

# The Pennsylvania Railroad

WESTERN REGION  
SOUTHWESTERN DIVISION

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## CINCINNATI DIVISION

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### Time Table No. 32

In effect { 1:01 A.M., E.S.T. } Sunday, April 28, 1940  
          { 12:01 A.M., C.S.T. }

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**FOR THE GOVERNMENT OF EMPLOYEES ONLY**

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**EASTERN STANDARD TIME**  
Except between Newman and Anoka.  
**CENTRAL STANDARD TIME**  
Between Newman and Anoka.

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**J. M. SYMES,**  
General Manager.

**HOWARD GINTER,**  
Supt. Pass. Transportation

**P. E. FEUCHT,**  
General Superintendent.

**A. F. McSWEENEY,**  
Supt. Frt. Transportation

**J. F. HENRY,**  
Superintendent.

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## XENIA TO CINCINNATI

Interlockings	Block Stations	Distance between Stations	Distance from Columbus, or Valley	STATIONS	Station Signals	Sidings assigned direction. Car capacity 45 ft. cars		
						E	W	Both
I IP	B B	0.1	54.8 54.9	XENIA.....(Cols. Div.) XENIA (B. & O. Crossing)	CW WY	100	125	
		6.5	61.4	SPRING VALLEY.....				125
		1.9	63.3	ROXANNA.....				
		5.6	68.9	WAYNESVILLE.....				125
	B	5.6	74.5	OREGONIA.....				
		8.7	83.2	MORROW.....	MS			125
		4.8	88.0	SOUTH LEBANON.....				
		1.2	89.2	MIDDLETOWN JCT.....				
		1.0	90.2	KINGS MILLS.....	KM			
P I	B	2.2	92.4	FOSTER.....				130
		4.3	96.7	LOVELAND.....	U			
		1.6	98.3	EPWORTH HEIGHTS.....				
		0.9	99.2	BRANCH HILL.....				
		2.2	101.4	DONNELLY.....				125
		0.8	102.2	MIAMIVILLE.....				
		1.5	103.7	CAMP DENNISON.....				
		1.9	105.6	MILFORD.....				
		0.8	106.4	TERRACE PARK.....				
I P P	B	3.5	109.9	PLAINVILLE.....				
		1.1	111.0	CLARE.....	BR			
		1.2	112.2	RED BANK.....				
		0.5	112.7	VALLEY.....				
P		0.8	113.5	MADISONVILLE.....				
		1.6	115.1	OAKLEY.....				
		0.7	115.8	NORWOOD.....				
I I	B	0.6	116.4	EAST NORWOOD.....(B. & O.)	GK			
		3.9	120.3	WINTON PLACE.....				
I		4.8	125.1	CINCINNATI.....(C. U. T.)	GC			
P P		1.1	1	VALLEY.....				
P P			112.2	REDCOMB JCT.....				
		0.9	113.1	REDCOMB JCT.....				
		1.6	114.7	UNDERCLIFF.....				
	B	1.7	116.4	PENDLETON.....	B			
	B	3.3	119.7	CINCINNATI.....	OA			

(Note):—(I) Interlocking Station and Plant.  
(P) Interlocking Plant—Remote controlled  
(A) Interlocking Plant—Automatic.  
(B) Attended Block Station.  
(B) Unattended Block Station

## RICHMOND, FORT WAYNE AND MUNCIE BRANCHES 5

Interlockings	Block Stations	Distance between Stations	Distance from Cincinnati, Richmond or Vance	STATIONS	Station Signals	Sidings assigned direction. Car capacity 45 ft. cars		
						W	E	Both
I		4.8	0.7	CINCINNATI.....(C. U. T.)	GC			
I B		3.9	5.6	WINTON PLACE.....				
		9.4	9.4	EAST NORWOOD.....(B. & O.)	GK			
		0.6	10.0	NORWOOD.....				
P		0.6	10.6	OAKLEY.....				
		0.3	10.9	MC CULLOUGH.....				120
P		0.8	11.7	NORWOOD HEIGHTS.....				
		3.4	15.1	READING.....				
	B	5.3	20.4	CRESCENTVILLE.....	VI			134
		2.0	22.4	RIALTO.....				
		6.4	28.8	MOSLER.....		88	57	
		30.7	30.7	HAMILTON.....				
I B		0.8	31.5	OLD RIVER JCT.....	DJ			
	B	1.6	33.1	NEW RIVER.....(B. & O.)	WR			
		4.1	37.2	SEVEN MILE.....				101
		3.7	40.9	COLLINSVILLE.....				
		3.8	44.7	SOMERVILLE.....				62
	B	4.8	49.5	CAMDEN.....	CA			74
	B	8.8	58.3	EATON.....	TN			62
	B	7.0	65.3	CAMPBELLSTOWN.....	CS	85	87	
I I	B	7.1	72.4	GLEN.....	JC			
		2.2	74.6	RICHMOND.....(Cols. Div.)				
I I	B	0.3	74.9	NEWMAN.....	FT			
		8.5	8.8	FOUNTAIN CITY.....				
I I I I	B B B B	9.5 15.3 24.5 33.0	8.8 15.3 24.5 33.0	LYNN.....	KO			60
		8.5	33.0	WINCHESTER.....	WI			24
		10.2	43.2	RIDGEVILLE.....	DV	35	60	
		7.1	50.3	PORTLAND.....	GI	53	63	
	B	3.9	54.2	BRIANT.....				50
	B	4.6	58.8	GENEVA.....	GV			58
		6.0	64.8	BERNE.....	BE			46
I		5.6	70.4	MONROE.....				52
	B	0.3	70.7	DECATUR.....(Erie Crossing)				
		8.9	79.6	DECATUR.....	DC			67
				HOAGLAND.....				54
I I	B	7.0	86.6	ADAMS.....(Ft. Wayne Div.)	AD			
		5.3	91.9	FORT WAYNE.....				
	B	8.7	83.6	GREENS FORK.....				
	B	1.5	85.1	NOLAND.....	NS			54
		5.2	90.3	HAGERSTOWN.....	HC			
		5.3	95.6	MILLVILLE.....				128
I P	B	5.9	101.5	NEW CASTLE.....	BD			21
		0.4	101.9	BROAD.....				
		2.2	104.1	FOLEY.....				
		0.9	105.0	FAYNE.....				70
	B	3.5	108.5	SULPHUR SPRINGS.....	SG			128
		3.0	111.5	HONEY CREEK.....				
	B	3.8	115.3	MIDDLETOWN.....	MN			58
I I	B	6.1	121.4	GRIDLEY.....				
		0.8	122.2	DELCO.....	CG			57
		0.8	123.0	ANDERSON.....				
I I	B	1.8	124.8	DOW.....	JR	76	84	
		8.0	132.8	FRANKTON.....				63
	B	5.0	137.8	ELWOOD.....	WD			53
		4.3	142.1	CURTISVILLE.....				128
	B	4.3	146.4	WINDFALL.....	D			58
		6.0	152.4	HEMLOCK.....				62
		1.5	153.9	CENTER.....				
	B	5.6	159.5	KOKOMO.....	KI	58	130	22
		6.4	165.9	GALVESTON.....	US			57
		2.9	168.8	LINCOLN.....				
		3.4	172.2	WALTON.....				61
I I	B	5.2	177.4	ANOKA.....	AJ			
		4.8	182.2	LOGANSFORT.....(Logan Div.)				
I		1.0	1.0	VANCE.....	MU			
I		2.0	3.0	MUNCIE.....				
		3.1	6.1	DREW.....	DW			
		3.4	9.5	ANTHONY.....				
		3.0	12.5	STOCKPORT.....				
		2.2	14.7	WHEELING.....				
				MATTHEWS.....				

(Note):—(I) Interlocking Station and Plant.  
(P) Interlocking Plant—Remote controlled.  
(A) Interlocking Plant—Automatic.  
(B) Attended Block Station.  
(B) Unattended Block Station.

Interlockings	Block Stations	Distance between Stations	Distance from Dayton, or Middletown	STATIONS	Station Signals	Sidings assigned direction. Car capacity 45 ft. cars		
						E	W	Both
		15.7	7	LYTLE (Cofs. Div.)				18
		10.9	26.6	LEBANON Lebanon Br.				
				MIDDLETOWN				
I		0.8	0.8	BIG 4 CROSSING Middle-	MC			
		4.1	4.9	OAKLAND town Br.				
		2.1	7.0	UNION VILLAGE				
		4.8	11.8	HAGEMAN				
		2.6	14.4	MIDDLETOWN JCT.				
		4.8	31.4	HAGEMAN				16
		2.0	34.7	MASON				25
		9.7	44.4	BLUE ASH				10
		1.3	45.7	ROSSMOYNE				
		1.2	46.9	DEER PARK				9
		0.5	47.4	SILVERTON				
		1.2	48.6	KENNEDY HEIGHTS				
		0.7	49.3	PLEASANT RIDGE				
		0.5	49.8	MC CULLOUGH				
I		0.8	50.6	EAST NORWOOD	GK			
		1.7	52.3	IDLEWILD				
		1.5	53.8	AVONDALE				
		1.7	55.5	ELSINORE				
		0.5	56.0	CINCINNATI				

Lytle to Cincinnati—Westward

Cincinnati to Lytle—Eastward

- (Note):—(I) Interlocking Station and Plant.  
(P) Interlocking Plant—Remote controlled.  
(A) Interlocking Plant—Automatic.  
(B) Attended Block Station.  
(1B) Unattended Block Station.

