | CLASS OF ENGINES |  |   |  |   |       | SPECIAL LOADS |   |   |   |   |  |
|--|------------------|--|---|--|---|-------|---------------|---|---|---|---|--|
|  | COLUMN           | 1  | 2   | 3  | 4   | 5     | 6             | L | M | I | J |  |
|  |                  | AS6, A6B, B86, B86A, B87, B87M, E86, G84, G84M | AS10, AS10A, AS10AM, AS10AS, AS10AMS, AS10M, AS10S, AS10SM, BS10, BS10A, BS10AM, BS10AS, BS12, BS12AM, BS12AMS, BS12AS, BS12M, ES10, ES12, ES12M, FS10, AS16M, AS16, AS16M, AS16MS, AF16, BF16, BF16A, BF16M, ES16M, ES16MS, EF16M, EF16, EF16A, EF16M, EF16MS, FS12, FS12M, FS16M, FS20, FS20M, FF16 | AS18AM, AS24M, AFP20, BS16M, BS16MS, EP20, EP22, FP20, FP20A | AS16A, AFS24MS, BS24, BS24M, BF16Z, BP20, ES15A, ES17M, FS24M, FF20, LS25 | LS26M | BH60          |   |   |   |   |  |
| <b>MAIN LINE</b>   |                  |  |   |  |   |       |               |   |   |   |   |  |
| <b>MILE POST 52 (West of):</b><br>Jefferson Coal Co., Sidney No. 2 mine, on empty tracks west of tipple..... | X                | X  | X   | X  | X   | X     | X             | X | X | X | X |  |
| <b>SCIO:</b><br>Scio pottery tracks.....   |                  |  |   |  |   |       | X             |   | X | X | X |  |
| <b>MILE POST 88 (West of):</b><br>Meechan Mine beyond a point 250 ft. west of frog.....                      |                  |  |   |  |   |       |               | X | X | X | X |  |
| <b>DENNISON:</b><br>East end west bound yard, tracks Nos. 11, 13, and 15.....                                |                  |  |   |  |   |       | X             | X | X | X | X |  |

| COLUMN  | CLASS OF ENGINES |   |   |   |   |   | SPECIAL LOADS |   |   |   |   |
|---|------------------|---|---|---|---|---|---------------|---|---|---|---|
|   | 1                | 2 | 3 | 4 | 5 | 6 | L             | M | I | J |   |
| Superior No. 2 plant.....   |                  |   |   |   | X | X | X             | X | X | X | X |
| Ferguson-Edmundson Tracks.....  |                  |   |   |   | X | X | X             | X | X | X | X |
| Dennison Sewer Pipe Co. lead track.....   |                  |   |   |   |   | X | X             | X | X | X | X |
| Dennison Sewer Pipe Co., track beyond a point 50 ft. east of crossing.....  |                  |   |   |   | X | X | X             | X | X | X | X |
| Beyond a point 200 ft. west of switch leading to tracks east of inspection shed.....  |                  |   |   |   |   | X | X             | X | X | X | X |
| Old wreck train, Oil house, High-Ball and Work train tracks beyond in-bound switch.....   |                  |   |   |   |   | X | X             | X | X | X | X |
| Coal dock, alley tracks and shop yard.....  |                  |   |   |   |   | X | X             | X | X | X | X |
| Beyond No. 14 switch west and eastward yard.....  |                  |   |   |   |   | X | X             | X | X | X | X |
| Beyond point of switch to No. 12 track, east end of eastward yard.....  |                  |   |   |   |   | X | X             | X | X | X | X |
| West end No. 10 Shop track.....   |                  |   |   |   |   | X | X             | X | X | X | X |
| <b>UHRICHSVILLE:</b>  |                  |   |   |   |   |   |               |   |   |   |   |
| Freight Station track.....  |                  |   |   |   |   | X | X             | X | X | X | X |
| Twin City Gro. Co. track.....   |                  |   |   |   |   | X | X             | X | X | X | X |
| Farm Bureau Cooperative track.....  | X                | X | X | X | X | X | X             | X | X | X | X |
| Royal Southern Industrial track.....  |                  |   |   |   |   | X | X             | X | X | X | X |
| <b>MILE POST 94 (East of):</b><br>Universal Sewer Pipe Co. tracks.....  |                  |   |   |   |   |   | X             | X | X | X | X |
| <b>MILE POST 96 (East of):</b><br>Ohio Sewer Pipe Co., track.....   |                  |   |   |   |   |   | X             | X | X | X | X |
| <b>GNADENHUTTEN:</b><br>Stocker Sand and Gravel plant.....  |                  |   |   |   |   |   | X             |   |   |   | X |
| <b>MILE POST 98 (West of):</b><br>Ross Clay Co., track.....   |                  |   |   |   |   |   | X             | X | X | X | X |
| <b>MILE POST 100 (East of):</b><br>Belden Brick Co., north of road crossing.....  |                  |   |   |   |   |   | X             | X | X | X | X |
| <b>PURT WASHINGTON:</b><br>Station track beyond a point 200 ft. west of frog.....   |                  |   |   |   |   |   | X             | X | X | X | X |
| <b>NEWCOMERSTOWN:</b><br>Canton Brick Co. and Standard Oil Co. tracks.....  |                  |   |   |   |   |   | X             | X | X | X | X |
| Panhandle House track.....  |                  |   |   |   |   |   | X             |   |   |   | X |
| All connections to yard off No. 6 track.....  |                  |   |   |   |   |   |               | X |   |   | X |
| No. 24 track connection with Ash Pit track and Ladder track, south end of yard.....   |                  |   |   |   |   |   | X             | X | X | X | X |
| Wye tracks.....   |                  |   |   |   |   |   | X             | X | X | X | X |
| East end of freight house track.....  |                  |   |   |   |   |   | X             | X | X | X | X |
| <b>WEST LAFAYETTE:</b><br>Moore Stamping and Enameling Co.....  |                  |   |   |   |   |   |               | X |   |   | X |
| Industrial track, 100 ft. east of highway crossing to end of track.....   |                  |   |   |   |   |   | E             |   | E | E | E |
| <b>COSHOCOTON:</b><br>Clow and freight house tracks.....  |                  |   |   |   |   |   | X             | X | X | X | X |
| Wye tracks.....   |                  |   |   |   |   |   |               | X | X | X | X |
| American Art Works and old paper mill tracks.....   |                  |   |   |   |   |   | X             | X | X | X | X |
| Indian Refining Co. track.....  |                  |   |   |   |   | X | X             | X | X | X | X |
| Coshocton Milling Co.....   |                  |   |   |   |   |   |               | X |   |   | X |
| Coshocton County Farm Bureau Cooperative Assn. track.....   |                  |   |   |   |   |   |               | X |   |   | X |
| <b>TRINWAY:</b><br>East and west ladder tracks leading from drill track to yard.....  |                  |   |   |   |   |   | X             | X | X | X | X |
| Freight house track.....  |                  |   |   |   |   |   | X             | X | X | X | X |
| <b>NEWARK:</b><br>Home Billman Holoplane Glass, Heisey Glass, Cree-Becker, Dixie Coal, Burke Golf and incline or north track..... |                  |   |   |   |   |   | X             | X | X | X | X |
| No. 1 and No. 2 tracks Freight house.....   |                  |   |   |   |   |   |               |   |   |   | X |
| No. 1 and No. 2 tracks Freight beyond restriction board 100 ft. west of Freight house.....  |                  |   |   |   |   |   | X             | X | X | X | X |



| COLUMN  | CLASS OF ENGINES |   |   |   |    |   | SPECIAL LOADS |    |    |    |
|---|------------------|---|---|---|----|---|---------------|----|----|----|
|   | 1                | 2 | 3 | 4 | 5  | 6 | L             | M  | I  | J  |
| <b>DAYTON:</b>  |                  |   |   |   |    |   |               |    |    |    |
| Kuntz-Johnson Lbr. Co.....  |                  |   |   |   | X  | X | X             | X  | X  | X  |
| C. D. Elliott Co.....   |                  |   |   |   | X  | X |               |    |    |    |
| A B C Coal Co.....  |                  |   |   |   | X  | X | X             | X  | X  | X  |
| Brown Brockmeyer.....   |                  |   |   |   | X  | X | X             | X  | X  | X  |
| Superior Coal Co.....   |                  |   |   |   | X  | X | X             | X  | X  | X  |
| Advance Foundry Co.....   |                  |   |   |   | X  | X | X             | X  | X  | X  |
| West Spice Mill.....  | X                | X | X |   | X  | X | X             | X  | X  | X  |
| Master Electric Co.....   |                  |   |   |   | X  | X |               |    |    |    |
| Huffman Mfg. Co.....  |                  |   |   |   | X  | X | X             | X  | X  | X  |
| Fenton Foundry.....   |                  |   |   |   | X  | X | X             | X  | X  | X  |
| Master Coal & Coke.....   |                  |   |   |   | X  | X |               |    |    |    |
| Dayton Scale.....   |                  |   |   |   | X  | X |               |    |    |    |
| Sterling Fuel Co.....   |                  |   |   |   | X  | X | X             | X  | X  | X  |
| No. 39 Track, Master Electric.....  |                  |   |   |   | X  | X | X             | X  | X  | X  |
| Hewitt Bros. Co.....  |                  |   |   |   | X  | X | X             | X  | X  | X  |
| Atlas Coal Co.....  |                  |   |   |   | X  | X | X             | X  | X  | X  |
| Thompson Fuel Co.....   |                  |   |   |   | X  | X | X             | X  | X  | X  |
| Frederick & Hager Co.....   |                  |   |   |   | X  | X | X             | X  | X  | X  |
| Virginia Coal & Coke Co.....  |                  |   |   |   | X  | X | X             | X  | X  | X  |
| Geo. Behm & Son Co.....   |                  |   |   |   | X  | X | X             | X  | X  | X  |
| May & Co.....   |                  |   |   |   | X  | X | X             | X  | X  | X  |
| Team Tracks, Wayne Ave.....   |                  |   |   |   | X  | X | X             | X  | X  | X  |
| Union Storage Co.....   |                  |   |   |   | X  | X | X             | X  | X  | X  |
| Industrial Chemical Co.....   |                  |   |   |   | X  | X | X             | X  | X  | X  |
| Burkett Closed Body Co.....   | X                | X | X | X | X  | X | X             | X  | X  | X  |
| Rike-Kumler Co.....   |                  |   |   |   | X  | X | X             | X  | X  | X  |
| Cherokee Coal & Iron Co.....  |                  |   |   |   | X  | X | X             | X  | X  | X  |
| Dicks-Pontias Co.....   |                  |   |   |   | X  | X | X             | X  | X  | X  |
| Lebanon Track Connection to<br>D. U. Ry.....  |                  |   |   |   | X  | X | X             | X  | X  | X  |
| Pennsylvania Coal & Iron Co. at<br>Dale Ave.....  |                  |   |   |   | X  | X | X             | X  | X  | X  |
| Dayton Power & Light Co.<br>(Longworth St. Steam Plant)<br>South Track.....                   |                  |   | X | X | X  | X | X             | X  | X  | X  |
| All other Industrial Tracks<br>between Dayton Union Ry. and<br>Water Station, Wolf Creek..... |                  |   |   |   | X  | X | X             | X  | X  | X  |
| <b>BRIDGE 19.36:</b>  |                  |   |   |   |    |   |               |    |    |    |
| 1.56 m. west of Wolf Creek.....   |                  |   |   |   | 50 |   | 50            | 60 | 50 | 50 |
| <b>BROOKVILLE:</b>  |                  |   |   |   |    |   |               |    |    |    |
| Weaver Track.....   |                  |   |   |   | X  | X | X             | X  | X  | X  |
| Clarence Hubler Coal & Lumber<br>Co.....  | T                | T | T | T | T  | T | T             | T  | T  | T  |
| <b>WEST MANCHESTER:</b>   |                  |   |   |   |    |   |               |    |    |    |
| C. N. R. R. Connection.....   |                  |   |   |   | X  | X | X             | X  | X  | X  |
| <b>HILLIARDS:</b>   |                  |   |   |   |    |   |               |    |    |    |
| Farm Bureau Elevator.....   |                  |   |   |   | X  | X | X             | X  | X  | X  |
| <b>PLAIN CITY:</b>  |                  |   |   |   |    |   |               |    |    |    |
| Team Tracks Nos. 3, 4, 5, 6, 7.....   |                  |   |   |   | X  | X | X             | X  | X  | X  |
| <b>MILFORD CENTRE:</b>  |                  |   |   |   |    |   |               |    |    |    |
| Connection with C. C. C. & St. L.<br>Ry.....  |                  |   |   |   | X  | X | X             | X  | X  | X  |
| Crampton Cannery.....   |                  |   |   |   | X  | X | X             | X  | X  | X  |
| <b>URBANA:</b>  |                  |   |   |   |    |   |               |    |    |    |
| Freight House Track and Lead<br>from No. 1 Station Track.....                                 |                  |   |   |   |    |   | X             |    | X  |    |
| Ash Pit Track.....  |                  |   |   |   |    |   | X             | X  | X  | X  |
| Howard Paper Co.....  |                  |   |   |   | X  | X | X             | X  | X  | X  |
| American Aggregates Co.....   |                  |   |   |   | X  | X | X             | X  | X  | X  |
| Transfer Track, American Aggre-<br>gates, to C. C. C. & St. L. Ry.....                        |                  |   |   |   | X  | X | X             | X  | X  | X  |
| <b>ST. PARIS:</b>   |                  |   |   |   |    |   |               |    |    |    |
| D. T. & I. Interchange Track.....   |                  |   |   |   |    |   | X             |    | X  |    |
| D. T. & I. Interchange Track<br>beyond clearance point between<br>tracks at south end.....    |                  |   |   |   | E  | E | E             | E  | E  | E  |
| <b>CONOVER:</b>   |                  |   |   |   |    |   |               |    |    |    |
| Crossover leading to Elevator<br>Track.....   |                  |   |   |   | X  | X |               |    | X  |    |
| <b>PIQUA CROSSING:</b>  |                  |   |   |   |    |   |               |    |    |    |
| North and South Wye.....  |                  |   |   |   |    |   | X             | X  | X  |    |
| <b>PIQUA:</b>   |                  |   |   |   |    |   |               |    |    |    |
| Crossover between tracks in Syc-<br>amore St. east of Wayne St.....                           |                  |   |   |   |    |   |               |    |    |    |
| Malt Track.....   |                  |   |   |   |    |   |               |    |    |    |
| Roosevelt Avenue switch to South<br>Yard.....   |                  |   |   |   | X  | X | X             | X  | X  | X  |
| Coal and Iron Track.....  |                  |   |   |   | X  | X | X             | X  | X  | X  |
| Spiker Track.....   |                  |   |   |   | X  | X | X             | X  | X  | X  |
| Inland Homes Corp.....  |                  |   |   |   | X  | X | X             | X  | X  | X  |
| North Yard Lead.....  |                  |   |   |   | E  |   | X             | X  | X  | X  |
| F. S. Royster Guano Co.....   |                  |   |   |   |    |   | X             | X  | X  | X  |

| COLUMN  | CLASS OF ENGINES |   |   |   |   |    | SPECIAL LOADS |    |    |    |
|---|------------------|---|---|---|---|----|---------------|----|----|----|
|   | 1                | 2 | 3 | 4 | 5 | 6  | L             | M  | I  | J  |
| <b>BRADFORD:</b>  |                  |   |   |   |   |    |               |    |    |    |
| East end Yard C, Tracks 5 and 6.....                      |                  |   |   |   |   |    |               |    |    |    |
| West end Yard C, all Tracks.....                          |                  |   |   |   |   |    |               |    |    |    |
| No. 4 Ash Pit Track.....                                  |                  |   |   |   |   |    |               |    |    |    |
| Westward Turntable Track.....                             |                  |   |   |   |   |    |               | X  | X  | X  |
| Eastbound Receiving Yard.....                             |                  |   |   |   |   |    |               |    |    |    |
| Eastbound Classification Yard.....                        |                  |   |   |   |   |    |               |    |    |    |
| Westbound Receiving Yard.....                             |                  |   |   |   |   |    |               |    |    |    |
| Westbound Classification Yard.....                        |                  |   |   |   |   |    |               |    |    |    |
| Bradford Humps.....                                       |                  |   |   |   |   | X  |               |    |    |    |
| Lumber Track.....   |                  |   |   |   |   |    |               | X  | X  | X  |
| <b>GETTYSBURG:</b>  |                  |   |   |   |   |    |               |    |    |    |
| Seaman Track.....   |                  |   |   |   |   |    |               | X  | X  | X  |
| <b>GREENVILLE:</b>  |                  |   |   |   |   |    |               |    |    |    |
| Inland Steel Container Co.....                            |                  |   |   |   | X | X  | X             | X  | X  | X  |
| Conks Track.....  |                  |   |   |   |   |    |               | X  | X  | X  |
| Fertilizer Track.....                                     |                  |   |   |   |   |    |               | X  | X  | X  |
| Daisy Track.....  |                  |   |   |   |   |    |               | X  | X  | X  |
| Heading Track.....  |                  |   |   |   |   |    |               | X  | X  | X  |
| American Aggregates.....                                  | X                | X | X | X | X | X  | X             | X  | X  | X  |
| NOTE—Cars over 40 feet in<br>length, coupled, restricted. |                  |   |   |   |   |    |               |    |    |    |
| <b>NEW MADISON:</b>                                       |                  |   |   |   |   |    |               |    |    |    |
| Bowers Coal Co.....                                       |                  |   |   |   |   |    |               | X  |    | X  |
| Oil Track.....  |                  |   |   |   |   |    |               |    |    |    |
| <b>BRIDGE 109.86:</b>                                     |                  |   |   |   |   |    |               |    |    |    |
| 5.0 m. west of New Madison.....                           |                  |   |   |   |   | 50 | 50            | 50 | 60 | 50 |
| <b>BRIDGE 113.38:</b>                                     |                  |   |   |   |   |    |               |    |    |    |
| 0.4 mile east of New Paris.....                           |                  |   |   |   |   |    | 50            | 60 | 50 | 40 |
| <b>NEW PARIS:</b>   |                  |   |   |   |   |    |               |    |    |    |
| Mill track, south side.....                               |                  |   |   |   |   |    | X             | X  | X  | X  |
| <b>RICHMOND:</b>  |                  |   |   |   |   |    |               |    |    |    |
| Water Works.....  |                  |   |   |   | X | X  | X             | X  | X  | X  |
| YARD D:   |                  |   |   |   |   |    |               |    |    |    |
| Tracks 12 and 13.....                                     |                  |   |   |   | X | X  | X             | X  | X  | X  |
| YARD F:   |                  |   |   |   |   |    |               |    |    |    |
| Tracks 6, 7, 8, 9 and 10.....                             |                  |   |   |   | X | X  | X             | X  | X  | X  |
| West End Tracks 10 and 11.....                            |                  |   |   |   | X | X  | X             | X  | X  | X  |
| YARD E:   |                  |   |   |   |   |    |               |    |    |    |
| All Tracks.....   |                  |   |   |   | X | X  | X             | X  | X  | X  |
| Richmond Hump.....  |                  |   |   |   | X | X  | X             | X  | X  | X  |
| ENGINEHOUSE:  |                  |   |   |   |   |    |               |    |    |    |
| Sand House, all Tracks.....                               |                  |   |   |   | X | X  | X             | X  | X  | X  |
| Circle Track.....   |                  |   |   |   | X | X  | X             | X  | X  | X  |
| Oil House Track.....                                      |                  |   |   |   | X | X  | X             | X  | X  | X  |
| WEST OF 19th STREET:                                      |                  |   |   |   |   |    |               |    |    |    |
| Cabin Track, west of 19th Street.....                     |                  |   |   |   | X | X  | X             | X  | X  | X  |
| Kemper Bros., 15th Street.....                            |                  |   |   |   | X | X  | X             | X  | X  | X  |
| East End Coal Co.....                                     |                  |   |   |   | X | X  | X             | X  | X  | X  |
| International Harvester.....                              |                  |   |   |   | X | X  | X             | X  | X  | X  |
| 12th Street Yard, all Tracks.....                         |                  |   |   |   | X | X  | X             | X  | X  | X  |
| F. & N. Lawnmower.....                                    |                  |   |   |   | X | X  | X             | X  | X  | X  |
| Coach Tracks 3, 4 and 5.....                              |                  |   |   |   | X | X  | X             | X  | X  | X  |
| Short 7, west of Station.....                             |                  |   |   |   | X | X  | X             | X  | X  | X  |
| Heet Cartright Co.....                                    |                  |   |   |   | X | X  | X             | X  | X  | X  |
| Mather Bros. Coal Co.....                                 |                  |   |   |   | X | X  | X             | X  | X  | X  |
| McGuire Lawnmower.....                                    |                  |   |   |   | X | X  | X             | X  | X  | X  |
| Vortex.....   |                  |   |   |   | X | X  | X             | X  | X  | X  |
| Hole Track.....   |                  |   |   |   | X | X  | X             | X  | X  | X  |
| Freight House, all Tracks.....                            |                  |   |   |   | X | X  | X             | X  | X  | X  |
| Miller Bros.....  |                  |   |   |   | X | X  | X             | X  | X  | X  |
| C. & O. Connection.....                                   |                  |   |   |   | X | X  | X             | X  | X  | X  |
| Davis Track.....  |                  |   |   |   | X | X  | X             | X  | X  | X  |
| International Harvester:                                  |                  |   |   |   |   |    |               |    |    |    |
| 13th, 14th, 15th Streets.....                             |                  |   |   |   | X | X  | X             | X  | X  | X  |
| Cobles Casket Co.....                                     |                  |   |   |   | X | X  | X             | X  | X  | X  |
| Smith Construction Company.....                           |                  |   |   |   | X | X  | X             | X  | X  | X  |
| Palladium Track.....                                      |                  |   |   |   | X | X  | X             | X  | X  | X  |

| COLUMN   | CLASS OF ENGINES |   |   |    |    |    | SPECIAL LOADS |      |    |      |
|--|------------------|---|---|----|----|----|---------------|------|----|------|
|  | 1                | 2 | 3 | 4  | 5  | 6  | L             | M    | I  | J    |
| <b>EAST HAVEN:</b>   |                  |   |   |    |    |    |               |      |    |      |
| Hospital Track beyond 400 feet from derail.....  |                  |   |   |    | X  | X  | X             | X    | X  | X    |
| E. G. Hill Track.....  |                  |   |   |    |    |    |               |      |    |      |
| Joe Hill Track.....  |                  |   |   |    |    |    |               |      |    |      |
| Johns-Manville Tracks A, B, C and D.....   |                  |   |   |    |    |    |               |      |    |      |
| <b>.5 Miles East of Mile Post 124:</b>   |                  |   |   |    |    |    |               |      |    |      |
| Bucyrus Erie Co.....   |                  |   |   |    | X  | X  | X             | X    | X  | X    |
| <b>CENTERVILLE:</b>  |                  |   |   |    |    |    |               |      |    |      |
| Elevator Track.....  |                  |   |   |    | X  | X  | X             | X    | X  | X    |
| Station Track.....   |                  |   |   |    |    |    |               |      |    |      |
| Wayne County Farm Bureau.....  |                  |   |   |    |    |    |               |      |    |      |
| <b>CAMBRIDGE CITY:</b>   |                  |   |   |    |    |    |               |      |    |      |
| Casket Company.....  |                  |   |   |    |    |    |               |      |    |      |
| Light Plant.....   |                  |   |   |    |    |    |               |      |    |      |
| Bertch Foundry.....  |                  |   |   |    |    |    |               |      |    |      |
| Runaround Track—M. P. 136.....   |                  |   |   |    | X  | X  | X             | X    | X  | X    |
| Mal-Gra & Paul.....  |                  |   |   |    |    |    |               |      |    |      |
| Yard Tracks Nos. 3 and 5.....  |                  |   |   |    |    |    |               |      |    |      |
| American Casket Company.....   |                  |   |   |    |    |    |               |      |    |      |
| <b>DUBLIN:</b>   |                  |   |   |    |    |    |               |      |    |      |
| Stock Pen Track.....   |                  |   |   |    | X  | X  | X             | X    | X  | X    |
| <b>STRAUGHN:</b>   |                  |   |   |    |    |    |               |      |    |      |
| Canning Factory.....   |                  |   |   |    | X  | X  | X             | X    | X  | X    |
| <b>LEWISVILLE:</b>   |                  |   |   |    |    |    |               |      |    |      |
| Elevator Track.....  |                  |   |   |    | X  | X  | X             | X    | X  | X    |
| <b>DUNREITH:</b>   |                  |   |   |    |    |    |               |      |    |      |
| Freight House Track, beyond 500 feet of derail.....  |                  |   |   | X  | X  | X  | X             | X    | X  | X    |
| Elevator Track.....  |                  |   |   |    | X  | X  | X             | X    | X  | X    |
| <b>KNIGHTSTOWN:</b>  |                  |   |   |    |    |    |               |      |    |      |
| House Track.....   |                  |   |   |    | X  | X  | X             | X    | X  | X    |
| Cook Coal Company.....   |                  |   |   |    |    |    |               |      |    |      |
| <b>CHARLOTTEVILLE:</b>   |                  |   |   |    |    |    |               |      |    |      |
| Elevator Track, beyond road crossing.....  |                  |   |   |    | X  | X  | X             | X    | X  | X    |
| <b>GREENFIELD:</b>   |                  |   |   |    |    |    |               |      |    |      |
| Virginia Sweet Foods.....  |                  |   |   |    |    |    |               |      |    |      |
| News Mill.....   |                  |   |   |    |    |    |               |      |    |      |
| Conklin Lbr. Co., No. side.....  |                  |   |   |    |    |    |               |      |    |      |
| Stock Pen.....   |                  |   |   |    |    |    |               |      |    |      |
| New Yard Track.....  |                  |   |   |    |    |    |               |      |    |      |
| Black and Gordon.....  |                  |   |   |    | X  | X  | X             | X    | X  | X    |
| Oil Track.....   |                  |   |   |    |    |    |               |      |    |      |
| Conklin Lbr. Co., So. side.....  |                  |   |   |    |    |    |               |      |    |      |
| Farm Bureau.....   |                  |   |   |    |    |    |               |      |    |      |
| Greenfield Ice and Fuel.....   |                  |   |   |    |    |    |               |      |    |      |
| Broadway Lbr. Co.....  |                  |   |   |    |    |    |               |      |    |      |
| <b>GEM:</b>  |                  |   |   |    |    |    |               |      |    |      |
| Elevator Track.....  |                  |   |   |    |    |    | X             |      | X  |      |
| <b>CUMBERLAND:</b>   |                  |   |   |    |    |    |               |      |    |      |
| Onion Track.....   |                  |   |   |    |    |    | X             |      | X  |      |
| <b>SANDUSKY BRANCH</b>   |                  |   |   |    |    |    |               |      |    |      |
| <b>COLUMBUS:</b>   |                  |   |   |    |    |    |               |      |    |      |
| Columbus Stove Co.....   |                  |   |   |    |    |    | X             | X    |    | X    |
| <b>NORTH COLUMBUS:</b>   |                  |   |   |    |    |    |               |      |    |      |
| Columbus Coal and Lime track.....  |                  |   |   |    | X  | X  | X             | X    | X  | X    |
| <b>MAIN LINE</b>   |                  |   |   |    |    |    |               |      |    |      |
| Between West Greene and East Norwood.....  |                  |   |   |    |    |    |               | O    |    | 40 O |
| <b>SPRING VALLEY:</b>  |                  |   |   |    |    |    |               |      |    |      |
| Canning Factory track.....   |                  |   |   |    |    | X  | X             | X    | X  | X    |
| Coal track.....  |                  |   |   |    |    |    |               |      |    |      |
| <b>WAYNESVILLE:</b>  |                  |   |   |    |    |    |               |      |    |      |
| Elevator track.....  |                  |   |   |    |    | X  | X             | X    | X  | X    |
| <b>MORROW:</b>   |                  |   |   |    |    |    |               |      |    |      |
| Bridge 82.95.....  |                  |   |   | 45 | 45 | 30 | 30            | 25 O | 15 | O D  |
| Feed & Supply Co.....  |                  |   |   |    |    | X  | X             | X    | X  | X    |
| Van Camps Storage tracks 1 and 2, sand tipple to scale, Barrett track, mixer to west end of track..... |                  |   |   |    |    |    | X             | X    | X  | X    |