NOTE.—Block Stations are open continuously except

Morrow	Closed	Daily Sunday	9:30 P. M. to 5:30 A. M. 1:30 P. M. to 9:30 P. M.
Camden	Closed	Daily Sunday	5:00 P. M. to 9:00 A. M. 9:00 A. M. to 5:00 P. M.
Eaton	Closed	Daily	{ 7:00 A. M. to 9:00 A. M. 5:00 P. M. to 11:00 P. M.
Campbellstown	Closed	Daily Sunday	7:20 P. M. to 10:20 A. M. 10:20 A. M. to 7:20 P. M.
Geneva	Closed	Daily Sunday	6:00 P. M. to 11:00 A. M. 11:00 A. M. to 6:00 P. M.
Berne	Closed	Daily Sunday	6:00 P. M. to 11:00 A. M. 11:00 A. M. to 6:00 P. M.
Decatur	Closed	Daily Sunday	5:05 A. M. to 1:05 P. M. 1:05 P. M. to 9:05 P. M.
Hagerstown	Closed	Daily Sunday	4:30 P. M. to 9:30 A. M. 9:30 A. M. to 4:30 P. M.
Middletown (Ind.)	Closed	Daily Sunday	1:30 P. M. to 9:30 A. M. 9:30 A. M. to 1:30 P. M.
Elwood	Closed	Daily	2:30 A. M. to 10:30 A. M.
Windfall	Closed	Daily Sunday	5:30 P. M. to 10:30 A. M. 10:30 A. M. to 5:30 P. M.
Kokomo	Closed	Daily	{ 3:30 A. M. to 9:30 A. M. 5:30 P. M. to 7:30 P. M.
Galveston	Closed	Daily Sunday	4:30 P. M. to 10:30 A. M. 10:30 A. M. to 4:30 P. M.

NOTE.—Unattended Block Stations controlled by open Block Stations.

Sign	Location	Controlled by Signalman	Period Operated
CS	Campbellstown	Glen	Daily 7:20 P.M. to 10:20 A.M. Sunday 10:20 A. M. to 7:20 P. M.
DC	Decatur	Adams	Daily 5:05 A. M. to 1:05 P. M. Sunday 1:05 P. M. to 9:05 P. M.
NS	Noland	Newman	Continuously
SG	Sulphur Springs	Broad	Continuously
WD	Elwood	Dow	Daily 2:30 A.M. to 10:30 A.M.
KI	Kokomo	Anoka	Daily { 3:30 A.M. to 9:30 A.M. 5:30 P.M. to 7:30 P.M.

NOTE.—Train Order Offices other than Block Stations are open as follows:

STATIONS	FIRST CLASS			
	227	N&W 3	41	
	DAILY	DAILY	DAILY	
Leave	A. M.	A. M.	A. M.	
XENIA.....(Cols. Div.)	*S 5.03		N 6.45	
ROXANNA.....	5.13		6.56	
OREGONIA.....	5.25		7.08	
MORROW.....	*S 5.39		7.20	
SOUTH LEBANON.....				
KINGS MILLS.....				
FOSTER.....	*P 5.54		7.32	
LOVELAND.....	*S 6.02		7.38	
MIAMIVILLE.....	*P 6.14			
CAMP DENNISON.....	*P 6.20			
MILFORD.....	*F 6.27			
TERRACE PARK.....	*P 6.32		*T 7.51	
PLAINVILLE.....				
CLARE.....	6.38	7.15	7.57	
RED BANK.....	6.40	7.17	7.59	
VALLEY.....	6.41	7.18	8.00	
OAKLEY.....	6.46	7.22	8.03	
NORWOOD.....	*S 6.49	S 7.24	S 8.05	
EAST NORWOOD.....	S 6.52	D 7.26	D 8.07	
WINTON PLACE.....	*D 6.59	D 7.34	D 8.14	
CINCINNATI.....	*S 7.10	S 7.45	S 8.25	
Arrive	A. M.	A. M.	A. M.	
	227	N&W 3	41	

FIRST CLASS							
267	N&W 15	213	N&W 19				
DAILY	DAILY	DAILY	DAILY				
P. M.	P. M.	P. M.	P. M.				
S 2.56		S 8.03					
3.07		8.13					
3.19		8.24					
S 3.33		S 8.36					
3.44							
3.48		8.49					
S 3.55		*F 8.55					
4.09							
4.16	5.15	9.12	S 10.00				
4.18	5.17	9.14	10.02				
4.19	5.18	9.15	10.03				
4.22	5.22	9.18	10.07				
S 4.25	S 5.24	S 9.19	F 10.10				
4.27	5.26	9.21	10.12				
D 4.34	D 5.34	D 9.28	D 10.19				
S 4.45	S 5.45	S 9.40	S 10.80				
P. M.	P. M.	P. M.	P. M.				
267	N&W 15	213	N&W 19				

STATIONS	FIRST CLASS			
	N&W20	206	N&W16	222
	A. M.	A. M.	A. M.	P. M.
Arrive				
XENIA.....(Cols. Div.)		\$ 10.44		\$ 2.41
ROXANNA.....		10.35		2.31
OREGONIA.....		10.23		2.19
MORROW.....		\$ 10.12		2.07
SOUTH LEBANON.....				*P 1.58
KINGS MILLS.....		P 10.02		
FOSTER.....		9.58		1.52
LOVELAND.....		S 9.52		W 1.46
MIAMIVILLE.....				*W 1.40
CAMP DENNISON.....				
MILFORD.....		F: 9.39		
TERRACE PARK.....				
PLAINVILLE.....				
CLARE.....	S 7.40	9.31	11.15	1.27
RED BANK.....	7.37	9.29	11.13	1.25
VALLEY.....	7.36	9.28	11.12	1.24
OAKLEY.....	7.32	9.26	11.08	1.20
NORWOOD.....	F 7.30	\$ 9.24	\$ 11.06	\$ 1.19
EAST NORWOOD.....	(B. & O.) 7.28	9.22	11.03	1.17
WINTON PLACE.....	(C. U. I.) F 7.20	\$ 9.15	F 10.55	\$ 1.10
CINCINNATI.....	(C. U. I.) S 7.10	\$ 9.05	\$ 10.45	\$ 1.00
Leave	A. M.	A. M.	A. M.	P. M.
	DAILY N&W20	DAILY 206	DAILY N&W16	DAILY 222

FIRST CLASS			
40	N&W4	202	
P. M.	P. M.	A. M.	
\$ 6.53		*S 12.53	
6.43		12.42	
6.31		12.29	
6.20		12.16	
6.08		12.04	
6.02		11.58	
5.46	10.33	11.38	
5.44	10.30	11.36	
5.43	10.29	11.35	
5.40	10.25	11.32	
S 5.39	S 10.23	*S 11.30	
5.37	10.20	11.28	
S 5.30	F 10.13	*S 11.20	
S 5.20	S 10.03	\$ 11.10	
P. M.	P. M.	P. M.	
DAILY 40	DAILY N&W4	DAILY ◇202	

STATIONS	FIRST CLASS				I519 SCHEDULE BELOW
	215 DAILY	501 <sup>+</sup> DAILY EX. SUN.	207 DAILY	P. M.	
	A. M.	A. M.	P. M.	P. M.	
Leave					
CINCINNATI (B. & O.)	\$ 9.10		\$ 2.35	\$ 5.10	
WINTON PLACE (C. & I.)	\$ 9.20		\$ 2.45	\$ 5.20	
EAST NORWOOD (C. & I.)	9.27		2.52	5.27	
NORWOOD	\$ 9.30		\$ 2.54	\$ 5.30	
OAKLEY	9.31		2.55	5.32	
NORWOOD HEIGHTS	9.33		2.57	5.34	
READING	F: 9.40			5.39	
CRESCENTVILLE	9.47		3.07	5.46	
HAMILTON	\$ 10.03		\$ 3.18	5.59	
OLD RIVER JCT.	10.05		3.20	6.01	
NEW RIVER (B. & O.)	10.08		3.23	6.04	
SEVEN MILE					
COLLINSVILLE					
SOMERVILLE					
CAMDEN	F: 10.29		3.40	6.25	
EATON	\$ 10.42		3.49		
CAMPBELLSTOWN	10.51		3.57	6.51	
GLEN	11.00		4.05	7.02	
RICHMOND	\$ 11.05			7.07	
RICHMOND	10.15	\$ 11.25	\$ 3.15	7.13	
NEWMAN	10.17	11.27	3.17	7.14	
FOUNTAIN CITY		\$ 11.40		7.38	
LYNN		\$ 11.55		7.44	
WINCHESTER		\$ 12.12		7.56	
RIDGEVILLE		\$ 12.25		8.08	
PORTLAND		\$ 12.41			
BRIANT		\$ 12.52			
GENEVA		\$ 1.00			
BERNE		\$ 1.11			
MONROE		\$ 1.21			
DECATUR		\$ 1.34		8.40	
HOAGLAND		*\$ 1.48			
ADAMS		\$ 2.02		9.01	
FORT WAYNE (Ft. W. Div.)		\$ 2.15		9.11	
NOLAND	10.29		3.27		
HAGERSTOWN	10.36		3.33		
NEW CASTLE	\$ 10.52		\$ 3.47		
BROAD	10.53		3.48		
FOLEY	10.56		3.51		
SULPHUR SPRINGS	11.01		3.56		
MIDDLETOWN	11.08				
DELCO	11.15		4.10		
ANDERSON	\$ 11.20		\$ 4.13		
DOW	11.24		4.18		
ELWOOD	\$ 11.38		\$ 4.34		
WINDFALL	11.52		4.45		
KOKOMO	\$ 12.08		\$ 5.02		
GALVESTON	12.17				
ANOKA	12.30		5.22		
LOGANSFORD (Logan Div.)	\$ 12.40		\$ 5.29		
Arrive	P. M.	P. M.	P. M.	P. M.	
	215	501	207	519	

Chickasaw Division—General Order 9203, A, B, C, D, E, Effective 7-2-40.