| COLUMN   | CLASS OF ENGINES |    |    |    |    |    | SPECIAL LOADS |    |   |   |
|--|------------------|----|----|----|----|----|---------------|----|---|---|
|  | 1                | 2  | 3  | 4  | 5  | 6  | L             | M  | I | J |
| <b>MIDDLETOWN JCT.:</b>  |                  |    |    |    |    |    |               |    |   |   |
| Turnout from west end of No. 3 track to No. 4 track at Bridge 13.95..... |                  |    |    |    |    |    | X             | X  | X | X |
| <b>KINGS MILLS:</b>  |                  |    |    |    |    |    |               |    |   |   |
| Hill track.....  |                  |    |    |    |    | X  | X             | X  | X | X |
| King Powder Co. Trestle.....   |                  |    |    |    |    | X  | X             | X  | X | X |
| <b>LOVELAND:</b>   |                  |    |    |    |    |    |               |    |   |   |
| Hill track and B. & O. Conn. tracks East of Broadway St.....             |                  |    |    |    |    | X  | X             | X  | X | X |
| <b>VALLEY TO NORWOOD:</b>  |                  |    |    |    |    |    |               |    |   |   |
| All team and industrial tracks.....                                      |                  |    |    |    |    | X  | X             | X  | X | X |
| <b>MIDDLETOWN SECONDARY TRACK:</b>                                       |                  |    |    |    |    |    |               |    |   |   |
| Between Middletown and M. P. 1.1.....                                    |                  |    |    |    |    | X  | 10            | X  | X | X |
| Between M. P. 1.1 and Middletown Jct.....                                |                  |    |    |    |    | X  | 15            | X  | X | X |
| <b>BRIDGES 3.28 AND 4.77:</b>  |                  |    |    |    |    |    |               |    |   |   |
| East of Oakland.....   |                  |    |    |    | 15 | 15 | X             | 20 | X | X |
| <b>BRIDGES 9.75 AND 10.03:</b>   |                  |    |    |    |    |    |               |    |   |   |
| East of Hageman.....   |                  |    |    |    | 15 | 15 | X             | 30 | X | X |
| <b>BRIDGE 13.95:</b>   |                  |    |    |    |    |    |               |    |   |   |
| Middletown Jct.....  | 10               | 10 | 10 | 10 | X  |    | 5             | X  | X | X |
| Engines must not make coupling on bridge.....                            |                  |    |    |    |    |    |               |    |   |   |
| <b>MUNCIE YARD RUNNING TRACK:</b>  |                  |    |    |    |    |    |               |    |   |   |
| Between Vance and Matthews.....  |                  |    |    |    |    |    | X             | X  | X | X |
| <b>BRIDGE 29.82:</b>   |                  |    |    |    |    |    |               |    |   |   |
| West of Wheeling.....  |                  |    |    |    |    |    | X             | X  | X | X |
| <b>AKRON BRANCH</b>  |                  |    |    |    |    |    |               |    |   |   |
| <b>APPLE CREEK:</b>  |                  |    |    |    |    |    |               |    |   |   |
| Team track.....  |                  |    |    |    |    |    | X             | X  | X | X |
| State spur.....  |                  |    |    |    |    | X  | X             | X  | X | X |
| <b>FREDERICKSBURG:</b>   |                  |    |    |    |    |    |               |    |   |   |
| Team Track.....  |                  |    |    |    |    | X  | X             | X  | X | X |
| Federicksburg Pottery Co. spur.....                                      |                  |    |    |    |    | X  | X             | X  | X | X |
| <b>HOLMESVILLE:</b>  |                  |    |    |    |    |    |               |    |   |   |
| Elevator track.....  |                  |    |    |    |    | X  | X             | X  | X | X |
| <b>MILLERSBURG:</b>  |                  |    |    |    |    |    |               |    |   |   |
| Flexible Body Co.....  |                  |    |    |    |    |    | X             | X  | X | X |
| Storage track, north of Middle switch.....                               |                  |    |    |    |    |    |               |    |   | X |
| <b>DRESDEN INDUSTRIAL TRACK:</b>   |                  |    |    |    |    |    |               |    |   |   |
| Between M. P. 1 and Ayres Mineral.....                                   |                  |    |    |    |    | X  | X             | X  | X | X |
| Killbuck Sand & Gravel Co.....   |                  |    |    |    |    | X  | X             | X  | X | X |
| <b>BRIDGE 3.61:</b>  |                  |    |    |    |    |    |               |    |   |   |
| North of Layland.....  |                  |    |    |    |    | X  | X             | X  | X | X |
| <b>BRIDGE 5.31:</b>  |                  |    |    |    |    |    |               |    |   |   |
| South of Layland.....  |                  |    |    |    |    | X  | X             | X  | X | X |
| <b>BRIDGE 8.43:</b>  |                  |    |    |    |    |    |               |    |   |   |
| South of Helmick.....  |                  |    |    |    |    | X  | X             | X  | X | X |
| <b>BRIDGE 11.03:</b>   |                  |    |    |    |    |    |               |    |   |   |
| South of M. P. 11.....   |                  |    |    |    |    | X  | X             | X  | X | X |
| <b>BRIDGE 11.96:</b>   |                  |    |    |    |    |    |               |    |   |   |
| Ayres Mineral.....   | X                | X  | X  | X  | X  | X  | X             | X  | X | X |
| <b>GLENMONT:</b>   |                  |    |    |    |    |    |               |    |   |   |
| Trestle on Briar Hill Stone Co. track.....                               |                  |    |    |    |    | X  |               | X  | X | X |
| <b>BRINK HAVEN:</b>  |                  |    |    |    |    |    |               |    |   |   |
| Cavallo Spur.....  |                  |    |    |    |    | X  | X             | X  | X | X |
| Purdy's Gravel Pit track beyond loading bins.....                        |                  |    |    |    |    | X  | X             | X  | X | X |
| <b>DANVILLE:</b>   |                  |    |    |    |    |    |               |    |   |   |
| Lybarger Mill.....   |                  |    |    |    |    | X  | X             | X  | X | X |
| Twin City Oil Co.....  |                  |    |    |    |    | X  | X             | X  | X | X |

| COLUMN   | CLASS OF ENGINES |   |   |   |   |   | SPECIAL LOADS |    |    |    |  |
|--|------------------|---|---|---|---|---|---------------|----|----|----|--|
|  | 1                | 2 | 3 | 4 | 5 | 6 | L             | M  | I  | J  |  |
| <b>HOWARD INDUSTRIAL TRACK:</b><br>Between 2000 feet south of<br>Howard and Millwood Sand Co.<br>Siding..... |                  |   |   |   |   | X | X             | X  | X  | X  |  |
| <b>GAMBIER:</b><br>Farmer's Co-op Co., beyond<br>clearance point.....  |                  |   |   |   |   | X | X             | X  | X  | X  |  |
| <b>MT. VERNON:</b><br>Horn track beyond B. & O. R. R.<br>Crossing.....                                       |                  |   |   |   |   | X | X             | X  | X  | X  |  |
| Essex Glass Co. track.....   | 5                | 5 | 5 | 5 |   | X | X             | X  | X  | X  |  |
| Pure Oil track.....  |                  |   |   |   |   | X | X             | X  | X  | X  |  |
| Pittsburgh Plate Glass Co. inside<br>gates.....  |                  |   |   |   |   | X | X             | X  | X  | X  |  |
| Dubinsky Bros.....   |                  |   |   |   |   | X | X             | X  | X  | X  |  |
| House Track.....   |                  |   |   |   |   | X | X             | X  | X  | X  |  |
| Team Track.....  |                  |   |   |   |   | X | X             | X  | X  | X  |  |
| Yard track No. 8, beyond<br>clearance point.....   |                  |   |   |   |   | X | X             | X  | X  | X  |  |
| Middle track.....  |                  |   |   |   |   | X | X             | X  | X  | X  |  |
| Coach track, beyond clearance<br>point.....  |                  |   |   |   |   | X | X             | X  | X  | X  |  |
| Ash Pit track.....   |                  |   |   |   |   | X | X             | X  | X  | X  |  |
| Ash track.....   |                  |   |   |   |   | X | X             | X  | X  | X  |  |
| Lumber track.....  |                  |   |   |   |   | X | X             | X  | X  | X  |  |
| Ladder track, south Yard, five<br>turnouts.....  |                  |   |   |   |   | X | X             | X  | X  | X  |  |
| Ohio Power Co.....   |                  |   |   |   |   | X | X             | X  | X  | X  |  |
| Lamb Glass Co. loading and<br>unloading tracks.....  |                  |   |   |   |   | X | X             | X  | X  | X  |  |
| <b>BANGS:</b><br>Ohio Fuel Gas Co.....   |                  |   |   |   |   | X | X             | X  | X  | X  |  |
| Team track.....  |                  |   |   |   |   | X | X             | X  | X  | X  |  |
| <b>CENTERBURG:</b><br>Elevator track.....  |                  |   |   |   |   | X | X             | X  | X  | X  |  |
| <b>SUNBURY:</b><br>Farmers' Co-op Co.....  |                  |   |   |   |   | X | X             | X  | X  | X  |  |
| Nestle Milk Co.....  |                  |   |   |   |   | X | X             | X  | X  | X  |  |
| Trestle, Burrer Elevator.....  |                  |   |   |   |   | X | X             | X  | X  | X  |  |
| <b>GALENA:</b><br>Galena Shale, Tile & Brick Co.....   |                  |   |   |   |   | X | X             | X  | X  | X  |  |
| <b>WESTERVILLE:</b><br>West team track.....  |                  |   |   |   |   | X | X             | X  | X  | X  |  |
| Security Coal and Oil Co.....  |                  |   |   |   |   | X | X             | X  | X  | X  |  |
| Kilgore Mfg. Co.....   |                  |   |   |   |   | X | X             | X  | X  | X  |  |
| <b>LINDEN:</b><br>Linden Lumber Co.....  |                  |   |   |   |   | X | X             | X  | X  | X  |  |
| Linden Milling Co.....   |                  |   |   |   |   | X | X             | X  | X  | X  |  |
| Linden Coal & Material Co.....   |                  |   |   |   |   | X | X             | X  | X  | X  |  |
| Three C Lumber & Supply Co.....  |                  |   |   |   |   | X | X             | X  | X  | X  |  |
| <b>RICHMOND BRANCH</b><br>Between Oakley and Glen.....   |                  |   |   |   |   |   |               | 40 | 40 | 35 |  |
| <b>NORWOOD HEIGHTS:</b><br>All team and industrial tracks<br>between Mile Post 11 and 14.....                |                  |   |   |   |   | X | X             | X  | X  | X  |  |
| <b>READING:</b><br>All station and industrial tracks<br>between M. P. 14 and 20.....                         |                  |   |   |   |   | X | X             | X  | X  | X  |  |
| Co-operative Mill over Track<br>Scales.....  | X                | X | X | X |   | X | X             | X  | X  | X  |  |
| <b>HAMILTON:</b><br>Connection B. & O. R. R.....   |                  |   |   |   |   | X | X             | X  | X  | X  |  |
| <b>SEVEN MILE:</b><br>Elevator track.....  |                  |   |   |   |   | X | X             | X  | X  | X  |  |
| <b>BRIDGE 43.47:</b><br>East of Somerville.....  |                  |   |   |   |   | X |               |    |    |    |  |
| <b>SOMERVILLE:</b><br>Bridge 44.77.....  |                  |   |   |   |   | X |               |    |    |    |  |
| <b>BRIDGE 48.55:</b><br>East of Camden.....  |                  |   |   |   |   | X |               |    |    |    |  |
| <b>CAMDEN:</b><br>House and Team tracks.....   |                  |   |   |   |   | X | X             | X  | X  | X  |  |
| <b>EATON:</b><br>Glick & Eastman tracks.....   |                  |   |   |   |   | X | X             | X  | X  | X  |  |
| Between Newman and Anoka.....  |                  |   |   |   |   |   |               | 40 | 30 | 30 |  |

| COLUMN  | CLASS OF ENGINES |    |    |    |    |   | SPECIAL LOADS |    |    |    |  |
|---|------------------|----|----|----|----|---|---------------|----|----|----|--|
|   | 1                | 2  | 3  | 4  | 5  | 6 | L             | M  | I  | J  |  |
| <b>.7 Mile West of Mile Post 86:</b><br>Wayne County Farm Bureau.....   |                  |    |    |    |    | X | X             | X  | X  | X  |  |
| <b>HAGERSTOWN:</b><br>Elevator track.....   |                  |    |    |    |    | X | X             | X  | X  | X  |  |
| <b>NEW CASTLE:</b><br>Farm Bureau track.....  |                  |    |    |    |    |   |               |    | X  | X  |  |
| Big 4 wye.....  |                  |    |    |    |    |   |               |    |    |    |  |
| <b>BRIDGE 102.64:</b><br>West of Broad.....   |                  |    |    |    |    |   |               | 40 | 30 | 30 |  |
| <b>BRIDGE 103.55:</b><br>East of Foley.....   |                  |    |    |    |    |   |               | 40 | 30 | 30 |  |
| <b>HONEY CREEK:</b><br>Elevator track.....  |                  |    |    |    |    | X | X             | X  | X  | X  |  |
| <b>MIDDLETOWN (IND.):</b><br>Station track.....   |                  |    |    |    |    | X | X             | X  | X  | X  |  |
| <b>ANDERSON:</b><br>West leg wye.....   |                  |    |    |    |    | X |               | X  | X  | X  |  |
| East leg wye.....   |                  |    |    |    |    | X | A             | X  | X  | X  |  |
| <b>FRANKTON:</b><br>Canning Factory track.....  |                  |    |    |    |    | X | X             | X  | X  | X  |  |
| <b>BRIDGE 136.86:</b><br>East of Elwood.....  |                  |    |    |    |    |   |               | 35 | 20 | 20 |  |
| <b>ELWOOD:</b><br>Hefner track and west end of<br>House track, Frazier tracks,<br>Pittsburgh Plate Glass Co. No. 2,<br>3, and 4 tracks..... |                  |    |    |    |    | X | X             | X  | X  | X  |  |
| Indiana Box, Sellers loading and<br>platform tracks, Monticello<br>Shovel Co., and Pittsburgh Plate<br>Glass Co., track 1.....              |                  |    |    |    |    | X | X             | X  | X  | X  |  |
| Home Ice.....   |                  |    |    |    |    | X | X             | X  | X  | X  |  |
| <b>BRIDGE 158.28:</b><br>East of Kokomo.....  |                  |    |    |    |    |   |               | 35 | 20 | 20 |  |
| <b>KOKOMO:</b><br>Pittsburgh Plate Glass Co. Track...<br>Over Scales in Scale track.....  | 10               | 10 | 10 | 10 | 10 | X | X             | X  | X  | X  |  |
| <b>WALTON:</b><br>North & South Elevator and<br>Lumber tracks.....  |                  |    |    |    |    | X | X             | X  | X  | X  |  |
| <b>FORT WAYNE BRANCH</b>  |                  |    |    |    |    |   |               |    |    |    |  |
| Between Newman and Adams.....   |                  |    |    |    |    |   |               | 40 | 30 | 30 |  |
| <b>BRIDGE 8.10:</b><br>East of Fountain City.....   |                  |    |    |    |    |   |               | 40 | 30 | 30 |  |
| <b>WINCHESTER:</b><br>Old wye track.....  |                  |    |    |    |    | X | X             | X  | X  | X  |  |
| Interchange tracks.....   |                  |    |    |    |    | X | X             | X  | X  | X  |  |
| 150 ft. west of Big 4 Conn.....   |                  |    |    |    |    | X | X             | X  | X  | X  |  |
| <b>RIDGEVILLE:</b><br>House track.....  |                  |    |    |    |    |   | X             | X  | X  | X  |  |
| North-west wye track.....   |                  |    |    |    |    |   | X             | X  | X  | X  |  |
| South-west wye track.....   |                  |    |    |    |    |   | X             | X  | X  | X  |  |
| <b>BRIDGE 42.00:</b><br>East of Portland.....   |                  |    |    |    |    |   |               | 40 | 30 | 30 |  |
| <b>BRIDGE 43.02:</b><br>East of Portland.....   |                  |    |    |    |    |   |               | 40 | 30 | 30 |  |
| <b>PORTLAND:</b><br>Bimmel track.....   |                  |    |    |    |    | X | X             | X  | X  | X  |  |
| Holmes, Haynes.....   |                  |    |    |    |    | X | X             | X  | X  | X  |  |
| No. 4 House track.....  |                  |    |    |    |    | X | X             | X  | X  | X  |  |
| Tile Track.....   |                  |    |    |    |    | X | X             | X  | X  | X  |  |
| <b>BRIDGE 52.49:</b><br>East of Geneva.....   |                  |    |    |    |    |   |               | 40 | 30 | 30 |  |
| <b>BRIDGE 53.64:</b><br>East of Geneva.....   |                  |    |    |    |    |   |               | 40 | 30 | 30 |  |
| <b>BRIDGE 55.93:</b><br>West of Geneva.....   |                  |    |    |    |    |   |               | 20 | 20 | 15 |  |