Will operate daily, June 26 to Sept. 7, 1940, inclusive.

FIRST CLASS			
☆237 DAILY	201 DAILY		
P. M.	P. M.		
\$ 10.00	\$ 11.40		
\$ 10.10	*\$ 11.50		
10.17	11.57		
\$ 10.20	*\$ 11.59		
10.21	12.01		
10.25	12.03		
10.37	12.14		
\$ 10.55	*F 12.27		
10.58	12.29		
11.01	12.32		
*V 11.22	12.54		
\$ 11.34	1.04		
11.43	1.14		
11.53	1.23		
\$ 11.58	\$ 1.28		
11.26	1.40		
11.27	1.42		
	2.04		
	2.16		
	2.27		
	2.40		
	3.15		
	3.37		
	\$ 3.52		
11.41			
\$ 12.08			
12.10			
12.13			
12.18			
12.32			
\$ 12.45			
12.49			
\$ 1.15			
\$ 2.08			
\$ 2.36			
\$ 2.45			
A. M.	A. M.		
237	201		

STATIONS	FIRST CLASS			
	236	200	516	520
	A. M.	A. M.	A. M.	A. M.
Arrive				
CINCINNATI..... (B. & O.)	\$ 6.10	\$ 7.30	\$ 8.40	\$ 9.40
WINTON PLACE..... (C. U. T.)	D 5.59	D 7.19	D 8.29	D 9.29
EAST NORWOOD.....	5.52	7.12	8.22	9.20
NORWOOD.....	\$ 5.50	\$ 7.09	\$ 8.20	\$ 9.18
OAKLEY.....	5.48	7.06	8.16	9.14
NORWOOD HEIGHTS.....	5.46	7.04	8.13	9.12
READING.....	U 5.40		Y 8.07	Y 9.07
CRESCENTVILLE.....	5.34	6.53	7.59	8.59
HAMILTON.....	\$ 5.20	\$ 6.40	\$ 7.44	\$ 8.44
OLD RIVER JCT..... (B & O)	5.12	6.35	7.40	8.40
NEW RIVER.....	5.09	6.32	7.37	8.37
SEVEN MILE.....				
COLLINSVILLE.....				
SOMERVILLE.....				
CAMDEN.....				
EATON.....	\$ 4.38	6.03	7.05	8.05
CAMPBELLSTOWN.....	4.27	5.54	6.55	7.55
GLEN.....	4.18	5.45	6.45	7.45
RICHMOND.....	4.12	5.40	6.40	7.40
RICHMOND.....	\$ 2.57	\$ 5.30	\$ 6.35	\$ 7.35
NEWMAN.....	2.55	5.28	6.33	7.33
FOUNTAIN CITY.....				
LYNN.....		5.07	6.13	7.13
WINCHESTER.....		4.55	Y 5.58	Y 6.58
RIDGEVILLE.....		4.44	5.48	6.48
PORTLAND.....		4.32	Y 5.35	Y 6.35
BRIANT.....				
GENEVA.....				
BERNE.....				
MONROE.....				
DECATUR.....		4.00	Y 5.02	Y 6.02
HOAGLAND.....				
ADAMS.....		3.40	4.41	5.41
FORT WAYNE (Ft. W. Div.).....	\$	\$ 3.27	\$ 4.30	\$ 5.30
NOLAND.....	2.40			
HAGERSTOWN.....	\$			
NEW CASTLE.....	2.20			
BROAD.....	2.14			
FOLEY.....	2.11			
SULPHUR SPRINGS.....	2.06			
MIDDLETOWN.....				
DELCO.....	1.51			
ANDERSON.....	\$			
DOW.....	1.34			
ELWOOD.....	\$			
WINDFALL.....	1.15			
KOKOMO.....	\$			
GALVESTON.....	12.45			
ANOKA.....	12.15			
LOGANSFORT (Logan Div.).....	\$			
Leave	A. M.	A. M.	A. M.	A. M.
	DAILY	DAILY	SCHEDULE	SCHEDULE
	☆ 236	200	ABOVE	ABOVE
			Y 516	Y 520

Will operate on Monday only, July 8 to Sept. 9, 1940, inclusive.

Will operate daily, June 28 to July 7, 1940 inclusive. Daily except Monday July 8 to Sept. 8, 1940, inclusive.

	FIRST CLASS		
	216	502	208
	P. M.	P. M.	P. M.
\$	6.05		\$ 8.15
D	5.55		D 8.04
	5.47		7.57
\$	5.45		\$ 7.55
	5.43		7.53
	5.34		7.52
F:	5.28		
	5.20		7.42
\$	5.09		\$ 7.30
	5.00		7.28
	4.57		7.25
F:	4.51		
T:	4.45		
F:	4.40		
\$	4.31		\$ 7.08
	4.24		
	4.15		6.51
	4.07		6.43
	4.02		6.38
\$	2.50	\$ 6.15	\$ 5.25
	2.49	6.13	5.23
		\$ 6.00	
		5.49	
		5.28	
		5.15	
		4.57	
		4.43	
		4.34	
		4.21	
		4.12	
		4.02	
		3.49	
		3.38	
		3.25	
	2.38		5.12
	2.30		
	2.14		\$ 4.53
	2.10		4.50
	2.07		4.47
	2.02		4.42
	1.48		4.28
	1.46		4.26
	1.39		\$ 4.18
	1.28		\$ 4.01
	1.12		3.50
	12.58		\$ 3.37
	12.43		3.28
	12.36		
\$	12.27		\$ 3.16
		P. M.	P. M.
	DAILY	☆ DAILY	DAILY
	216	☆ 502	208

Cincinnati Division—General Order 3203, A. B. C. D. E. Effective 6-2-40.

Cincinnati Division—General Order 3203, A. B. C. D. E. Effective 6-2-40.



## U. S. MAIL WORK AT NON-STOP STATIONS

STATIONS	WESTWARD				EASTWARD			
	227	41	267		206	222	40	
Oregonia .....	D	CD	N			CD		
Morrow .....		CD				CD	CD	
South Lebanon .....		CD					CD	
Kings Mills .....		CD				CD	CD	
Foster .....		CD	CD				CD	
Loveland .....		O				CD	CD	
Branch Hill .....	N	D	CD			CD	CD	
Miamiville .....		CD	CD				CD	
Camp Dennison .....			CD			CD	CD	
Milford .....	N	CD			N	CD	CD	
Terrace Park .....		CD	CD			CD	CD	
Plainville .....		CD	CD		N	CD	CD	
Winton Place .....		D	R					

## U. S. MAIL WORK AT NON-STOP STATIONS

STATIONS	WESTWARD				EASTWARD			
	215	237	201		236	200	216	
Seven Mile .....	CD				L		N	
Collinsville .....	CD				L		N	
Somerville .....	CD				L		N	
Camden .....	N				L			
Campbelltown .....	CD				L		N	
Lynn .....			D			D		
Winchester .....			CL			CL		
Ridgeville .....			CD			CD		
Portland .....			E			CL		
Geneva .....			CD			CD		
Berne .....			CL			CL		
Monroe .....			CD			CD		
Decatur .....			O			O		
Hoagland .....			D			D		
Greens Fork .....	CD						CD	
Hagerstown .....	N	N			D		N	
Sulphur Springs .....	CD						CD	
Honey Creek .....	CD						CD	
Middletown .....	CD						CD	
Frankton .....	CD						CD	
Curtisville .....	CD					J	CD	
Windfall .....	CD	J			J		CD	
Hemlock .....	CD						CD	
Center .....	CD						CD	
Galveston .....	CD						CD	
Lincoln .....	CD						CD	
Walton .....	CD						CD	

C—Mail caught from crane only.

D—Mail delivered only.

CD—Mail caught and delivered.

E—Train stops, mail received or delivered, or both.

J—Reduce speed to 20 miles per hour to discharge News-papers on Sunday only.

L—Reduce speed to 20 miles per hour to discharge mail.

N—Regular stop, daily except Sunday, to exchange mail.

O—Reduce speed to 6 miles per hour to exchange mail.

R—When one hour or more late stop to discharge mail for B. &amp; O. or N. &amp; W.

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.

NOTE.—Letters and characters as used in this page have no reference to their application as provided for in S4.