| COLUMN  | CLASS OF ENGINES |   |    |    |    |    | SPECIAL LOADS |    |    |         |
|---|------------------|---|----|----|----|----|---------------|----|----|---------|
|   | 1                | 2 | 3  | 4  | 5  | 6  | L             | M  | I  | J       |
| <b>DECATUR:</b>   |                  |   |    |    |    |    |               |    |    |         |
| N. K. P. wye.....   |                  |   |    |    |    | X  | X             | X  | X  | X       |
| Smith track.....  |                  |   |    |    |    |    |               |    |    |         |
| Central Soya Bean track.....  |                  |   |    |    |    |    |               |    |    |         |
| General Electric track.....   |                  |   |    |    |    |    |               |    |    |         |
| <b>BRIDGE 72.04:</b>  |                  |   |    |    |    |    |               |    |    |         |
| West of Decatur.....  |                  |   |    |    |    | 45 | 20            | 20 | 15 |         |
| <b>UNDERCLIFF BRANCH AND UNDERCLIFF SECONDARY TRACK:</b>  |                  |   |    |    |    |    |               |    |    |         |
| Red Bank, Valley and Cincinnati...<br>J engines may operate on main track only                      |                  |   |    |    |    |    | 30<br>O       |    |    | 30<br>O |
| White Villa.....  |                  |   | X  | X  | X  | X  | X             | X  | X  | X       |
| <b>BRIDGE 117.32:</b>   |                  |   |    |    |    |    |               |    |    |         |
| West of Pendleton.....  |                  |   |    |    |    |    | 30            | 30 | 30 |         |
| <b>COURT STREET SECONDARY TRACK:</b>  |                  |   |    |    |    |    |               |    |    |         |
| Between end of secondary track and McCullough.....  |                  |   |    |    |    | X  | 10            | X  | X  | X       |
| Between McCullough and East Norwood.....  |                  |   |    |    |    |    |               | X  | X  | X       |
| Between East Norwood and Cincinnati.....  |                  |   |    |    |    |    | 10            | X  | X  | X       |
| Beyond Turnout Firestone Tire and Rubber.....   | X                | X | X  | X  | X  | X  | X             | X  | X  | X       |
| <b>LEBANON:</b>   |                  |   |    |    |    |    |               |    |    |         |
| East End Coal Co. trestle.....  |                  |   | X  | X  | X  | X  | X             | X  | X  | X       |
| Lewis & Drake Co. trestle.....  |                  |   |    |    |    |    |               |    |    |         |
| <b>BRIDGE 26.83:</b>  |                  |   |    |    |    |    |               |    |    |         |
| West of Lebanon.....  |                  |   | 15 | 15 | 15 | X  | X             | X  | X  | X       |
| <b>BRIDGES 35.26 AND 41.81:</b>   |                  |   |    |    |    |    |               |    |    |         |
| West of Mason.....  |                  |   |    |    |    | X  | X             | X  | X  | X       |
| Between M. P. 49.7 and Lebanon.....   |                  |   | X  | X  | X  | X  | 10            | X  | X  | X       |
| <b>ZANESVILLE SECONDARY TRACK:</b>  |                  |   |    |    |    |    |               |    |    |         |
| Between R Y and Zanesville.....   |                  |   |    |    |    |    |               |    |    | X       |
| Between Zanesville and Fair Oaks.....   |                  |   |    |    |    |    |               |    |    | X       |
| Between Fair Oaks and Spangler.....   |                  |   |    |    |    |    |               |    |    | X       |
| Between Spangler and M. P. 29.9.....  |                  |   |    |    |    | X  | 10            | X  | X  | X       |
| Between M. P. 29.9 and New Lexington.....   |                  |   |    |    |    | X  | 10            | X  | X  | X       |
| <b>BRIDGE 1.21:</b>   |                  |   |    |    |    |    |               |    |    |         |
| West of R Y.....  |                  |   |    |    |    |    |               | 20 | X  | X       |
| <b>BRIDGE 1.49:</b>   |                  |   |    |    |    |    |               |    |    |         |
| East of Dresden.....  |                  |   |    |    |    | 20 | 20            | 20 | X  | X       |
| <b>DRESDEN:</b>   |                  |   |    |    |    |    |               |    |    |         |
| Paper Mill and Plaster, Industrial tracks.....  |                  |   |    |    |    | X  | X             | X  | X  | X       |
| Paper Mill tracks No. 1 and No. 4, beyond Main Street crossing and all tracks in Gravel Pit.....    |                  |   | X  | X  | X  | X  | X             | X  | X  | X       |
| <b>ZANESVILLE:</b>  |                  |   |    |    |    |    |               |    |    |         |
| All Yard tracks west of Yard office.....  |                  |   |    |    |    | X  | X             | X  | X  | X       |
| Zanesville Yard, all tracks except siding, Adams Bros. Co. track and Freight House, all tracks..... |                  |   |    |    |    | X  | X             | X  | X  | X       |
| Church Track.....   | X                | X | X  | X  | X  | X  | X             | X  | X  | X       |
| <b>BRIDGE 16.80:</b>  |                  |   |    |    |    |    |               |    |    |         |
| West of Zanesville.....   |                  |   |    |    |    |    |               | 10 | X  |         |
| <b>PUTNAM:</b>  |                  |   |    |    |    |    |               |    |    |         |
| Coal unloading and No. 2 and No. 3 pit tracks.....  |                  |   |    |    |    | X  | X             | X  | X  | X       |
| Orris Coal, Zanesville Stoneware and Weller Pottery tracks.....                                     |                  |   | X  | X  | X  | X  | X             | X  | X  | X       |
| <b>FAIR OAKS:</b>   |                  |   |    |    |    |    |               |    |    |         |
| Battery track.....  |                  |   | X  | X  | X  | X  | X             | X  | X  | X       |
| <b>SPANGLER:</b>  |                  |   |    |    |    |    |               |    |    |         |
| Zanesville Terminal R. R.....   | X                | X | X  | X  | X  | X  | X             | X  | X  | X       |
| Wye track.....  |                  |   |    |    |    | X  | X             | X  | X  | X       |
| Wye, to end of track at West Main St.....   | X                | X | X  | X  | X  | X  | X             | X  | X  | X       |

| COLUMN  | CLASS OF ENGINES |    |    |    |    |    | SPECIAL LOADS |    |    |   |
|---|------------------|----|----|----|----|----|---------------|----|----|---|
|   | 1                | 2  | 3  | 4  | 5  | 6  | L             | M  | I  | J |
| <b>SOUTH ZANESVILLE:</b>  |                  |    |    |    |    |    |               |    |    |   |
| Standard Tile and House tracks.....   |                  |    | X  | X  | X  | X  | X             | X  | X  | X |
| <b>BRIDGE 19.92:</b>  |                  |    |    |    |    |    |               |    |    |   |
| West of South Zanesville.....   | 20               | 20 | 20 | 20 | 20 | X  | X             | X  | X  | X |
| <b>BRIDGE 22.61:</b>  |                  |    |    |    |    |    |               |    |    |   |
| East of Fultonham Spur.....   | 10               | 10 | 10 | 10 | 10 | X  | X             | X  | X  | X |
| <b>FULTONHAM INDUSTRIAL TRACK:</b>  |                  |    |    |    |    |    |               |    |    |   |
| Tracks leading to Pittsburgh Plate Glass Co. at Fultonham.....  |                  |    |    |    |    | X  | X             | X  | X  | X |
| <b>BRIDGE 22.79:</b>  |                  |    |    |    |    |    |               |    |    |   |
| West of Fultonham Spur.....   | 20               | 20 | 20 | 20 | 20 | X  | X             | X  | X  | X |
| <b>ROSEVILLE:</b>   |                  |    |    |    |    |    |               |    |    |   |
| Ransbottom Pottery, No. 1 track and Rosehill Mine tracks, under tipple.....   | X                | X  | X  | X  | X  | X  | X             | X  | X  | X |
| Ransbottom Pottery, No. 2 and No. 3 tracks, Ohio State Brick, Nelson McCoy Pottery, Freight House and Rosehill Mine tracks..... |                  |    | X  | X  | X  | X  | X             | X  | X  | X |
| <b>CROOKSVILLE:</b>   |                  |    |    |    |    |    |               |    |    |   |
| All Industrial tracks.....  |                  |    | X  | X  | X  | X  | X             | X  | X  | X |
| <b>BRIDGE 29.81:</b>  |                  |    |    |    |    |    |               |    |    |   |
| West of Crooksville.....  | 20               | 20 | 20 | 20 | 20 | X  | X             | X  | X  | X |
| <b>McLUNY:</b>  |                  |    |    |    |    |    |               |    |    |   |
| All Industrial tracks.....  |                  |    | X  | X  | X  | X  | X             | X  | X  | X |
| <b>BRIDGE 32.58:</b>  |                  |    |    |    |    |    |               |    |    |   |
| West of McLuney.....  | 20               | 20 | 20 | 20 | 20 | X  | X             | X  | X  | X |
| <b>GOSTON:</b>  |                  |    |    |    |    |    |               |    |    |   |
| Jones Sand Co. track.....   |                  |    | X  | X  | X  | X  | X             | X  | X  | X |
| <b>BRIDGE 35.32:</b>  |                  |    |    |    |    |    |               |    |    |   |
| West of Goston.....   |                  |    |    |    |    | X  | X             | X  | X  | X |
| <b>WILBREN:</b>   |                  |    |    |    |    |    |               |    |    |   |
| Nugent Sand Co. track.....  |                  |    | X  | X  | X  | X  | X             | X  | X  | X |
| <b>SUNNYHILL MINE:</b>  |                  |    |    |    |    |    |               |    |    |   |
| No. 8, on loaded car tracks at tipple and beyond clearance point on empty car tracks above tipple.....                          | X                | X  | X  | X  | X  | X  | X             | X  | X  | X |
| <b>NEW LEXINGTON:</b>   |                  |    |    |    |    |    |               |    |    |   |
| Pure Oil Co. track.....   |                  |    |    |    | X  | X  | X             | X  | X  | X |
| All other Industrial tracks.....  |                  |    | X  | X  | X  | X  | X             | X  | X  | X |
| <b>ZANESVILLE BRANCH:</b>   |                  |    |    |    |    |    |               |    |    |   |
| <b>NEW LEXINGTON:</b>   |                  |    |    |    |    |    |               |    |    |   |
| On Main Track Between New Lexington and Bremen.....   |                  |    |    |    | X* | X  |               |    |    | X |
| Pure Oil Co. track.....   |                  |    |    |    | X  | X  | X             | X  | X  | X |
| All other Industrial tracks.....  |                  |    | X  | X  | X  | X  | X             | X  | X  | X |
| <b>BRIDGE 39.30:</b>  |                  |    |    |    |    |    |               |    |    |   |
| West of New Lexington.....  | 20               | 20 | 20 | 20 | X  | 20 | 20            | 10 | X  |   |
| <b>MILE POST 40 (east of):</b>  |                  |    |    |    |    |    |               |    |    |   |
| Ludowiel Tile Co. track.....  |                  |    |    |    |    | X  | X             | X  | X  | X |
| <b>JUNCTION CITY:</b>   |                  |    |    |    |    |    |               |    |    |   |
| Rush Creek Clay Co. track.....  |                  |    |    |    |    | X  |               | X  | X  | X |
| <b>BRIDGE 49.66:</b>  |                  |    |    |    |    |    |               |    |    |   |
| East of Bremen.....   |                  |    |    |    |    | X  |               | 30 | 30 | X |
| <b>BREMEN:</b>  |                  |    |    |    |    |    |               |    |    |   |
| All Industrial tracks.....  |                  |    | X  | X  | X  | X  | X             | X  | X  | X |
| *N.Y.C. Diesel, 231,000 lbs. only.  |                  |    |    |    |    |    |               |    |    |   |
| <b>MORROW SECONDARY TRACK:</b>  |                  |    |    |    |    |    |               |    |    |   |
| Between:  |                  |    |    |    |    | X  | 10            | X  | X  | X |
| Between Bremen and M. P. 65.9.....  |                  |    |    |    |    | X  | 10            | X  | X  | X |
| Between M. P. 65.9 and Circleville.....   |                  |    |    |    |    | X  | X             | X  | X  | X |
| Circleville and Washington C. H.....  |                  |    |    |    |    | X  | X             | X  | X  | X |
| Washington C. H. and Morrow.....  |                  |    |    |    |    | X  | X             | X  | X  | X |



| COLUMN   | CLASS OF ENGINES |    |    |    |    |    | SPECIAL LOADS |   |   |   |
|--|------------------|----|----|----|----|----|---------------|---|---|---|
|  | 1                | 2  | 3  | 4  | 5  | 6  | L             | M | I | J |
| <b>BREMEN:</b><br>All Industrial tracks.....   |                  |    |    |    | X  | X  | X             | X | X | X |
| <b>NORTH BERNE:</b><br>Krystal Rock Gravel and Sand track.....   |                  |    |    |    | X  | X  | X             | X | X | X |
| <b>LANCASTER:</b><br>Columbus Oil and Grease, Carbon Works, C. & O. R.R., transfer, car shop yard and all other Industrial tracks.....   |                  | X  | X  | X  | X  | X  | X             | X | X | X |
| <b>BRIDGE 70.78:</b><br>East of Mile Post 71.....  | 20               | 20 | 20 | 20 | 20 | X  | X             | X | X | X |
| <b>CIRCLEVILLE:</b><br>Cooper house track, Glass House track and Shell Oil Co. track.....  |                  |    |    |    | X  | X  | X             | X | X | X |
| <b>BRIDGE 87.88:</b><br>East of Williamsport.....  |                  | 20 | 20 | 20 | 20 | X  | X             | X | X | X |
| <b>BRIDGE 90.58:</b><br>West of Williamsport.....  |                  | 10 | 10 | 10 | 10 | X  | X             | X | X | X |
| <b>BRIDGE 95.27:</b><br>West of Mile Post 95.....  |                  | 20 | 20 | 20 | 20 | X  | X             | X | X | X |
| <b>BRIDGE 111.69:</b><br>East of Jasper.....   | 10               | 10 | 10 | 10 | X  | X  | X             | X | X | X |
| <b>BRIDGE 114.30:</b><br>West of Jasper.....   | 10               | 10 | 10 | 10 | X  | X  | X             | X | X | X |
| <b>BRIDGE 131.59:</b><br>West of Mile Post 131.....  | 10               | 10 | 10 | 10 | X  | X  | X             | X | X | X |
| <b>BRIDGE 135.031:</b><br>West of Ogden.....   | 10               | 10 | 10 | 10 | X  | X  | X             | X | X | X |
| <b>SPRINGFIELD SECONDARY TRACK</b>   |                  |    |    |    |    |    |               |   |   |   |
| <b>BRIDGE 0.13:</b><br>0.13 m. east of Xenia.....  |                  |    |    | 10 | 10 | 10 | 10            | X | X | X |
| <b>BRIDGE 0.23:</b><br>0.23 m. east of Xenia.....  |                  |    |    |    |    |    |               | X | X | X |
| <b>BRIDGE 3.14:</b><br>3.14 m. east of Xenia.....  |                  |    |    | 20 | 20 | 20 | 10            | X | X | X |
| <b>BRIDGE 6.37:</b><br>6.37 m. east of Xenia.....  |                  |    |    | 20 | 20 | 20 | 20            | X | X | X |
| <b>YELLOW SPRINGS:</b><br>Coal Tipple..... } T T T T T X X X X X X<br>H. L. Hackett Company..... }<br>Dewine Milling Company..... }<br>Morris Bean and Co..... }                                     |                  |    |    |    |    |    |               |   |   |   |
| <b>BRIDGE 10.29:</b><br>0.29 m. east of Yellow Springs.....  |                  |    |    | 10 | 10 | 10 | 10            | X | X | X |
| <b>EMERY CHAPEL:</b><br>Wickes Lumber Co..... } X X X X X X X X X X<br>Miller Coal and Feed Co..... }  |                  |    |    |    |    |    |               |   |   |   |
| <b>SPRINGFIELD:</b><br>Intag Track..... }<br>Wagner Pole Track..... }<br>Wagner Track..... } X X X X X X X X X X<br>Fulmer Track..... }<br>Carson Track..... }<br>All other Industrial Tracks..... } |                  |    |    |    |    |    |               |   |   |   |
| Allen Tool Co..... } M M X X X X X X X X<br>Pure Oil Co..... }<br>McKenzie Lumber Co..... }<br>Hackett Track..... } X X X X X X X X X X<br>Shuey Track..... }<br>Tuttle Elevator Track..... }        |                  |    |    |    |    |    |               |   |   |   |
| <b>CLEMENT-HEMPSTEAD:</b><br>Industrial Track.....   |                  |    |    |    |    |    | X             | X | X | X |
| <b>DAYTON-LYTLE:</b><br>Industrial Track.....  |                  |    |    |    |    |    | X             | X | X | X |

NOTE—(a)—Engines must not use track beyond point designated.