### TRAINS WAIT FOR CONNECTIONS

JUNCTION	TRAIN	DUE	MINS. WAIT	CONNECTION FROM	DUE	REMARKS
CINCINNATI	No. 215	9.10 A. M.	{ 10 30	FOREIGN LINES No. 18—L. & N.	8.10 A. M.	When passengers are reported.
	No. 206	9.05 A. M.	}	FOREIGN LINES		When passengers are reported.
	No. 222	1.00 P. M.				
	No. 207	2.35 P. M.				
	No. 519	5.10 P. M.				
	No. 40	5.50 P. M.				
	No. 237	10.00 P. M.				
No. 202	11.10 P. M.					
	No. 201	11.40 P. M.				
						Cincinnati Division—General Order 3203, A, B, C, D, E, Effective 6-2-40.

### THE TICKET OFFICES OF STATIONS NAMED BELOW WILL BE OPEN FOR THE SALE OF TICKETS, AS FOLLOWS:

Daily except Sunday		STATIONS	Sunday	
Open for Train No.	Close after Train No.		Open for Train No.	Close after Train No.
All trains	.....	Morrow .....	227	206
All trains	227	Kings Mills .....		
206	222	Loveland .....		
All trains	206	Milford .....		
All trains	.....	Norwood .....	All trains	
All trains	.....	Winton Place .....	All trains	
All trains	.....	Cincinnati .....	All trains	
516	519	Reading .....		
200	201	Hamilton .....	200	201
215	216	Camden .....		
All trains	.....	Eaton .....	All trains	
All trains	.....	Lynn .....		
501	502	Winchester .....		
501	502	Ridgeville .....		
501	502	Portland .....		
501	502	Geneva .....		
516	519	Berne .....		
215	216	Decatur .....		
215	208	Hagerstown .....		
All trains	.....	New Castle .....	215	208
All trains	.....	Anderson .....	All trains	
All trains	.....	Elwood .....	All trains	
		Kokomo .....	All trains	

## ARRANGED FREIGHT TRAIN SERVICE—WESTWARD

THROUGH

LOCAL

STATIONS	THROUGH				LOCAL		
	LM-1 ①	DC-9 ①	TC-12 ①	TC-16 ①	FC-1 ①	CN-37 ①	DC-3 ①
	A. M.	P. M.	P. M.	P. M.	A. M.	P. M.	P. M.
		DYNAMIC	THE DIXIE		THE QUEEN CITY		
XENIA	3.45	1.30	1.30	7.00	12.15		10.00
MORROW	4.45	2.30	2.30	8.00	1.45		11.00
MIDDLETOWN						7.30	
MIDDLETOWN JCT.						8.30	
LOVELAND	5.15	3.15	3.00	8.30	2.30		11.45
CINCINNATI	6.00	4.00	4.00	9.30	3.30		12.45
	A. M.	P. M.	P. M.	P. M.	A. M.		A. M.

①Daily. ②Daily Except Sunday.

③Monday, Wednesday and Friday.

④Tuesday, Thursday and Saturday.

⑤Tuesday, Thursday and Saturday.

## ARRANGED FREIGHT TRAIN SERVICE—EASTWARD

THROUGH

LOCAL

STATIONS	THROUGH				LOCAL	
	LM-4 ①	FC-2 ①	DC-8 ①	LM-8 ①	CN-6 ②	CN-38 ③
	A. M.	P. M.	P. M.	A. M.	P. M.	P. M.
	SPARK PLUG	THE FOREST CITY	COCK O' THE WALK	THE CAPTIVATOR		
XENIA	9.45	3.00	3.15	12.40		
MORROW	8.15	1.45	2.10	11.30		4.00
MIDDLETOWN						6.30
MIDDLETOWN JCT.						5.30
LOVELAND	7.15	1.20	1.45	10.45		
CINCINNATI	6.30	12.45	1.15	10.00		9.30
	A. M.	P. M.	P. M.	P. M.		A. M.
						P. M.

①Daily. ②Daily Except Sunday.

③Monday, Wednesday and Friday.

④Tuesday, Thursday and Saturday.

## ARRANGED FREIGHT TRAIN SERVICE—WESTWARD

THROUGH

LOCAL

STATIONS	CL-3	GR-7	CO-3	CO-1	RH-1	RH-3	RH-5	RH-19
	①	①	①	①	②	②	①	②
CINCINNATI	P. M. 1.30	P. M. 2.00	P. M. 2.30	P. M. 6.00	A. M.	P. M.	P. M.	P. M.
READING		2.45	3.45	7.15	9.30		12.30	
HAMILTON		6.00	5.45	9.00	11.45		3.30	
RICHMOND	4.30							
RICHMOND		7.30				12.01		
RIDGEVILLE		8.45				3.00		
PORTLAND			THE CHALLENGER			4.15		
ADAMS		10.30				7.45		
RICHMOND			5.30	9.00	4.00			7.30
MUNCIE					9.30			8.30
ANDERSON			7.15	10.30	2.00			
KOKOMO			9.15	12.15	6.30			
ANOKA					8.00			
	P. M.	P. M.	P. M.	A. M.	P. M.	P. M.	P. M.	P. M.

①Daily. ②Daily Except Sunday. ③Monday, Wednesday and Friday.

## ARRANGED FREIGHT TRAIN SERVICE—EASTWARD

THROUGH

LOCAL

STATIONS	CO-2	GR-6	CO-8	RH-2	RH-4	RH-20	RH-22
	①	①	①	②	②	②	②
CINCINNATI	A. M.	P. M.	A. M.	A. M.	P. M.	P. M.	P. M.
READING	7.00	11.00	1.00				
HAMILTON	6.00	9.45	11.30	12.01			5.30
RICHMOND	5.00	8.00	9.15	8.30			4.00
RICHMOND	4.50	7.00			9.00		
RIDGEVILLE	3.35	4.15			6.30		
PORTLAND			THE INVINCIBLE		5.30		
ADAMS		2.15			2.00		
RICHMOND			7.15	2.30		2.30	
MUNCIE			5.15	11.59		1.30	
ANDERSON			4.15	3.00			
KOKOMO			1.50	9.30			
ANOKA	12.35			8.00			
	A. M.	P. M.	P. M.	A. M.	P. M.	P. M.	P. M.

①Daily. ②Daily Except Sunday. ③Monday, Wednesday and Friday.

## SPECIAL INSTRUCTIONS.

**S1.** A rule referred to by number, unless otherwise specified, is a rule in the Book of Rules.

Employes whose duties are affected by a Time-table, must have a copy with them while on duty.

### TRAIN RULES

#### S2. STANDARD TIME.

**S2A.** Eastern and Central Standard Time applies on this division as indicated on the cover and title pages.

**D201.** Standard clocks are located as follows:

Undercliff . . . . . Yard Office.

Pendleton Shop . . . . . Crew Dispatcher's office

Cincinnati . . . . . { Telegraph office. (C.U.T.)  
Enginehouse. (C.U.T.)  
Telegraph office, Court Street.

McCullough . . . . . Yard office.

### TIME TABLE

#### S3. SYMBOLS.

**S3A.** The following symbols will be used as indicated by Rule 5—Ⓐ Ⓑ Ⓒ Ⓓ, etc.

#### S4. LETTERS AND CHARACTERS.

**S4A.** Rule 6 amplified:

The following letters and characters 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, milk, newspapers or marketing.

**G**—Regular stop, Saturday only.

**H**—Regular stop to receive passengers, Saturday only.

**J**—Regular stop to discharge passengers, Saturday only.

**K**—Regular stop, Sunday only, to receive or discharge passengers.

**L**—Stop on signal, Sunday only, to receive or discharge passengers.

•—No baggage service.

⊖—No baggage service Sunday.

◇—Passenger train—no train baggageman.

☆—Passenger train—schedule assigned to handle passenger and freight equipment.

✕—Passenger train—schedule assigned to gas or gas electric rail motor cars.

‡—Indicates trains that will not be operated on New Year's, Memorial, Independence, Labor, Thanksgiving and Christmas Days, or on Monday following when any of these holidays fall on Sunday.

#### D401.

**I**—No Train baggageman between Richmond and Ft. Wayne.

^—No Train baggageman between Decatur and Adams.

||—No Train baggageman between Cincinnati and Richmond.

:—Stop on signal for express, mail, milk, newspapers or marketing.

**N**—Regular stop week days; stop on signal Sundays to receive or discharge passengers.

**P**—Regular stop, daily except Sunday.

**T**—Stop on signal to receive or discharge passengers to or from Pittsburgh or beyond.

**U**—Stop on signal to receive or discharge passengers to or from Richmond or points west.

**V**—Stop on signal to discharge passengers from Cincinnati or receive passengers for Richmond or points west.

**W**—Stop on signal to discharge passengers, Saturday only.

**Y**—Stop on signal to receive or discharge passengers to or from Grand Rapids or points beyond.

#### S5. COLOR SIGNALS.

**S5A.** At the end of double track where switches are not interlocked, when the switch is set for trains to move in normal direction, the switch lamp will display white disc (green light at night). When the switch is set against train movement in normal direction, the switch lamp will display red disc (red light at night).

**D501.** A track covered by a slow order, other than a train order or time-table Special Instructions, will be indicated by a yellow flag or light placed to right of track a sufficient distance ahead of the obstruction to reduce from maximum authorized speed to the speed required at point of obstruction.

A green flag or light placed to right of track marks the end of restricted territory.

#### S6. HAND, FLAG AND LAMP SIGNALS.

Cincinnati Division—General Order 3203, A, B, C, D, E. Effective 6-2-40.

**S7. ENGINE WHISTLE SIGNALS.****D701.** Rule 14(l) amplified:

SOUND	INDICATION
— — o o	Approaching public crossings at grade, to be prolonged or repeated until crossing is reached, unless otherwise provided; also when view is obscured by weather and other conditions, approaching interlocking plants, stations, yards or other points where men may be at work on tracks.

**D702.** Enginemen on freight trains, not intending to stop at a water station, will sound one short and two long blasts of engine whistle passing block station preceding water station. Signalmen on receiving this signal will immediately notify the train dispatcher.

**S8. EMERGENCY WHISTLE AND HORN SIGNALS AT INTERLOCKING PLANTS.****S9. COMMUNICATING SIGNALS.**

**D901.** Passenger trains must be started by the communicating signal. When train is ready to start, signal will be passed from the rear end by hand or lamp, and the trainman nearest the engine will give the communicating signal to start train, except when necessary to recall the flagman, the communicating signal to start train will be given from the rear. When the communicating signal is inoperative, and after proper understanding with engineman, a hand or lamp signal will be given by the trainman nearest the engine.

**D902.** Rule 25 modified:

Freight cars not equipped for passenger train service and having no communicating signal appliance connecting with engine, are authorized to operate in trains Nos. 236, 237, 501, and 502.

**S10. TRAIN SIGNALS.**

Rule 19, Rule 20, Rule 20a, Rule 21, Rule 21a, Rule 21b, Rule 22, Rule 23, Rule 24, Rule 24a, Figures 1 to 17 inclusive, notes, amplifications and modifications annulled.

**D1001.** Rule 17a amplified:

(g) Approaching a fixed signal affecting the movement of the train when the weather conditions are such that, in the judgment of the engineman, his view of the signal will be thereby improved.

**D1002.** Rule 19 (new):

The following signals will be displayed, one on each side of the rear of every train, as markers, to indicate the rear of the train:

By day, on cars, marker lamps not lighted; on engines and cars equipped with fixed electric marker lamps, marker lamps lighted as at night.

By night, on engines and cars, marker lamps lighted showing red to the rear, except in Manual Block System territory, when clear of main track, marker lamps lighted showing yellow to the rear.

## Rule 19a:

A train not equipped to display the markers prescribed by Rule 19, will display on rear of train, by day, a red flag; by night, a red light, except in Manual Block System territory, when clear of main track, a white light.

## Rule 19b:

When cars are pushed by an engine (except when shifting or making up trains in yards) a white light must be displayed on the front of the leading car by night.

When an engine is running backward without cars, or at the front of a train pulling cars, a white light must be displayed by night on the rear of the tender if not equipped with a headlight.

**S10A.****D1003.** Rule 26 amplified:

When a blue flag or blue light is placed at one or both ends of an engine, or cars to which an engine is attached, the engineman and fireman must be notified; they must also be notified when the blue flag or blue light is removed.

**S11. USE OF SIGNALS.**

**D1101.** Proper application of Rule 27 in connection with Rule 287, Figure 1:

The absence of a marker light does not prevent correct reading of the signal, but should be reported from the next point of communication where it can be done without serious delay to the train.

**D1102.** Rule 34. In calling signals, the name as it appears in the Book of Rules shall be used, omitting the word "signal," except Rule 275.

**D1103.** Night signals will be displayed on rear of trains while passing through tunnels by day as follows:

Tunnels No. 1 and No. 2 (Lebanon Branch), lighted marker lamps.

**S11A.** Rule 99 amplified:

When a pusher engine assisting a train is coupled behind the cabin car, and the flagman that protects the rear end of the train is riding in the cabin car, the requirements as to the use of fusees should be met by throwing a fusee off between the cabin car and pusher engine on the track the train is using and not dropping it between that track and adjoining track.

**S12. SUPERIORITY OF TRAINS.**

**D1201.** Eastward trains are superior by direction to trains of the same class in the opposite direction.

**S13. BULLETIN BOARDS.**

**D1301.** Location of bulletin board points on this division, also on B. & O. R. R., N. & W. Ry., and C. U. T. where all General Orders of this division will be posted and delivered.

General Orders of other divisions and B. & O. R. R. will be posted and delivered at points on this division as indicated:

LOCATION	OTHER DIVISIONS	ZONES
<b>CLARE—</b> Yard Office N. & W. Ry.		B-C
<b>UNDERCLIFF YARD—</b> East End of Yard  Yard Office	Columbus Fort Wayne Indianapolis Logansport B. & O. R. R.	A-C-D-E-F B B A-B
<b>PENDLETON SHOP—</b> Crew Dispatcher's Office	Columbus Fort Wayne Indianapolis Logansport B. & O. R. R.	A-C-D-E-F B B A-B
<b>CINCINNATI—</b> Point Isabella, Telegraph Office  Court Street, Telegraph Office  Union Terminal, Telegraph Office and Enginehouse	Columbus  Columbus Fort Wayne Indianapolis Logansport B. & O. R. R.	A-F  A-C-D-E-F B B A-B
<b>HAMILTON—</b> Passenger Station  Yard Master's Office, B. & O. R. R.	B. & O. R. R. Columbus	D
<b>DECATUR—</b> Locker Room, Engine track	Columbus Fort Wayne	D B
<b>ANDERSON—</b> Locker Room, Engine track	Columbus Logansport	D B
<b>KOKOMO—</b> Locker Room, Engine track	Columbus Logansport	D B
<b>PORTSMOUTH—</b> Passenger Station, N. & W. Ry.		
<b>MIDDLETOWN—</b> Enginehouse	Columbus	A-F
<b>MCCULLOUGH—</b> Yard Office	Columbus	A-F
<b>BOND HILL—</b> Yard Office N. & W. Ry.		

**S14. GENERAL ORDERS.**

**S14A.** Rule 75 amplified:

**D1401.** 1. Conductors and enginemen must have a copy of all General Orders that pertain to any portion of a General Order Zone over which they are qualified to run either in part or as a whole. Conductors and enginemen will not be required to understand a General Order pertaining to territory over which they are not qualified to run.

The qualification page in each conductor and engineman's Home Division time-table must show their Home Division, Name, Occupation and all General Order Zones over which they are qualified to run either in part or as a whole. If a conductor or engineman is qualified to run over a Foreign Division, the qualification page in their time-table for that Division must show General Order Zones of that Division over which they are qualified to run.

The Bulletin Board Attendant will be governed accordingly in checking time-tables.

2. The Bulletin Board Attendant will supervise the handling of the employe's register, matters pertaining to General Orders and delivery of time slips to conductors and enginemen.

He must personally witness the signatures of conductors and enginemen on their register, personally inspect time-tables to ascertain that they contain all General Orders as outlined in paragraph (1), punch and insert sticker copies of such General Orders in time-tables and, after each conductor and engineman has registered and had his time-table verified as to containing all copies of General Orders required, he will cancel the figures on Form "Z" so as to indicate the date of reporting for duty and numbers of necessary General Orders, then deliver to the person presenting the time-table and Form "Z" his time slip and Form "Z" properly prepared.

An additional Form "Z" card or cards must be used if a conductor or engineman is qualified to run over more than eight (8) General Order Zones and a notation made following his name indicating the number of cards.

If a conductor or engineman reports for duty at a point where the General Orders received do not cover all the territory over which he is qualified to run, the General Order Clearance received there does not apply to territory not covered by General Orders sent there and he must not run over such territory until after having received General Order Clearance at a point to which General Orders covering it are sent, unless otherwise instructed by the Superintendent of that territory.

The use of a receipted card furnished by the Bulletin Board Attendant, and as referred to in the second paragraph of Rule 75, also the use of column with caption "last General Order" on employes' register, will be discontinued.

The method of preparing Form "Z" is as follows: To indicate date of reporting for duty, cancel the star under proper date; however, if a conductor or engineman reports for duty twice on the same date, cancel the figure or figures of that date to indicate the second time reporting for duty. To indicate General Order information, cancel the star under proper number. The figures 1 to 9, inclusive, represent the last figure of numbers above an even hundred, and from 10 on the last two figures above an even hundred. The use of this punch must be confined to the Bulletin Board Attendant.

When a new time-table is effective, or after a Form "Z" card is used up, it must be turned in to the Bulletin Board Attendant, who will prepare a new card as follows:

At the end of a month, with no change in time-table, prepare a new card in such a manner as to show the same General Order information as was shown on the old card, and proper information for first trip.

When a new time-table is effective, the information shown on the old Form "Z" card need not be shown on the new one, but proper information for first trip must be shown.

Cards turned in must be sent to the Superintendent by the Bulletin Board Attendant.

3. Before starting out on a run the engineman must show his General Orders to his fireman, and when he has no conductor he must also show his Form "Z" to his fireman. The conductor must show his General Orders to his trainmen.

4. When conductors and enginemen compare time, as required by Regulations 803, 807 and 817, they must in addition be governed as follows:

(a) Check the qualification page in each other's time-tables to determine necessary qualification information for that trip.

(b) Check the latest General Orders in each other's time-tables.

(c) Compare their Forms "Z" for that trip.

5. In the application of these instructions, a pilot will be regarded the same as a conductor or engineman.

6. The foregoing instructions apply to conductors and enginemen when serving in that capacity.

All qualified conductors and enginemen when not serving in that capacity must be provided with a Form "Z", and when they register at the beginning of each day's work present to the bulletin board attendant their time-tables and have necessary General Orders inserted, also present their Form "Z" to be punched as provided by instructions covering conductors and enginemen serving in that capacity.