**1160-A3.** Class FS-20 engines prohibited on Eggleston Avenue between Court Street and Pearl Street.

**1160-B1. Equipment Restrictions**

**ENTIRE REGION:**

In accordance with General Notice No. 208-F, Dated January 1, 1949, cars having a combined weight of car and lading, as shown below, are subject to the following restrictions as to speed over certain bridges:

| Weight of Car (Pounds) | Minimum Coupled Length | Restrictions             |
|------------------------|------------------------|--------------------------|
| 150,000-170,000        | 40'-0"                 | Same as Column 2 Engines |
| 170,000-210,000        | 42'-0"                 | Same as Column 5 Engines |
| 210,000-251,000        | 48'-0"                 | Same as Column L Engines |

Cars in the above weight classifications, but shorter than the minimum coupled length specified, are subject to special restrictions.

The above restrictions do not apply to Jenny type Iron Ore Cars, Class HK, HM, HMA, U22 or similar types. These cars have a gross weight up to 210,000 lbs. and a coupled length of approximately 24 feet. Their effect on long bridge spans is very severe and they are subject to special restrictions. Trains with loaded coupled, Jenny type iron ore cars are subject to the restrictions in special Instruction **1160-A1** as follows.

Four or more loaded coupled cars—Column I engine restrictions.

Three or less loaded coupled cars—Column M engine restrictions.

**1160-B2. Other Equipment Restrictions**

**ENTIRE REGION:**

Duluth, Missabe and Iron Range Railway Company Class U22 ore cars in Series 27,000 to 27,499 restricted as follows:

Maximum Speed—when loaded, 30 miles per hour.

Certain type X29C box cars are equipped with **ROOF HATCHES** which can be removed from top of car. This equipment is being used to transport company material from one shop to another, mostly between Altoona and Columbus.

Employees are warned to be on the lookout for such equipment.

Train and engine service employees must not go on top of such cars unless it is known that hatch covers are in place and secured.

These cars must not be left with roof hatch open except when in process of loading or unloading and/or when all concerned are notified of condition.

The following instructions must be strictly complied with in handling privately owned car **LAUREL RIDGE**:

All movements must be made under the direction of a supervisory officer of the terminal, who must know definitely that hand-brakes are properly released prior to movement of car both during switching movements and on trains, to avoid flat wheels resulting from hand-brakes not being properly released.

This car is equipped with lever type pump action hand-brake only on kitchen end, which works only on wheels 1 and 3.

**1160-B3.** Account of improper shunting of track circuits, class GS-4 engines must not be operated in track circuit territory, unless one or more cars are attached.

**1160-B4. Special Handling of Multiple Loads.**

A multiple load requiring the use of two carrying cars, separated by an idler car, is restricted from operation over crest of a hump whenever practicable; when humping operation is necessary, movement must be carefully made under close observation of yard crew and load must not be humped with motive power detached.

A multiple load requiring the use of two end carrying cars, separated by two idler cars, is restricted from movement over crest of a hump.

After multiple loads have been carefully placed on classification track, care must be exercised to prevent humped cars, routed to same classification track, from coupling to multiple load at a speed in excess of four miles per hour.

**1160-C1.** Trains with 250-ton wrecking derricks are prohibited on tracks, bridges and in territory, etc., except as follows:

| Location                   | Between               | And                     | Bridge | Note  |
|----------------------------|-----------------------|-------------------------|--------|-------|
| Main Line                  | Region Post (Pgh Reg) | First St. Newark        | .....  | ..... |
|                            | Joyce Avenue          | Thorne                  | .....  | ..... |
|                            | Greene                | East Norwood            | .....  | ..... |
| Akron Branch               | Joyce Avenue          | Region Post (Lake Reg.) | .....  | ..... |
| Sandusky Branch            | Fields                | Region Post (Lake Reg.) | .....  | ..... |
| Undercliff Branch          | Red Bank              | Rendcomb Junction       | .....  | ..... |
| Undercliff Secondary Track | Rendcomb Junction     | Cincinnati              | .....  | ..... |
| Richmond Branch            | Oakley                | Anoka                   | .....  | ..... |
| Ft. Wayne Branch           | Newman                | Adams                   | .....  | ..... |

In territory where they are permitted to operate, these derricks, in so far as effect of their weight on bridges is concerned, may be moved under the same restrictions as obtained for special loads listed in Column J Special Instructions **1160-A1**. The derrick, however, must be separated from the engine by at least two cars, which may or may not be loaded.

**1160-C2.** Trains with 100-ton wrecking derricks are prohibited on Dresden and Howard Industrial Tracks unless three cars are placed between derrick and engine.

**Overhead Clearance**

**1163-A1.** Employees are warned of close overhead clearance at the following locations and must not go on top of box cars, engines or other high equipment while movements are being made under these bridges or structures, except at locations marked thus (\*) where it will be permissible when engaged in classification or switching when extreme care must be exercised to avoid possibility of personal injury.

| Structure                      | Location                      |
|--------------------------------|-------------------------------|
| Main Line Loading Tipples..... | Betsy No. 2 Mine.             |
| Signal Bridge.....             | Custer, eastward home signal. |
| Signal 731.....                | Between Custer & Scio.        |
| Loading Shed.....              | Scio, Pottery track.          |
| Signal 881.....                | Dyke.                         |
| †Overhead Bridge.....          | Water St., Uhrichsville.      |

†Illuminated Red Signs with amber lights visible to approaching trains are provided on this bridge as additional warning.

| Structure                                     | Location   |
|---|--|
| *Highway Bridge 2.43..                        | Columbus:<br>Taylor Avenue.  |
| *Highway Bridge 1.52..                        | St. Clair Avenue (West of Joyce Ave.)  |
| Cantilever Signal.....                        | East of Fifth Avenue.  |
| *Highway Bridge 1.40..                        | St. Clair Avenue.  |
| *Highway Bridge 1.00..                        | Cleveland Avenue (West of Joyce Ave.)  |
| *Highway Bridge 0.88..                        | Cleveland Avenue.  |
| *Highway Bridge 0.84..                        | N. & W. Freight House Lead.  |
| *Concourse and Umbrella Sheds.....            | Union Depot Station Tracks.  |
| *Driveway over Secondary Tracks.....          | Union Depot.   |
| Highway Bridge 0.01..                         | High Street.   |
| Highway Bridge 0.08..                         | Front Street (East of Dennison Ave.)   |
| Highway Bridge 0.05..                         | Maple Street (East of Water Street).   |
| Highway Bridge 0.10..                         | Naghten Street (East of Water Street).   |
| Highway Bridge 0.15..                         | Front Street (East of Water Street).   |
| Home Signal Bridge..                          | Marble Cliff.  |
| Highway Bridge 2.99..                         | Trabue Road—Marble Cliff Plant X.  |
| Highway Bridge 12.54.                         | East of West Jefferson.  |
| Signal.....                                   | London.  |
| Highway Bridge 51.59.                         | West of Wilberforce.   |
| Highway Bridge 54.25.                         | Monroe Street, Xenia.  |
| Bridge 82.95.....                             | 0.25 mi. east of Morrow.   |
| Bridge 106.32.....                            | Terrace Park   |
| Bridge 109.34.....                            | 0.56 mi. east of Plainville.   |
| Cantilever Signal 42..                        | West of Trebein.   |
| Trolley Wires.....                            | Dayton:  |
|   | East 5th Street.   |
|   | West 5th Street.   |
|   | West 3rd Street.   |
|   | Brown Street.  |
|   | All Industrial Tracks Entering Buildings.  |
|   | Industrial track entering Duellman Electric Co., at Wayne Avenue.  |
| O. H. Wires and Cables                        | Master Electric Co.  |
| Highway Bridge 35.37..                        | East of West Sonora.   |
| Highway Bridge 36.97..                        | Main Street, West Sonora.  |
| Highway Bridge 34.19                          | West of Woodstock.   |
| Highway Bridge 36.25..                        | West of Brush Lake.  |
| Highway Bridge 36.88                          | East of Cable.   |
| Highway Bridge 46.39..                        | Urbana.  |
| Railroad Bridge 46.67..                       | N. Y. C. R. R., Urbana.  |
| Signal Bridge 493.....                        | West of Rice.  |
| Signal Bridge 507.....                        | East of Westville.   |
| Signal Bridge 525.....                        | West of Westville.   |
| Highway Bridge 53.07..                        | West of Westville.   |
| Signal Bridge 541.....                        | East of Garrett.   |
| Signal Bridge 569-570..                       | Garrett.   |
| Signal Bridge 597-598..                       | West of St. Paris.   |
| Signal Bridge 613-614..                       | East of Conover.   |
| Signal Bridge 629-630..                       | West of Conover.   |
| Signal Bridge 661-662..                       | Fletcher.  |
| Champion Specialties Inc. Overhead Canopy     | Piqua  |
| Signal Bridge 692-693..                       | East of Piqua Crossing.  |
| Eastward Home Signal                          | Greenville.  |
| Pope Products Company Steel Storage Bldg..... | Greenfield.  |
| Eastward Home Signal                          | Glen.  |
| Highway Bridge 118.84                         | 19th Street, Richmond.   |
| Wire Crossings.....                           | Richmond Yard. All yard tracks, from a point one-half mile east of Bridge 118.84 (19th Street) to Bridge 118.84. |
| Signal Bridge 1183-1184                       | Richmond.  |
| Signal Bridge 1189-1190                       | East of Richmond passenger station.  |
| Umbrella Shed.....                            | Between tracks B and C, Richmond Passenger Station.  |
| Eastward Home Signal                          | Ft. Wayne Branch and Richmond Branch, Newman.  |
| Highway Bridge 136.79                         | Dublin.  |

| Structure   | Location  |
|---|---|
| <b>Akron Branch:</b><br>Bridge 76.78.....<br>O. H. Bridge.....<br>O. H. Bridge 89.82.....   | Baddow Pass.<br>Jackson St., Millersburg<br>Howard  |
| <b>Richmond Branch:</b><br>Bridge 8.86.....<br>Bridge 11.13.....<br>Crescentville East of..   | Madisonville.<br>Norwood Heights.<br>Ford Tracks 7 and 8 along Scrap Loading Docks.   |
| <b>Ft. Wayne Branch:</b><br>Bridge 8.10.....<br>Bridge 55.93.....<br>Bridge 72.04.....  | 0.7 mi. east of Fountain City.<br>1.73 mi. west of Geneva.<br>1.33 mi. west of Decatur.   |
| <b>Undercliff Secondary Track:</b><br>Signal Bridge.....<br>Signal Bridge.....<br>Bridge 113.46.....<br>Signal Bridge 1171....<br>Signal Bridge 1189....<br>Bridge 0.84.....<br>Bridge 1.38.....  | 0.1 mi. east of Rendcomb Jct.<br>0.1 mi. west of Rendcomb Jct.<br>Beechmont Ave.<br>0.7 mi. west of Pendleton.<br>0.8 mi. east of Cincinnati.<br>{Street Tracks—Cincinnati.<br>{Water and Front Sta.  |
| <b>Zanesville Secondary Track:</b><br><br><br><br><br><br>Bridge No. 8.87.....<br>Bridge No. 22.61.....<br>Overhead Bridge No.<br>26.86 and 27.27.....<br>Bridge No. 29.81.....<br>Number 1 Tunnel..  | Zanesville:<br>No. 5-6-7-8 Yard tracks.<br>Roseville:<br>Rosehill Mine, under tipple.<br>Ransbottom Pottery Company.<br>Burns Coal Company.<br>South and North tracks (under Portable tiple).<br>Ellis.<br>West of Darlington.<br>East of Roseville.<br>Crooksville.<br>East of Goston. |
| <b>Morrow Secondary Track:</b><br>Overhead Crane.....<br><br>Overhead Bridge<br>No. 58.36.....<br>Overhead Bridge<br>No. 60.67.....<br>Overhead Bridge<br>No. 81.60.....<br>Bridge No. 82.40.....<br>Bridge No. 111.69.....<br>Overhead Bridge<br>No. 113.98.....<br>Bridge No. 114.30.....<br>Overhead Bridge<br>No. 143.03..... | East of Lancaster Diamond Power Specialty Company.<br>East of Lancaster.<br>West of Lancaster.<br>West of Circleville.<br>West of Circleville.<br>East of Jasper.<br>West of Jasper.<br>West of Jasper.<br>East of Hicks  |
| <b>Dresden Industrial Track:</b><br>All Bridges.....  | Between Killbuck-Ayres Mineral.   |
| <b>Springfield Secondary Track:</b><br>Highway Bridge 18.69<br>Highway Bridge 18.81<br>Highway Bridge 18.91<br><br>O. H. Telephone Wires.   | Springfield.<br>Springfield.<br>Springfield.<br>Xenia—messengers supporting lights over right of way.<br>Cashway Lumber Co.   |

| Structure   | Location   |
|---|--|
| <b>Court St. Secondary Track:</b><br>Bridge 28.73.....<br>Bridge 48.40.....<br>Bridge 53.71.....<br>Bridge 53.80.....<br>Bridge 54.03.....<br>Tunnels Nos. 1 and 2..<br>Bridge 54.89..... | 2.18 mi. west of Lebanon.<br>0.2 mi. east of Kennedy Heights.<br>0.09 mi. east of Avondale.<br>0.01 mi. east of Avondale.<br>0.23 mi. west of Avondale.<br>West of Avondale.<br>1.09 mi. west of Avondale. |
| <b>Middletown Secondary Track:</b><br>Bridge 13.95.....   | 0.45 mi. east of Middletown Jct.   |

\*Coal Wharves and Sand Houses at St. Clair and Richmond Enginehouses and Bradford Coal Dock.