**D1402.** Conductors and enginemen will insert, on qualification page of their time-table, territory over which they are qualified to run. This information must be checked and approved by the Train Master, Road Foreman of Engines or their Assistants.

A conductor or engineman who has not made a trip since effective date of time-table preceding current time-table or who has

failed to keep posted as to the physical characteristics of his home division, or a part of it or foreign division, over which he is qualified to run, must not be used on such portions of the railroad until he has made one or more trips and has been examined and qualified by proper authority. If no change in time-table, qualifications must be checked at the expiration of six months from date of issuance of current time-table.

Conductors and enginemen called for a run on any portion of a division over which they are not qualified, must so inform the crew dispatcher.

**D1403.** General Order Zones of this division are as follows:

A. . . . . West yard limit board, Xenia and Plainville.

B. . . . . Plainville and Cincinnati; Red Bank and Valley; Rendcomb Jct. and Norwood Heights; Oakley and East Norwood.

C. . . . . Lebanon and Middletown Branches.

D. . . . . Norwood Heights and Glen, Newman and Anoka, Muncie Branch.

E. . . . . Newman and Adams.

General Orders for each Zone will be numbered consecutively followed by the proper Zone letter.

## **S15. TRACK ASSIGNMENTS.**

**D1501.** (DOUBLE TRACK.)

Foster and Cincinnati.

East Norwood and Elsinore.

Track No. 1, eastward main track.

Track No. 2, westward main track.

**D1502.** When siding switches are numbered the following will apply:

Only those main track switches connecting a siding used in train movement will be numbered, No. 1 being the most eastward switch, with the numbers increasing toward the west.

When trains meet at a numbered switch by train order, the train which can enter the siding without backing must do so.

**D1503.** Trains using the following sidings will do so expecting to find cars thereon:

Donnelly

Delco

Hemlock

Kokomo (switches 3 and 4)

Walton

Ridgeville (westward)

Briant

Monroe

North wye track, Hageman.

All sidings on Lebanon Branch.

Muncie and Middletown Branches are operated as a siding under Rule 90 a. Permission must be obtained from the Superintendent before occupying the Middletown Branch, and trains must report clear when track is vacated.



**D1504.** The two yard tracks, between Rendcomb Jct. and east end Undercliff Yard; the two yard tracks, between Lancaster Street and east end Fulton Yard, Cincinnati; Lebanon Branch main tracks between Blue Ash and Cincinnati, are designated as yard running tracks to be used in either direction on instructions from Yard Master, except that trains will be governed by fixed signals at Rendcomb Jct. Movements must be made under control, prepared to stop short of other movements or obstructions, and without protection against other movements.

**D1505.** Main track between Blue Ash and Mason and between Lebanon and Lytle must not be used without permission from the Superintendent.

### S16. MOVEMENT OF TRAINS.

Definition of Section, Rule 85a, Rule 85b, Rule 95 and Rule 96 are annulled.

**D1601.** Train Dispatchers in charge of train movements are located at Cincinnati.

**S16A.** Rules 83 and 83a.

The information required by Rules 83 and 83a must be obtained as indicated below:

**D1602.** Rule 83. Signalman, after consulting the train dispatcher, will furnish clearance message (Form C. T. 1246). If this information is given by the train dispatcher to a train before reaching the point where clearance is required, it should be done by a train order.

Rule 83a. Verbally by the signalman or by signal indication.

**D1603.** Rule 97b (new):

(SINGLE TRACK.) A regular train will be identified by its engine number.

A train must be informed by train order as to the number of the engine on an opposing regular train; however, if the engine number is not received by train order, the identification will be made by a personal conference between the conductors and enginemen of trains involved.

A train will obtain from the operator the number of the engine on a superior regular train in the same direction it is moving.

Rule 97c (new):

(DOUBLE THREE, OR MORE TRACKS-) Regular trains must be designated by both schedule and engine number.

**D1604.** Trains or engines moving on yard or other tracks not operated under Block Signal Rules, or by train orders, must move at such speed that stop can be made within range of vision unless tracks are seen or known to be clear and switches properly set.

### S16B. Rule 98.

**D1605.** In the use of non-interlocked railroad crossings, trains on the tracks of this division are governed as follows:

NOTE: At night the position of gates and targets, if used, is indicated by red lights, unless otherwise specified.

LOCATION	REQUIREMENTS
Anderson Belt: Big Four Ry. (Mich. Div.)	Stop. Proceed indication—Gate Clear. Green light by night. Normal position of target is against movement on P. R. R.
Anderson Belt: Central Ind. Ry.	Stop. No signal. It must be known that crossing is clear before using.
Elwood: Nickel Plate	Stop. Proceed indication—Target diagonal.
Kokomo Belt: Nickel Plate	Stop. Proceed indication—Target diagonal. Normal position of target is against movement on P. R. R.
Kokomo: Nickel Plate (Clover Leaf Dist.)	Stop. Proceed indication—Gate clear. Green light by night.
Kokomo: Nickel Plate (L. E. & W. Dist.)	Stop. Proceed indication—Target diagonal.
Middletown, Ohio: B. & O. R. R.	Stop. No signal. It must be known that crossing is clear before using.
Hageman:	Stop. No signal. It must be known that crossing is clear before using.
Idlewild: N. & W. Ry.	Stop. Proceed indication—Target diagonal. Normal positions of target is against movement on N. & W. Ry.

### S16C. Rule 104.

Unless hand-operated switches in main track are listed in the time table as being in charge of a switch tender or a signalman, they must be operated by a member of the train or engine crew using the switch, except as otherwise provided in Rule 104 and at a meeting point where the train holding main track may set switch for opposing train to enter siding.

Trains or engines must approach switches where switch tenders are stationed, prepared to stop and must stop clear of any switch or route unless signal to proceed is received from the switch tender.

A switch tender must not set a switch to divert an approaching train until he is assured of its identity and that its speed does not exceed 15 miles per hour.

**D1606.** Switch tenders are stationed at and have charge of main track switches as indicated:

LOCATION	SWITCHES
PENDLETON.....	Crossover; Lead; Back track.
CINCINNATI.....	Crossovers between main tracks; Leads to yard tracks; Eggleston Ave. track; L. & N. tracks; Street Connection track; Freight House track.

**D1607.** Signalmen are stationed at and have charge of main track switches as indicated:

LOCATION	SWITCHES
CRESCENTVILLE . . . .	At east end of siding.
CAMDEN . . . . .	At east end of siding.
CAMPBELLSTOWN . . . .	At east end of eastward siding and west end of westward siding.

Trains or engines which are to use switch must reduce speed to not exceed 15 miles per hour and must stop clear of switch or route unless switch is properly set and signal to proceed is received from the signalman.

If necessary to change route for which proceed indication has been given for an approaching train or engine, switch must not be changed or proceed indication given for any conflicting route until train or engine for which proceed indication was first given, has stopped.

Signalman must not set switch to divert an approaching train or engine until he is assured of its identity and that its speed does not exceed 15 miles per hour.

LOCATION	SWITCHES
LYNN . . . . .	At west end of siding.

Trains or engines approaching on track for which home and distant signals are provided are governed by indication of the signals. A train or engine stopped or delayed after passing clear distant signal must approach the home signal prepared to stop.

On track for which distant signal is not provided, trains or engines will be governed by home signal indication.

**S16D.** Rules 106 and 106a.

**D1608.** Rule 106 modified:

Trains must not pass between a passenger train which is receiving or discharging traffic at a station, and the platform at which the traffic is being received or discharged.

Rule 106a modified:

Unless otherwise provided, the conductor and engineman of a passenger train receiving or discharging traffic across tracks between their train and station platform, must see that the traffic is protected against trains running on such tracks. When the passenger train is a regular train making schedule stops on its assigned track, or, when it is known that other trains have been notified of the stopping of the train at the stations where protection would otherwise be required, protection against other trains is not required.

**S16E.** Rules 251, 253, 254.

**D1609.** (DOUBLE, THREE, OR MORE TRACKS.) Rules 251, 253 and 254 are in effect, except between Clare and Rendcomb Jct.

**D1610. BETWEEN CLARE—RENDCOMB JUNCTION—RED BANK — OAKLEY — NORWOOD HEIGHTS — AND EAST NORWOOD (B. & O. R. R.)**

Fixed signals govern the use of the blocks or routes, and, unless otherwise provided, their indications supersede time-table su-

periority and take the place of train orders; they do not dispense with the use or the observance of other signals whenever and wherever they may be required.

At Red Bank, Valley, Rendcomb Junction, Oakley and Norwood Heights Interlocking Rules 601 to 685 inclusive, will apply.

**Note**—At interlockings, where there is no block signal that governs the use of the block from the limits of the interlocking, the home signals governing the use of the routes leading to that block will, in addition, govern the use of the block to the next fixed signal beyond the interlocking.

When a train is stopped by a Stop-and-Proceed signal it may proceed at once not exceeding 15 miles per hour expecting to find a train in the block, broken rail, obstruction or switch not properly set.

A train having work to do must confer with signalman at Clare before accepting proceed indication of fixed signal governing movement into territory where work is to be performed.

A train having passed beyond the limits of a block must not back into that block without orders from the Superintendent.