### Side Clearance

**1163-A3.** Employees are warned of close side clearance and must use caution in riding on sides of cars, engines or other equipment while movements are being made at following locations:

#### LOCATION

##### Main Line

#### Mile Post 52 (West of):

R. P. G. Coal Co., tipple and loading ramp at east end of track

#### Unionport:

Industrial track

#### Scio:

Pottery track

#### Mile Post 86 (West of):

Meechan Mine tipple

#### Dennison:

Superior Clay Co., No. 2 plant, Dennison Sewer Pipe Co. plant and Ferguson-Edmondson tracks  
Tusco Grocers Warehouse

#### Uhrichsville

(Water Street Overhead Bridge)†  
Farm Bureau Cooperative track, Old Freight House loading platform, American Vitrified Co. factory No. 18, Superior Clay Co. No. 1 plant and Universal Sewer Pipe Co.

#### Mile Post 98 (West of):

Ross Clay Co., plant No. 2

#### Port Washington:

Belden Brick Co. plant

#### Coshocton (West of):

Carnation Creamery Co., between tracks at east end of building where car moving device is located.

#### Licking:

Eastward siding and No. 6 and No. 8 tracks in eastward yard.  
Westward siding and No. 5 and No. 7 tracks in westward yard.

#### Columbus:

No. 1 track 300 feet east of High Street Block and Interlocking Station, from upright supporting driveway to Union Depot

#### Dayton:

Loading platform, No. 42 to the Schumacher Industries.

†Illuminated Red Signs with amber lights visible to approaching trains are provided on this bridge as additional warning.

## LOCATION

## Richmond Branch

**Valley-Oakley:**

Witt Cornice Co.

**Reading-Crescentville**

Sperry &amp; Hutchinson Co.

**Crescentville (East of):**

Ford Tracks 7 and 8 along Scrap Loading Docks.

**Ralston Purina Plant, Evendale**

Tracks 4 and 5 (close clearance exists at employees entrance when door is open)

**Mosler:**

Siding No. 4, to the Hamilton Welding Company Track.

**Anderson:**

Delco Remy siding—Plant No. 7.

## Akron Branch

**Westerville:**

Loading platform to the Celler Lumber Company.

**Danville:**

Lybarger Industrial Spur

**Mt. Vernon:**

Coal Wharf

## Dresden Industrial Track

**Killbuck—Ayres Mineral:**

All Bridges

## Zanesville Branch

**Zanesville:**

All Freight Stations platforms have close clearance.

## Zanesville Secondary Track

**Zanesville:**N.Y.C. R.R. connection at Market Street, Roekell track  
All tracks serving freight stations.**Fair Oaks:**

Muskingum Iron and Metal Co.

**Spangler: Zanesville Terminal R. R.:**Line Material Co. and Barneby Chaney Co.  
Line Material Company tracks.  
National Battery track.**Roseville:**Ohio State Brick Plant  
No. 3 Track—Robinson—Ransbotton Pottery.  
Golden Oak Mine—Runaround track.**Goston (East of):**

No. 1 Tunnel

**Wilbren (West of):**

Roxbury No. 2 Mine and Sunnyhill Coal Co.

## Morrow Secondary Track

**Lancaster:**

On Loroco Industries track.

**Circleville:**Eschelma Mill—all tracks.  
Purina Ralston tracks No. 1, 2 and 3.  
Moulded Plastics Inc.**Washington C. H.:**Farm Bureau Elevator.  
Eshelman Mill track.

**1163-A4.** Account close clearance of tracks under Wehrman Avenue Bridge, just east of Avondale, train and engine crews are warned not to ride on top or side of cars or engines and trains and engines must avoid passing each other under the bridge.

Yard crews switching or standing with drafts of cars under the bridge, must protect movements on adjacent track.

## TRAIN DISPATCHERS

**1201-A1.** Location of Train Dispatchers—

Train Dispatchers in charge as follows:

**Cincinnati.**

Main Line: Acre to First St., Newark (C. & N. Div.)  
Joyce Avenue to London and New Paris.  
London to East Norwood and Thorne.

**Branches:**

Akron (Orrville to Joyce Ave.)  
Richmond  
Ft. Wayne  
Undercliff  
Zanesville

**Secondary Tracks:**

Cadiz  
Springfield  
Middletown  
Court Street  
Zanesville  
Morrow  
Undercliff

Train orders will be issued by authority and over the signature of Superintendent Transportation of connecting regions as follows:

Pittsburgh Region—Between Region Post (Pgh. Reg.) and Acre.

Lake Region—Between Region Post (Lake Reg.) and Fields.  
Southwestern Region—Between Region Post (Buckeye Region) and Thorne.

**1201-B1.** A train must not leave its initial station without reporting for train orders.

**1201-B2.** At Cincinnati (C. U. T.), enginemen of passenger trains are relieved from reporting for train orders. Conductor will personally deliver a copy of each train order to the engineman, who will compare with the Conductor by reading the train order aloud. When there are no orders or messages, the conductor will personally notify the engineman before train departs.

**1201-B3.** At Dayton, conductors of all trains using tracks adjacent to station platform must call "DE" Office on telephone and ask for train orders, or instructions. If there are any train orders or messages for a train the conductor must go to "DE" Office immediately to receive them and will personally deliver a copy to the engineman. When there are no train orders or messages for the train, the conductor will personally notify the engineman.

Trains using other than the station platform tracks through Dayton, will proceed on proper signal indication without reporting for train orders.

**1201-B4.** At Neilston, Conductor or engineman of westward trains dispatched from Yard "B" Classification Yard must report for train orders and notify operator at Neilston when train is ready to depart.

**1201-B5.** At Fields, Conductor or engineman of northward trains dispatched from Grogan Yard enroute to Sandusky Branch must report for train orders and notify operator at Fields when train is ready to depart.

**1201-B6.** At Columbus, Conductors of P.R.R. westward trains departing Columbus Union Depot will report via telephone located in yellow telephone box at west end of No. 3 station platform to operator at High Street for information as to whether or not train orders, messages, etc., are to be delivered at this point. The Conductor will so inform engineman and also acknowledge same to operator at High Street. This arrangement does not in any way relieve the Conductor, engineman or operator from full compliance with **Rule 221.**

## TRAIN READY INDICATORS

**1201-B7. COLUMBUS UNION STATION.** Train Ready Indicators located in U. S. Tower, for eastward Passenger Trains, with Push Buttons located east end of No. 1 platform for No. 1 and No. 2 tracks, and east end of No. 3 platform for No. 3 and No. 4 tracks. Conductor will notify Operator-Train Director, U. S. Tower, when his train is ready to depart by use of the Push Button for the track involved.

# SIGNAL RULES

## 1250-A1. Movement of Trains by Block Signal System Rules

X—Indicates Rules in Effect

- COLUMN 1—Movement of Trains in the same direction by Block Signals.  
**Rule 251, 253 and 254.**
- COLUMN 2—Opposing and following movement of trains by Block Signals.  
**Rules 261, 262, 263 and 264.**
- COLUMN 3—Movement of trains on Secondary Tracks.  
**Rules 271, 272 and 273.**
- COLUMN 4—Manual Block Signal System.  
**Rules 305 to 373 inclusive, except Rule 316.**
- COLUMN 5—Manual Block Signal System.  
**Rules 305 to 373 inclusive, except Rule 317.**
- COLUMN 6—Manual Block Signal System  
**Rule 316**, for movements against the current of traffic.
- COLUMN 7—Manual Block Signal System.  
**Rule 317**, for movements against the current of traffic.
- COLUMN 8—Automatic Block Signal System.  
**Rules 501 to 512**, with the current of traffic and on single track.
- COLUMN 9—Automatic Block Signal System.  
**Rules 501 to 512**, against the current of traffic.
- COLUMN 10—Cab Signals.  
**Rules 551 to 570**, with the current of traffic and on single track.
- COLUMN 11—Cab Signals  
**Rules 551 to 570**, against the current of traffic.

| BETWEEN          | AND                   | TRACK           | RULES IN EFFECT<br>(See Column Description) |   |   |   |   |   |   |   |   |    |    | Note |  |
|------------------|-----------------------|-----------------|---|---|---|---|---|---|---|---|---|----|----|------|--|
|                  |                       |                 | 1   | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 |      |  |
| <b>MAIN LINE</b> |                       |                 |   |   |   |   |   |   |   |   |   |    |    |      |  |
| Acre             | Custer                | No. 1 and No. 2 | X   |   |   |   |   |   | X | X |   | X  |    |      |  |
| Custer           | Seio                  | No. 1, 2 and 3  | X   |   |   |   |   |   | X | X |   | X  |    |      |  |
| Seio             | Uhrich                | No. 1 and 2     | X   |   |   |   |   |   | X | X |   | X  |    |      |  |
| Uhrich           | First St., Newark     | No. 1 and No. 2 | X   |   |   |   |   |   | X | X |   | X  |    |      |  |
| Joyce Avenue     | Neilston              | No. 1 and No. 2 | X   |   | X |   |   |   | X |   |   |    |    |      |  |
| High Street      | Water Street          | No. 1 and No. 2 | X   |   |   |   |   |   | X | X |   |    |    |      |  |
| Water Street     | Miami Crossing        | No. 1 and No. 2 | X   |   |   |   |   |   | X | X |   | X  | X  |      |  |
| Miami Crossing   | Alton                 | No. 1           | X   |   |   |   |   |   | X | X |   | X  | X  |      |  |
| Miami Crossing   | Alton                 | No. 2           | X   |   |   |   |   |   | X | X |   | X  |    |      |  |
| Alton            | Xenia                 | No. 1 and No. 2 | X   |   |   |   |   |   | X | X |   | X  |    |      |  |
| Xenia            | Dutoit Street         | Single          | X   |   |   |   |   |   | X |   | X |    |    |      |  |
| Dutoit Street    | Wayne Ave. Jct.       | No. 2           | X   |   |   |   |   |   | X | X |   | X  | X  |      |  |
| Dutoit Street    | Wayne Ave. Jct.       | No. 1           | X   |   |   |   |   |   | X | X |   | X  |    |      |  |
| Miami City Jct.  | Wolf Creek            | No. 1 and No. 2 | X   |   |   |   |   |   | X | X |   | X  | X  |      |  |
| Wolf Creek       | New Paris             | Single          | X   |   |   |   |   |   | X |   | X |    |    |      |  |
| New Paris        | 12th St., Richmond    | No. 1 and No. 2 | X   |   |   |   |   |   | X | X |   | X  |    |      |  |
| Newman           | Region Post (Swn Reg) | No. 1 and No. 2 | X   |   |   |   |   |   | X | X |   | X  |    |      |  |

| BETWEEN                                 | AND             | TRACK           | RULES IN EFFECT<br>(See Column Description) |   |   |   |   |   |   |   |   |    |    | Note |   |
|---|-----------------|-----------------|---|---|---|---|---|---|---|---|---|----|----|------|---|
|   |                 |                 | 1   | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 |      |   |
| <b>MAIN LINE<br/>(Via Bradford)</b>     |                 |                 |   |   |   |   |   |   |   |   |   |    |    |      |   |
| Front Street                            | Dennison Ave.   | No. 3 and No. 4 | X   |   |   |   |   |   |   |   | X | X  |    |      |   |
| Dennison Ave.                           | Olentangy       | No. 4           | X   |   |   |   |   |   |   |   | X | X  | X  | X    |   |
| Olentangy                               | Mounds          | No. 1           |   |   |   |   |   |   |   |   | X | X  |    | X    |   |
| Olentangy                               | Mounds          | No. 2           | X   |   |   |   |   |   |   |   | X | X  | X  | X    |   |
| Mounds                                  | Rice            | No. 1 and No. 2 |   |   |   |   |   |   |   |   | X | X  |    | X    |   |
| Rice                                    | West Rice       | No. 1, 2 and 3  |   |   |   |   |   |   |   |   | X | X  |    | X    |   |
| West Rice                               | Bradford        | No. 1 and No. 2 |   |   |   |   |   |   |   |   | X | X  |    | X    |   |
| Bradford                                | West Bradford   | No. 1 and No. 2 | X   |   |   |   |   |   |   |   | X | X  | X  | X    | A |
| West Bradford                           | New Paris       | Single          | X   |   |   |   |   |   |   |   | X |    | X  |      |   |
| <b>MAIN LINE<br/>(Xenia-Cincinnati)</b> |                 |                 |   |   |   |   |   |   |   |   |   |    |    |      |   |
| Xenia                                   | West Greene     | Single          | X   |   |   |   |   |   |   |   |   | X  |    |      |   |
| West Greene                             | Foster          | Single          | X   |   |   |   |   |   |   |   |   | X  |    |      |   |
| Foster                                  | Loveland        | No. 1 and No. 2 | X   |   |   |   |   |   |   |   | X | X  |    |      |   |
| Loveland                                | East Clare      | Single          | X   |   |   |   |   |   |   |   | X |    |    |      |   |
| East Clare                              | Red Bank        | No. 1 and No. 2 | X   |   |   |   |   |   |   |   | X | X  |    |      |   |
| Red Bank                                | East Norwood    | Single          | X   |   |   |   |   |   |   |   | X |    |    |      |   |
| <b>Undercliff Branch</b>                |                 |                 |   |   |   |   |   |   |   |   |   |    |    |      |   |
| Valley                                  | Rendcomb Jct.   | Single          | X   |   |   |   |   |   |   |   |   | X  |    |      |   |
| Red Bank                                | Rendcomb Jct.   | No. 1 and No. 2 | X   |   |   |   |   |   |   |   |   | X  | X  |      |   |
| <b>Richmond Branch</b>                  |                 |                 |   |   |   |   |   |   |   |   |   |    |    |      |   |
| Oakley                                  | Old River Jct.  | Single          | X   |   |   |   |   |   |   |   |   | X  |    |      |   |
| New River Jct.                          | Glen            | Single          | X   |   |   |   |   |   |   |   |   | X  |    |      |   |
| Newman                                  | Broad           | Single          |   |   |   |   |   |   |   |   | X |    |    |      |   |
| Broad                                   | Foley           | Single          | X   |   |   |   |   |   |   |   | X |    |    |      |   |
| Foley                                   | Anoka           | Single          |   |   |   |   |   |   |   |   | X |    |    |      |   |
| <b>Fort Wayne Branch</b>                |                 |                 |   |   |   |   |   |   |   |   |   |    |    |      |   |
| Newman                                  | Winchester      | Single          |   |   |   |   |   |   |   |   | X |    |    |      |   |
| Winchester                              | Ridgeville      | Single          | X   |   |   |   |   |   |   |   |   | X  |    |      |   |
| Ridgeville                              | Adams           | Single          |   |   |   |   |   |   |   |   | X |    |    |      |   |
| <b>Akron Branch</b>                     |                 |                 |   |   |   |   |   |   |   |   |   |    |    |      |   |
| Region Post (Lake Reg)                  | Pennor Crossing | Single          |   |   |   |   |   |   |   |   | X |    |    |      | B |
| <b>Sandusky Branch</b>                  |                 |                 |   |   |   |   |   |   |   |   |   |    |    |      |   |
| Region Post (Lake Reg)                  | North Fields    | No. 1 and No. 2 |   |   |   |   |   |   |   |   | X |    | X  |      |   |
| <b>Zanesville Branch</b>                |                 |                 |   |   |   |   |   |   |   |   |   |    |    |      |   |
| New Lexington                           | Bremen          | Single          |   |   |   |   |   |   |   |   | X |    |    |      | D |
| <b>Zanesville Secondary</b>             |                 |                 |   |   |   |   |   |   |   |   |   |    |    |      |   |
| RY                                      | New Lexington   | Single          |   |   |   |   |   |   |   |   | X | X  |    |      | D |

| BETWEEN       | AND         | TRACK                              | RULES IN EFFECT<br>(See Column Description) |   |   |   |   |   |   |   |   |    |    | Note |  |        |
|---------------|-------------|------------------------------------|---|---|---|---|---|---|---|---|---|----|----|------|--|--------|
|               |             |                                    | 1   | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 |      |  |        |
| Bremen        | MS          | Morrow Secondary<br>Single         |   |   | X | X |   |   |   |   |   |    |    |      |  | D      |
| Xenia         | Springfield | Springfield<br>Secondary<br>Single |   |   | X | X |   |   |   |   |   |    |    |      |  | D<br>C |
| Rendcomb Jct. | Undercliff  | Undercliff<br>Secondary<br>No. 2   |   |   | X |   |   |   | X | X |   |    |    |      |  |        |
| Undercliff    | Cincinnati  | No. 1 and No. 2                    |   |   | X |   |   |   | X | X |   |    |    |      |  |        |

NOTE A—Cab signals without block signals will govern movements against the current of traffic.