A train must not clear the main track at a hand-operated switch, except at the switches leading to McCullough Yard, Oakley Factory Colony track, Rendcomb Junction storage track or Container Corporation track.

When a train clears the main track at a hand-operated switch, the conductor or engineman must report clear to the signalman at Clare. Signalman must record this clearance on the train-graph.

A train or engine may enter the main track at the hand-operated switch leading from McCullough Yard, and at hand-operated switches, Rendcomb Junction storage track, by permission from the signalman at Clare. At other hand-operated switches, trains or engines must not enter the main track without a train order authorizing it to do so, and, in addition, permission from the signalman at Clare, neither of which supersede time-table superiority unless the Train Order specifically so states.

A train must not be authorized to enter the main track at a hand-operated switch if there is a train moving towards that switch and is between the switch and the interlocking home signal on either side of it, nor if such movement has been authorized.

When a train has been given permission to enter the main track at a hand-operated switch the signalman at Clare must know that it has entered the main track before admitting any other train to the main track at or between interlocking home signals on either side of the hand-operated switch.

The conductor or engineman of a train entering the main track at a hand-operated switch must advise the signalman at Clare when the movement has been made.

Signalman at Clare must record on train-graph the time a train enters the main track at a hand operated switch.

A train overtaking another train which is stalled or requires assistance, or a train called upon in emergency, will, in the ab-

sence of other instructions, render such assistance as may be necessary after having a proper understanding with the train involved, and with the signalman at Clare.

When a train or engine is coupled to or assisting a train, it will be considered part of the train to which coupled, so far as observing fixed signals is concerned.

Both switches of a crossover must be opened before a train starts to make crossover movement, and the movement must be completed before either switch is restored to normal position.

The safe movement of trains and the proper operation of switches and signals are dependent upon proper contact between wheels and rails. Sand on rails will break this contact and prevent the flow of electric current through the wheels and axles. Use of sand is restricted to the least amount required to start or keep trains moving.

**D1611.** On account of close clearance of tracks under Wehrman Avenue Bridge, just east of Avondale, trains and engines must avoid passing each other under the bridge.

Yard crews switching or standing with cuts of cars under the bridge, must arrange to protect movements on opposing track by flagman, and whenever cars are left standing on tracks at this location they should be separated for a distance of 50 feet each side of the bridge.

**D1612.** The movement of trains through the gauntlet, at Tunnels Nos. 1 and 2 (on the Lebanon Branch), with current of traffic is governed by fixed signals located at the clearance points of the gauntlet at west end of Tunnel No. 1 and at east end of Tunnel No. 2, which operate automatically. When signals are inoperative, or trains are running against the current of traffic, movements through the gauntlet must be made under proper flag protection.

Dwarf signals located at each end of the gauntlet indicate the clearance points against the current of traffic.

### **S16F. AUTOMATIC HIGHWAY CROSSING SIGNALS.**

**D1613.** Automatic highway crossing signals at grade crossings indicate the approach of a train. These signals do not relieve enginemen from complying with Rules 30 and 31. They operate when trains approach crossings with or against the current of traffic on main tracks only.

Trains moving on sidings or in yards which cross a highway where automatic highway crossing signals are installed, will run carefully, sounding the warnings as prescribed by Rules 30 and 31.

If a train passes entirely over a highway crossing protected by automatic highway crossing signals, it must not move in opposite direction over the crossing unless protection is provided as prescribed by Rule 103a.

To avoid unnecessary operation of the automatic highway crossing signals, switches must not be left open, nor cars left standing on the main track longer than necessary within operating limits of such signals.

When shifting movements are made in the vicinity of a highway crossing protected by automatic highway crossing signals, or when a train is stopped, thereby operating the signals unnecessarily, every effort must be made by trainmen to avoid delay to highway traffic. When it is safe for vehicles or pedestrians to cross the track, the trainman will say "all right" and beckon to cross.

At the following location—

NORWOOD (Leb. Br.), Smith Road and Washington St.

Before movements are made on yard track over crossings, a knife switch located in shelter box on telegraph pole east of Smith Road crossing must be opened to cause highway crossing signals to flash. When protection is no longer required for movements on yard track over these crossings, switch must be closed.

Employes should observe the operation of highway crossing signals and report by wire to the Superintendent any failures to operate properly.

### **S17. MOVEMENT BY TRAIN ORDERS.**

**D1701.** Rule 206, first sentence modified:

In train orders, regular trains will be designated by schedule and engine number: as No. 10, engine 3850.

Rule 218 annulled.

**D1702.** Rule 221a, modified:

When a train order is to be delivered to a train at a train order office, the Fixed-signal must be displayed at Stop for the track and in the direction of the approaching train and a Train-Order-Signal must be displayed in the place provided for the purpose.

Operators must not clear these signals for an approaching train unless they know that the train is not the one to which orders are addressed.

This combination of signals must be acknowledged by the engineman by two short sounds of the engine whistle.

In delivering train orders without stopping a train, the operator after the signal has been acknowledged, must leave the Train-Order-Signal displayed until the orders have been delivered, place the Fixed-signal at its proper position, go on the ground and hand the orders to the engineman and conductor. For freight trains the conductor's copies must be handed on the cabin car.

**D1703.** While a train order signal is displayed in the direction of an approaching train or trains, it must not be passed by any such train on any track except as provided in the last paragraph of Rule 221a.

**D1704.** Rule 221b, modified:

When train orders are issued that restrict the superiority of train addressed at the point where they are to be delivered to the train, the Fixed-signal at that point must remain at Stop until the orders are delivered.

When train orders are issued to hold trains, the Fixed-signal at the point at which the trains are to be held must remain at Stop until the order is annulled or an order is given to the operator permitting the trains to proceed.

**D1705.** Rule 222 amplified:

Operators must observe and record the engine number of regular trains, and when reporting them will give the engine number in addition to the train number.

## Rule 222, modified:

Operators must promptly record the time of arrival and time of departure of all trains and report to the Superintendent such information as directed.

**D1706.** Rule 223 modified:

Abbreviation, Sec. for Sections, cancelled.

**FORM OF TRAIN ORDER:**

Form F. for Sections, annulled.

**D1707.** Trains must not leave their initial station without reporting for train orders.

**D1708.** At Cincinnati Union Terminal, enginemen of passenger trains are relieved from reporting for train orders. Conductor will personally deliver a copy of each train order to the engine-man who will compare with the conductor by reading the train order aloud.

**D1709.** To insure correct delivery of all orders and messages handed to trains signalman will enclose memorandum reading: "You should receive orders Nos. ...." or "Message only."

**D1710.** Employes copying train orders direct from the train dispatcher or signalman, will endorse thereon their name and occupation and at the end of tour of duty forward same to the Division Operator.

**D1711.** Schedule time and train orders affecting the movement of trains at Foster will apply at the end of double track.

**D1712.** When a slow order to be delivered to a train, covers a track close to the block station, signalman must bring the train to a stop before delivering the order.

**S18. YARDS AND YARD INSTRUCTIONS.****D1801.** Rules 93 and 317d amplified:

The use of the main track within yard limits, authorized by Rules 93 and 317d, applies to engines not authorized by timetable schedule or train order to use the main track within yard limits, and they may do so without train orders. Under Manual Block operation, before entering the block, the conductor or engine-man must notify the signalman when it is desired to make such a yard movement; they must not exceed a speed of 15 miles per hour, prepared to stop short of other yard movements, extra trains or obstructions; they are not required to protect against other yard movements and extra trains.

Rule 19 will not apply to such movements, but by night one red light will be displayed on the rear, and when movements are made past a block station by day a red flag must be displayed on the rear.

Except as hereby provided all Rules and Special Instructions applicable to trains must be observed.

**D1802.** Yards indicated by Yard Limit boards are located at:

Reading	Winchester	Anderson
Hamilton	Ridgeville	Elwood
Richmond	Portland	Kokomo
	Decatur	Middletown, O.
	New Castle	Cincinnati (Lebanon Branch)

**S18A.****S19.****SPEED TABLE.**

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

**S20.****SPEED RESTRICTIONS.**

**S20A.** Freight cars equipped for passenger train service must have steam heat line, air signal line, steel wheels, E7 safety valve, three position retaining valve, and air brake cylinder—10 inch minimum diameter.

On account of braking arrangement, when passenger trains have class X-29, or other types of freight cars equipped for passenger train service, they must have passenger equipment cars in proportion to freight cars, not less than:

1 passenger to 1 freight, when lading is between 25,000 and 50,000 pounds.

2 passenger to 1 freight, when lading is between 50,000 and 75,000 pounds.

3 passenger to 1 freight, when lading is between 75,000 and 100,000 pounds.

For two such passenger equipped freight cars, the lading of which is less than 25,000 pounds each, at least one regular passenger equipment car must be included in the make-up of the train.

1 empty passenger equipped freight car to equal 1 passenger car.

The weight of lading in a car in express service loaded with mixed freight normally does not exceed 25,000 pounds—occasional car load shipments exceed 50,000 pounds in which case the weight should be ascertained from the Railway Express Agent.

When the make-up of a passenger train is such that the number of allowable loaded freight cars exceeds the limit above prescribed, the train must be operated under the regulations and speed restrictions which apply to freight trains, as well as the use of retaining valves on grades as required by the brake and Train Air Signal Instructions No. 99-B-1.