NOTE B—Trains enroute Lake Region originating at Pennor or Grogan will receive block indication by telephone.

NOTE C—Engines using tracks of foreign railroads at Springfield must move with extreme caution protecting against opposing movements and must clear regular trains without delay.

NOTE D—Authority for movement of passenger extras must be in writing.

**1250-A2.** When a train receives stop and proceed signal, **Rule 291**, between interlocking stations, except where grade markers are displayed, the engineman or conductor must immediately communicate with operator and be governed by his instructions. If unable to establish communication, train may proceed governed by signal indication.

**1280-A to 1296-A1.** Signal aspects not in conformity with the typical aspects, in service:

Block Stations indicated below are provided with illuminated sign to display white cross (and supplemental letters at designated locations) on black background.

Name— Take siding indicator.

Indication—Take siding as indicated.

When displayed will be answered by two long and one short sounds of the engine whistle, **Rule 14 (r)**.

|             |                                 |
|-------------|---------------------------------|
| Location    | Indication                      |
| Mounds..... | Westward trains on No. 2 track: |



Clear Main Track at Hilliards Westward Relay Yard.



Take siding at Hayden.



Take siding at Unionville.

|                     |                                 |
|---------------------|---------------------------------|
| Milford Centre..... | Eastward trains on No. 1 track: |
|---------------------|---------------------------------|



Take siding at Unionville.



Take siding at Plain City.



Clear Main Track at Hilliards Eastward Relay Yard.

NOTE: Eastward trains receiving take siding indicator at Milford Centre for Hilliards will stop at Hayden and call for instructions.



| Location              | Indication  |
|-----------------------|---|
| Custer.....           | Westward trains on No. 2 track take siding at Dyke.                 |
| Bricker.....          | Westward trains on No. 2 track take siding at Licking.              |
| Bricker.....          | Eastward trains on No. 1 track take siding at Trinway.              |
| Miami Crossing.....   | Westward trains on No. 2 track take siding at London.               |
| South Charleston..... | Westward trains on No. 2 track take siding at Wilberforce.          |
| Mounds.....           | Eastward trains on No. 1 track head in No. 4 track, Grandview Yard. |
| Milford Centre.....   | Westward trains on No. 2 track take siding at Hagenbaugh.           |
| Urbana.....           | Westward trains on No. 2 track take siding at Conover.              |
|                       | Eastward trains on No. 1 track take siding at Hagenbaugh.           |
| Piqua Crossing.....   | Eastward trains on No. 1 track take siding at St. Paris.            |

Trains receiving a take-siding indication will call for instructions from operator before entering siding.

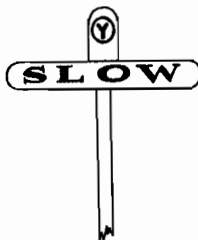


Indication—Pick up at Richmond

|   |   |
|---|---|
| <p>Location</p> <p>Glen.....</p> <p>Newman.....</p> | <p>Indication</p> <p>When illuminated, westward freight trains will stop at Richmond Yard to pick-up.</p> <p>When illuminated, eastward freight trains will stop at Richmond Yard to pick-up.</p> |
|---|---|

Slow Boards.

Note—Y—Yellow



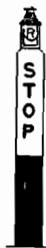
Indication—Slow—Approach crossing prepared to stop. Trains and engines exceeding one-half maximum authorized speed must at once reduce to that speed.

Name—Slow Board.

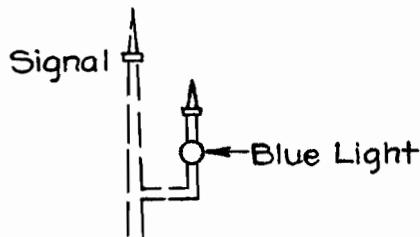
Location—

- Zanesville Branch—Junction City.
- Zanesville Secondary Track—Crooksville.
- Approach Stop Board prepared to stop before crossing N.Y.C. R.R. track.
- Morrow Secondary Track—Lancaster.
- Approach Stop Boards prepared to stop before crossing C. & O. R.R. tracks.

Non-Interlocked Crossings at Grade.



Indication—Stop  
 Name—Stop Board  
 Note: R—Red  
 Location—  
 Kokomo:  
     Nickel Plate R. R.  
     (Clover Leaf Dist.)  
 Kokomo:  
     Nickel Plate R. R.  
     (L. E. & W. Dist.)  
 Middletown, Ohio:  
     B. & O. R. R.  
 Hageman:  
 Newark:  
     Reverse Movement only on No. 1  
     and No. 2 tracks, B. & O. R. R.  
 Crooksville:  
     Zanesville Secondary Track  
 Lancaster:  
     Morrow Secondary Track



Indication—One track intervenes between signal and track it governs.  
 Signal Mast Bracket Marker.

Locations:

- Ridgeville
- Delco
- North Fields
- Circleville

**1285-A1.** At the following locations, signals listed also act as distant signals. When governed by **Rule 285** Manual Block is Clear and train will proceed in accordance with signal indication:

| Location | Signal               |
|----------|----------------------|
| Delco    | Eastward Home Signal |

**1290-A1.** N. & W. Ry. signal aspects which do not conform with P. R. R. Rules for Conducting Transportation:

Aspect, **Rule 291**, FIG. A—Indication: STOP.

Trains and engines receiving proceed indication on Low Home Signals will proceed at Restricted speed through interlocking.

**1317-A2.** Reverse movements on No. 2 track between East Bradford and Piqua Crossing must not be made until it has been ascertained that westward trains clearing in No. 1 westward running track at East Bradford are complete.

**1317-A3.** Trains and engines clearing main track between Joyce Avenue and Lind must report clear to operator at Joyce Avenue.

Northward movements passing Lind will not report when block is clear between Joyce Avenue and Lind.

**1317-A4.** Trains and engines using Nos. 31, 33, 35, 37, 39, 41 and 43 tracks, Grogan Yard, in westward direction, must not foul clearance point of switches, east of Fifth Avenue, without permission from Operator at Joyce Avenue.

**1317-A5.** Except where fixed signal indication governs the use of No. 1 track between Jax and Newman permission must be obtained from Operator at Newman. Trains and engines clearing No. 1 track between Jax and Newman must report clear to operator at Newman.

**Facing Hand-operated Switches connected with Manual Block Signal**

**1362-A.** Train orders must be used to advance a train or engine at the following Manual Block Signals when they cannot be cleared.

| Block Station | Block Signal Governing Movement |        | Facing Switches Connected to Signal between             |
|---------------|---------------------------------|--------|---|
|               | Direction                       | Track  |   |
| Lind          | Southward                       | Single | Lind and Pennor Crossing                                |
| Joyce Ave.    | Northward                       | Single | Pennor Crossing and Lind                                |
| Danville      | Southward                       | Single | Danville Block Station and 300 feet south thereof.      |
| Newman        | Westward                        | Single | Block Station and Anderson Ice and Coal Co. Switch      |
| Newman        | Westward                        | Single | Block Station and East End Parry Switch                 |
| Newman        | Westward                        | Single | Block Station and H. J. Eavey Co. Switch                |
| Broad         | Eastward                        | Single | Block Station and Farm Bureau Switch                    |
| Foley         | Westward                        | Single | Block Station and East Switch—Fayne Siding              |
| Delco         | Eastward                        | Single | Block Station and Shell Oil Co. Switch                  |
| Delco         | Westward                        | Single | Block Station and Dow Block and Interlocking Station    |
| Dow           | Eastward                        | Single | Block Station and Delco Block and Interlocking Station  |
| Dow           | Westward                        | Single | Block Station and Elwood Block and Interlocking Station |
| Elwood        | Eastward                        | Single | Block Station and Dow Block and Interlocking Station    |
| Elwood        | Westward                        | Single | Block Station and East end West Storage Track Switch    |
| Portland      | Westward                        | Single | East End House Track and Tile Co. Switch                |
| Portland      | Eastward                        | Single | Block Station and West Switch of Westward Siding        |

NOTE—A train or engine receiving train order to pass a Manual Block Signal which cannot be cleared where facing hand-operated switches are connected with the signal, must be advised of the condition of the block ahead, and train or engines must approach such switches prepared to stop short of switches not properly lined.

**Hand-operated Switches where Trains or Engines must not clear**

**1502-A1.** At the following locations, trains or engines are prohibited from clearing main track:

| Track  | Location         | Switch  |
|--------|------------------|---|
| No. 1  | Dayton, West of  | Union Storage Co., 4920 feet west of Mile Post 17.  |
| Single | Reading, East of | Proctor & Gamble Co., 3707 feet west of Mile Post 13.   |
| Single | Reading, East of | Ohio Appliance Co., 1511 feet west of Mile Post 13.<br>Service Security Incorporated, 2430 feet west of Mile Post 13. |

**1509-A1.** When stop indication (**Rule 292**) is displayed on signals listed below, it must not be passed unless authorized by Clearance Card (Form C) or train order.

| Location  | Track  | Obtain Clearance Card (Form C) or Train Order through operator at: |
|---|--------|--|
| Dennison:<br>Mile Post 90   | No. 2  | Uhrich   |
| Coshocton:<br>2600 feet east of Mile Post 125                           | No. 1  | Morgan Run   |
| Newark:<br>B. & O. R. R. }<br>Crossing                                  | No. 1  | ND Cabin   |
|   | No. 2  | Bricker  |
| Front Street  | No. 4  | High Street  |
| Grandview Ave.  | No. 2  | Mounds   |
| Marble Cliff  | No. 2  | Mounds   |
| Glen:<br>East end of interlocking limits (Richmond Branch)              | Single | Glen   |
| New River:<br>West end of interlocking limits                           | Single | Hamilton   |
| Old River:<br>East end of interlocking limits                           | Single | Hamilton   |
| Delta Avenue:<br>one half mile east of Mile Post 116, east of Pendleton | No. 1  | Undercliff   |
| East Norwood:<br>West end of interlocking limits                        | Single | Clare  |



**1551-A2.** Testing sections, in addition to those at terminals, located:

At Trinway on Zanesville Secondary Track at a point 350 feet east of RY Block-limit Station. Location designated by a stand on north side of track, equipped with a light. Enginemen on trains moving to Main Line at Trinway will make test of Cab Signals at this point.

At Cadiz Junction on Cadiz Secondary Track at a point 135 feet west of facing hand operated switch to Miller No. 1 storage track. Location designated by test switch mounted on side of signal case on south side of track, equipped with a light. Enginemen on trains moving to Main Line at Cadiz Junction will make test of Cab Signals at this point.

Bradford.  
Xenia.

**1560-A1. Rule 560**—Following exceptions authorized for trains and engines not equipped with cab-signals:

For C. & O. Ry Passenger trains:  
Between—Front Street and Dennison Avenue.

For D. T. & I. R. R. Freight trains:  
Between—South Charleston and Xenia.

For B. & O. R. R. local freight train (1 round trip daily):  
Between—Miami City Junction and Dodson.

For Non-equipped engines moving light to or from shops.  
For Non-equipped wire, work and wreck trains and ballast cleaners.

For switching and transfer service, not to exceed speed of 20 miles per hour.

Between—Dennison and Port  
Morgan Run and Tyndall  
Front Street and Mounds  
Mile Post 45 east of Urbana and 1320 feet west of Mile Post 48 west of Urbana.  
Mile Post 72 east of Piqua and Mile Post 74 west of Piqua.  
Water Street and Mile Post 6, west of Miami Crossing.  
Mile Post 12 east of Clement and Wayne Avenue Junction.  
Miami City Junction and Mile Post 20 west of Wolf Creek.  
Mile Post 117 east of Glen and Mile Post 126, west of Newman.

## INTERLOCKING

**1605-A1. Rule 605**—in effect:

|           | Track                       | Between             | And            |
|-----------|-----------------------------|---------------------|----------------|
| Main Line | No. 2                       | Alton               | West Alton     |
|           | No. 1                       | Dublin Jct.         | East Dublin    |
|           | No. 2                       | Dublin              | West Dublin    |
|           | No. 1                       | Dunreith            | East Dunreith  |
|           | No. 2                       | Dunreith            | West Dunreith  |
|           | No. 1 and No. 2             | Riley               | West Riley     |
|           | Ridgeville—Connecting track | Northwestern Region | Buckeye Region |

**1605-A2. High Street:**

**Rule 99** will apply within interlocking limits.

**1606-A1. Emergency Signals**—Whistle or Horn, in service as follows:

|               |         |
|---------------|---------|
| Joyce Avenue. | Glen.   |
| Neilston      | Newman. |

### Interlockings Operated Automatically

**1663-A1.** Automatic interlockings in service at the following locations.

| Location          | Interlocking   | Railroad Crossing | Location of Instructions          |
|-------------------|----------------|-------------------|-----------------------------------|
| Zanesville Branch | Darlington     | N. Y. C.          | P.R.R. Box on Pole at Crossing    |
| Zanesville Branch | Sabina         | B & O             | Control Box on Home Signal Mast   |
| Akron Branch      | Centerac (NYC) | N. Y. C.          | In Telephone Box at R.R. Crossing |

At locations listed above, when a train, engine or track car is stopped by the interlocking home signal and there is no train or engine approaching on the foreign railroad and no other cause for detaining train or engine be known, conductor, engineman or driver of track car must be governed by instructions posted at the crossing.

**1663-A2.** Interlocking in service at crossing with the N.Y.C. R.R. and Belt yard track, Anderson. When it is desired to effect a movement through the limits of the interlocking on the Belt track, conductor or engineman will secure permission to use the crossing from the operator at KY Tower on the N.Y.C.R.R., and will operate the interlocking for the movement. When movement is completed the interlocking will be restored for movement on the N.Y.C.R.R.

**1663-A3.** When Lynn Block and Interlocking station is closed and a P.R.R. train is stopped by the interlocking home signal, and no train approaching on the N.Y.C. R.R., and no other cause for detaining the train is known, the conductor or engineman shall know that opposing signals are in stop position on N.Y.C. R.R. then provide full flag protection against trains on N.Y.C. R.R., after which train may then pass home signal and proceed over the crossing. Track cars will be operated in accordance with instructions for trains.



## SAFETY RULE OF THE DAY

Train, Engine and Other  
Transportation Employees

(EXCEPT STATION EMPLOYEES)

| Date | 1961  |       |       |       |       |       |
|------|-------|-------|-------|-------|-------|-------|
|      | April | May   | June  | July  | Aug.  | Sept. |
| 1    | —     | 1003  | 1003  | 1003  | 1003  | 1003  |
| 2    | —     | 1114  | 1142  | 1301  | 1307  | 1401  |
| 3    | —     | 1115  | 1145  | 1306  | 1403  | 1407  |
| 4    | —     | 1142  | 1301  | 1401  | 1405  | 1416  |
| 5    | —     | 1000a | 1307  | 1404  | 1411  | 1406  |
| 6    | —     | 1408  | 1000a | 1306  | 1408  | 1410  |
| 7    | —     | 1420  | 1406  | 1000a | 1420  | 1501  |
| 8    | —     | 1428  | 1421  | 1421  | 1000a | 1501  |
| 9    | —     | 1506  | 1510  | 1505  | 1422  | 1000a |
| 10   | —     | 1606  | 1608  | 1529  | 1513  | 1512  |
| 11   | —     | 1618  | 1601  | 1601  | 1426  | 1604  |
| 12   | —     | 1706  | 1612  | 1614  | 1811  | 1609  |
| 13   | —     | 1803  | 1507  | 1615  | 1618  | 1601  |
| 14   | —     | 1806  | 1803  | 1427  | 1706  | 1612  |
| 15   | —     | 1809  | 1806  | 1803  | 1822  | 1811  |
| 16   | —     | 1421  | 1822  | 1812  | 1819  | 1813  |
| 17   | —     | 1000b | 1811  | 1818  | 1820  | 1806  |
| 18   | —     | 1512  | 1000b | 1409  | 1610  | 1616  |
| 19   | —     | 1616  | 1406  | 1000b | 1809  | 1711  |
| 20   | —     | 1805  | 1610  | 1512  | 1000b | 1805  |
| 21   | —     | 1601  | 1513  | 1514  | 1421  | 1000b |
| 22   | —     | 1811  | 1609  | 1403  | 1821  | 1404  |
| 23   | —     | 1814  | 1613  | 1603  | 1607  | 1613  |
| 24   | —     | 1404  | 1618  | 1711  | 1818  | 1809  |
| 25   | —     | 1813  | 1809  | 1805  | 1410  | 1529  |
| 26   | —     | 1819  | 1817  | 1820  | 1602  | 1822  |
| 27   | —     | 1416  | 1420  | 1410  | 1817  | 1408  |
| 28   | —     | 1422  | 1405  | 1815  | 1401  | 1011  |
| 29   | —     | 1012  | 1004  | 1012  | 1609  | 1806  |
| 30   | 1405  | 1114  | 1011  | 1408  | 1809  | 1422  |
| 31   | —     | 1004  | —     | 1004  | 1004  | —     |

## SAFETY RULE OF THE DAY

Train, Engine and Other  
Transportation Employees

(EXCEPT STATION EMPLOYEES)

| Date | 1961  |       |       | 1962  |       |       |       |
|------|-------|-------|-------|-------|-------|-------|-------|
|      | Oct.  | Nov.  | Dec.  | Jan.  | Feb.  | Mar.  | April |
| 1    | 1003  | 1003  | 1003  | 1000a | 1003  | 1003  | 1003  |
| 2    | 1148  | 1148  | 1402  | 1011  | 1000a | 1012  | 1013  |
| 3    | 1410  | 1407  | 1422  | 1013  | 1114  | 1000a | 1012  |
| 4    | 1420  | 1422  | 1501  | 1115  | 1145  | 1011  | 1000a |
| 5    | 1428  | 1505  | 1148  | 1142  | 1301  | 1302  | 1305  |
| 6    | 1422  | 1510  | 1506  | 1148  | 1148  | 1304  | 1405  |
| 7    | 1506  | 1513  | 1507  | 1405  | 1404  | 1406  | 1408  |
| 8    | 1507  | 1602  | 1410  | 1427  | 1421  | 1501  | 1427  |
| 9    | 1510  | 1604  | 1607  | 1507  | 1529  | 1425  | 1514  |
| 10   | 1000a | 1606  | 1608  | 1611  | 1606  | 1608  | 1425  |
| 11   | 1416  | 1000a | 1428  | 1615  | 1601  | 1507  | 1601  |
| 12   | 1529  | 1427  | 1000a | 1706  | 1610  | 1614  | 1612  |
| 13   | 1426  | 1428  | 1416  | 1000b | 1505  | 1618  | 1615  |
| 14   | 1611  | 1420  | 1420  | 1303  | 1000b | 1505  | 1404  |
| 15   | 1806  | 1421  | 1610  | 1407  | 1303  | 1000b | 1305  |
| 16   | 1812  | 1507  | 1613  | 1403  | 1407  | 1304  | 1000b |
| 17   | 1818  | 1609  | 1706  | 1421  | 1501  | 1405  | 1406  |
| 18   | 1821  | 1615  | 1803  | 1411  | 1411  | 1407  | 1513  |
| 19   | 1822  | 1809  | 1813  | 1501  | 1603  | 1512  | 1607  |
| 20   | 1422  | 1420  | 1820  | 1409  | 1612  | 1609  | 1614  |
| 21   | 1427  | 1815  | 1416  | 1510  | 1614  | 1404  | 1529  |
| 22   | 1000b | 1405  | 1611  | 1512  | 1803  | 1421  | 1421  |
| 23   | 1602  | 1000b | 1529  | 1529  | 1809  | 1603  | 1806  |
| 24   | 1613  | 1404  | 1000b | 1404  | 1811  | 1409  | 1812  |
| 25   | 1815  | 1611  | 1816  | 1608  | 1615  | 1602  | 1616  |
| 26   | 1820  | 1819  | 1410  | 1612  | 1812  | 1711  | 1816  |
| 27   | 1408  | 1410  | 1408  | 1601  | 1805  | 1814  | 1821  |
| 28   | 1603  | 1114  | 1401  | 1711  | 1814  | 1610  | 1416  |
| 29   | 1609  | 1420  | 1011  | 1803  | —     | 1817  | 1004  |
| 30   | 1421  | 1601  | 1809  | 1513  | —     | 1819  | —     |
| 31   | 1004  | —     | 1004  | 1004  | —     | 1004  | —     |

**THE PENNSYLVANIA RAILROAD  
BUCKEYE REGION**

Cincinnati, Ohio, March 31, 1961.

**GENERAL ORDER No. 901**

**Effective** { 2.01 A.M., E.S.T. } **Sunday April 30, 1961**  
                  { 1.01 A.M., C.S.T. }

**Applies in All Zones**

- (a) Time-Table No. 9 in effect. It contains the necessary instructions issued in general orders up to and including General Order No. 820, all of which must be removed from bulletin boards. Each employe must examine each page of Time Table No. 9 to see that his copy is complete, pages properly lined up, and note changes. Employes must turn in Time-Table No. 8 to bulletin board attendant, after Time-Table No. 9 takes effect.
- (b) **BOOK OF RULES—  
RULES FOR CONDUCTING TRANSPORTATION**  
Rules for Conducting Transportation, effective October 28, 1956, revised in part as follows:  
Revisions of April 28, 1957—  
**Rule 104**—page 34, **Rule 331**—page 77, **Rule 365**—page 79, **Rule 629**—page 90, **Form C**—page 98, **Form K**—page 99 and **Rule 4076-J**—page 112.  
Revisions of October 27, 1957—  
**Rule 30**—page 23, **Rule 400C-1**—page 100, **Rule 4103-B**—page 113 and **Rule 4165-A**—page 131.  
Revisions of September 1, 1958—  
**Rules G and H**—page 8, **Rule R**—page 10, **Rule 103**—page 34, **Rules 104 and 105**—pages 34 and 35, **Rule 283**—page 56, **Rule 502**—page 80, **Rule 400N-4**—page 105, **Rule 400N-21**—pages 107 and 108, **Rule 4076-F**—page 112 and Index—page 3, **Rule 4076-I**—page 112, **Rule 4076-J**—page 112, **Rule 4154-B**—pages 115 and 116 and **Rule 4165-A**—page 131.  
Revisions of February 27, 1959—  
**Rule 26**, second and third parag.—page 23; **Rule 34**—page 24; **Rule 75**—pages 25 and 26; **Rule 76**, second and fourth parag.—page 26; **Rule 77**, second parag.—page 26; **Rule 99**, fourth parag.—page 32; **Rule 106**—page 35; **Rule 204**, third parag.—page 37; **Rule 293-A**—page 68; **Rule 365**, second and fifth parag.—page 79; **Rule 568**—page 87; **Rules 700-series**—pages 92, 93, 94 and 95; **Form K**, second parag. of instructions—page 99; **Rule 4165-A**—page 131.  
Revisions of May 1, 1960—  
**Rule M**—page 8; **Rule 361**—page 78; **Form K**, last parag.—page 99; **Rule 4076-J**—page 112; **Rule 4155-I**—page 122; **Rule 4155-J**, first and fifth parag.—page 123; **Rule 4156-G**—page 126; **Rule 4160-C**—page 129.  
**STICKER COUPONS HAVE BEEN ISSUED.** All employes concerned must obtain stickers and paste in their copy of Book of Rules—CT400, as indicated thereon.

- (c) **ENTIRE REGION**  
**FIXED SIGNALS (Rules 283, 283A, 288, 290, 291 and 292)**  
From time to time, without further notice, high home signals will be equipped to display position color light type Aspects, FIG. AA.

**Applies in Zone C**

- (d) **MAIN LINE  
REGION POST (PGH. REG.)—TRINWAY**  
Interlockings, remote controlled, renamed as follows:  
**WU** changed to East Acre.      **RT** changed to Bridge.  
**WK** changed to Mid Acre.      **CK** changed to East Tusca.  
**W** changed to West Acre.      **RK** changed to West Tusca.  
**BA** changed to East Custer.    **WV** changed to Wally.  
Page 4, changed.                    **NS** changed to Cone.

- (e) **MORROW SECONDARY TRACK  
AMANDA-STOUTSVILLE**  
(Temporary Speed Restriction)  
Trains and engines must not exceed a speed of 10 miles per hour between Mile Post 70, west of Amanda, and 100 feet east of Mile Post 70, account track conditions.  
Special Instruction **1157-F1**, changed.
- (f) **MORROW SECONDARY TRACK  
CIRCLEVILLE-WILLIAMSPORT**  
(Temporary Speed Restriction)  
Trains and engines must not exceed a speed of 5 miles per hour between Mile Post 84, west of Circleville, and Mile Post 85, account track conditions.  
Special Instruction **1157-F1**, changed.

**Applies in Zone B**

- (g) **MAIN LINE  
NEW MADISON—EAST NEW PARIS**  
(Temporary Speed Restriction)  
Trains and engines must not exceed a speed of 40 miles per hour between Mile Post 106 and Mile Post 107, west of New Madison account track condition.  
Special Instruction **1157-F1**, changed.
- (h) **MAIN LINE  
BRADFORD**  
(Temporary Speed Restriction)  
Trains and engines to or from Northwestern Region must not exceed a speed of 10 miles per hour on No. 1 track through Bradford Interlocking, account track condition.  
Special Instruction **1157-F1**, changed.
- (i) **MAIN LINE  
BRADFORD**  
(Temporary Speed Restriction)  
Trains and engines must not exceed a speed of 10 miles per hour on No. 2 track, through Bradford Interlocking, account track condition.  
Special Instruction **1157-F1**, changed.
- (j) **MAIN LINE  
BRADFORD-PIQUA CROSSING**  
(Temporary Speed Restriction)  
Trains and engines must not exceed a speed of 30 miles per hour on No. 1 track, between Mile Post 82, east of Bradford and Piqua Crossing, account track condition.  
Special Instruction **1157-F1**, changed.
- (k) **MAIN LINE  
CREST-PIQUA CROSSING**  
(Temporary Speed Restriction)  
Trains and engines must not exceed a speed of 30 miles per hour on No. 2 track, between Mile Post 74, east of Crest and Piqua Crossing, account track condition.  
Special Instruction **1157-F1**, changed.
- (l) **MAIN LINE  
WOODSTOCK-HAGENBAUGH**  
Paragraph (f) General Order No. 816, referring to a speed of 30 miles per hour on No. 2 track between Mile Post 41 and Mile Post 42, east of Hagenbaugh, annulled.  
Special Instruction **1157-F1**, changed.

- (m) **MAIN LINE**  
**HILLIARDS-MOUNDS**  
 (Temporary Speed Restriction)  
 Trains and engines must not exceed a speed of 30 miles per hour on No. 1 track between Mile Post 9 and Mile Post 7, east of Hilliards, account track conditions.  
 Special Instruction **1157-F1**, changed.

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**Applies in Zone J**

- (n) **RICHMOND BRANCH**  
**MILL-CRESCENTVILLE**  
**Automatic Highway Crossing Protection**  
 Signs "CC" located 660 feet east and west of Sharon Road for movement on Archer-Daniel-Midland track, in service.
- (o) **RICHMOND BRANCH**  
**NEWMAN-GREENS FORK**  
 (Temporary Speed Restriction)  
 Trains and engines must not exceed a speed of 30 miles per hour, between Mile Post 78.5, west of Newman, and Mile Post 81.3, east of Greens Fork, account track conditions.  
 Special Instruction **1157-F1**, changed.
- (p) **RICHMOND BRANCH**  
**FRANKTON-HEMLOCK**  
 Paragraph (g) General Order No. 801 referring to a speed of 30 miles per hour between Mile Post 136.5 west of Frankton and Mile Post 147.5 west of Windfall, annulled.  
 Special Instruction **1157-F1**, changed.

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**Applies in Zone K**

- (q) **FORT WAYNE BRANCH**  
**PORTLAND-BRIANT**  
 (Temporary Speed Restriction)  
 Trains and engines must not exceed a speed of 20 miles per hour between one-half mile west of Mile Post 43, and Mile Post 46, west of Portland, account track conditions.  
 Special Instruction **1157-F1**, changed.
- (r) **FORT WAYNE BRANCH**  
**NEWMAN-FOUNTAIN CITY**  
 (Temporary Speed Restriction)  
 Trains and engines must not exceed a speed of 30 miles per hour between Mile Post 1 and Mile Post 7, west of Newman, account track conditions.  
 Special Instruction **1157-F1**, changed.
- (s) **FORT WAYNE BRANCH**  
**LYNN-RIDGEVILLE**  
 (Temporary Speed Restriction)  
 Trains and engines must not exceed a speed of 20 miles per hour between Mile Post 16 and Mile Post 33, west of Lynn, account track conditions.  
 Special Instruction **1157-F1**, changed.

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This General Order is printed in Time-Table No. 9 and will not be issued in sticker form.

A. L. HUNT,  
 Superintendent Transportation.

**THE BEST *Insurance* POLICY  
IS A *Safety* POLICY.**