D2001.	MAXIMUM SPEED.	Miles Per Hour
<b>MAIN LINE:</b>		
Between Xenia and Waynesville:		
	With passenger engines	70
	With freight engines	50
	Gas-electric cars	50
Between Waynesville and East Norwood:		
	With passenger engines	60
	With freight engines	50
	Gas-electric cars	50
<b>BRANCHES:</b>		
Richmond Branch:		
Between East Norwood and Glen:		
	With passenger engines	65
	With freight engines	50
	Gas-electric cars	50
Between Newman and Anoka:		
	With passenger engines	60
	With freight engines	50
	Gas-electric cars	50
Ft. Wayne Branch:		
	With passenger engines	60
	With freight engines	50
	Gas-electric cars	50
Undercliff Branch:		
	With passenger or freight engines	40
	Gas-electric cars	40
Middletown Branch:		
	With passenger or freight engines	30
	Gas-electric cars	30
Lebanon Branch:		
	With passenger or freight engines	20
	Gas-electric cars	20
Muncie Branch		
		10

PASSENGER  
TRAINSFREIGHT  
TRAINSCIRCUS  
TRAINS

<b>MAIN LINE:</b>		
	Between Xenia and East Norwood	40
<b>BRANCHES:</b>		
	Richmond	} 40
	Ft. Wayne	
	Undercliff	
	Middletown	30
	Lebanon	20
	Muncie	10

	Main Line, Richmond, Ft. Wayne and Undercliff Branches	30
	Lebanon and Middletown Branches	20
	Muncie Branch	10

	Miles Per Hour			
	Capacity — Tons			
	150	120	100 or less	
<b>MAIN LINE:</b>				
Xenia and Foster:				
	Boom trailing	40	40	40
	Boom leading	40	40	40
Foster and Red Bank:				
	Boom trailing	35	40	40
	Boom leading	25	30	40
Red Bank and East Norwood:				
	Boom trailing	40	40	40
	Boom leading	40	40	40
<b>BRANCHES:</b>				
Richmond	Boom trailing	35	40	40
Fort Wayne	Boom leading	25	30	40
Undercliff				
Middletown	Boom trailing	30	30	30
	Boom leading	20	20	30
Lebanon	Boom trailing	20	20	20
	Boom leading	15	15	15
Muncie	Boom trailing	10	10	10
	Boom leading	10	10	10
Speed restrictions for H10 engines over bridges apply to 150-ton wreck derricks.				

TRAINS  
HAULING  
WRECK  
DERRICKSTRAINS OTHER  
THAN  
WRECK TRAINS  
HAULING  
INDUSTRIAL  
DERRICKS OR  
PIVOTED  
MACHINERY  
MOVING ON  
OWN WHEELS

Main Line	Curves	Boom trailing	30
		Boom leading	20
Undercliff Br.	Straight track	Boom trailing	40
		Boom leading	30
Richmond Br.	Curves		20
Ft. Wayne Br.	Straight track	Boom trailing	30
Middletown Br.		Boom leading	20
Lebanon Br.	Curves		15
	Straight track	Boom trailing	20
		Boom leading	15
Muncie Branch			10
Derrick cars to be placed as near the rear of the train as practicable.			

With trailer trucks, when running backward, except where lower speed is required..... 25

When necessary to clear the main track, engines with any main or side rods disconnected may be moved to a terminal at not exceeding the following speeds:

C-1	} .....	8
I-1-s		
All others		15

ENGINES

If engines with any main or side rods disconnected while on the main track, have interference between crosshead or guide and front crank pin, on account of front wheels getting out of register, Enginemen must notify the Superintendent and receive instructions for further movement.

When it is necessary to move an engine in a train, or light, with any main or side rods disconnected, from one point to another, Conductor or Engineman must secure instructions from the Superintendent as to the maximum speed permitted before the engine is dispatched.

Miles Per Hour

Rule 750 Amplified.  
 Dead engines of a design having two or three pairs of drivers and no trucks may be moved only at speeds not exceeding 20 miles per hour. Dead engines of a design having four pairs of drivers and no trucks shall be restricted to speeds not exceeding 25 miles per hour. Two or more such dead engines in the same train shall be separated by one or more cars.  
 When running without trucks. . . . . 15

MAXIMUM SPEED FOR ENGINES

CLASS	FORWARD	BACKWARD
A. . . . .	15	15
B. . . . .	20	20
C. . . . .	20	20
CC-2 . . . . .	20	20
D. . . . .	70	25
E. . . . .	70	25
G. . . . .	70	25
H. . . . .	50	25
I. . . . .	40	25
K. . . . .	70	25
L. . . . .	50	25
M. . . . .	70	25
N. . . . .	50	25

MAXIMUM SPEED WHEN RUNNING FORWARD LIGHT

Passenger engines. . . . . 50  
 Freight engines. . . . . 40  
 A train hauling a dead engine must not exceed the speed authorized for that class or type of engine, and must not exceed a speed of 30 miles per hour with any type of dead engine when new.  
 When a train with no engine ahead is being pushed, a speed of 15 miles per hour must not be exceeded.

ENGINES (Continued)

TRACK CARS

Unless otherwise specified. . . . . 20  
 When hauling trailers loaded with material. 10  
 Over switches, frogs, street and highway crossings. . . . . 5

Through all non-interlocked turn outs. . . . 15  
 On Sidings. . . . . 15  
 Class M engines, through all turn outs except ends of double track, junctions, turn outs to sidings and main track cross overs. 5

Morrow. . . . . } Within corporate limits 15  
 Loveland. . . . . }  
 Madisonville. . . . . } Over Erie Avenue. . . . 30  
 Richmond Br. . . . . } M-1 engines. . . . . 40  
 Fort Wayne Br. . . . . } M-1 engines. . . . . 40  
 . . . . . } I-1 engines. . . . . 30

TRACKS

Hamilton. . . . . } Over street crossings not protected by watchman, bells or lights. . 15  
 . . . . . } Over crossings that are so protected. . . . . 25  
 Eaton. . . . . } Over street crossings . . 30  
 Anderson. . . . . } Over street crossings . . 40  
 Kokomo. . . . . } Over street crossings. . 10  
 Lynn. . . . . } Over C. C. C. & St. L. Crossing. . . . . 20  
 Between Lytle and Lebanon. . . . . } . . . . . 20  
 Between Silvertown and McCullough. . . . . } . . . . . 20  
 East of Elsinore. . Gauntlet through tunnels 10

MAIN LINE

Miles Per Hour

M. P. 60, east of Spring Valley. . . . . 50  
 M. P. 71, west of Waynesville. . . . . 50  
 M. P. 73, east of Oregonia. . . . . 40  
 East of M. P. 76, to west of M. P. 79, west of Oregonia. . . . . 40  
 East of Bridge 82.95 and Morrow Station. . . . 15  
 M. P. 86 to west of M. P. 87, east of South Lebanon. . . . . 40  
 South Lebanon to three-fourths mile west of Kings Mills. . . . . 40  
 M. P. 93, west of Fosters. . . . . 40  
 M. P. 93 to M. P. 97, Loveland. . . . . 50  
 M. P. 100 and second curve east of M. P. 101, west of Branch Hill. . . . . 40  
 M. P. 101, east of Donnelly to Bridge 102.53, west of Miamiville. . . . . 50  
 M. P. 104, west of Camp Dennison to M. P. 106, west of Milford. . . . . 40  
 East of M. P. 108, west of Terrace Park, to west of M. P. 109, east of Plainville. . . . . 50  
 Red Bank to East Norwood. . . . . 40

UNDERCLIFF BRANCH

Valley to Rendcomb Jct. . . . . 40  
 East of M. P. 115, Undercliff. . . . . 40  
 Pendleton to M. P. 118. . . . . 40

CURVES

RICHMOND BRANCH

Switch 1 and Switch 3, Oakley to M. P. 12, west of Norwood Heights. . . . . 40  
 M. P. 15 to M. P. 16, Reading. . . . . 40  
 M. P. 25 to M. P. 26, east of Mosler . . . . . 40  
 M. P. 30 to west of M. P. 31, Hamilton. . . . . 15  
 Between Passenger Station and High Street, Hamilton: M engines running forward and N2 engines running backward. . . . . 5  
 I, K2 and K3 engines running forward. . . . . 10  
 M. P. 49, east of Camden. . . . . 40  
 M. P. 69, three miles east of Glen. . . . . 50  
 M. P. 89, to M. P. 91, Hagerstown . . . . . 50  
 M. P. 101, east of New Castle to M. P. 102, west of Broad. . . . . 40  
 M. P. 121, to M. P. 122, Gridley . . . . . 40  
 Dow, C. C. C. & St. L. Crossing. . . . . 40

FORT WAYNE BRANCH

M. P. 1, west of Newman. . . . . 40  
 First Curve east of M. P. 24, east of Winchester 40  
 M. P. 24 to M. P. 25, Winchester. . . . . 15  
 M. P. 32 to M. P. 34, Ridgeville. . . . . 25  
 First Curve west of M. P. 43, Portland. . . . . 40  
 Decatur, over Erie and Nickel Plate Crossings. . 30

LEBANON BRANCH

M. P. 29 to M. P. 31, east of Hageman. . . . . 20  
 M. P. 38 to M. P. 39, west of Mason. . . . . 20  
 M. P. 47, Deer Park to M. P. 50, McCullough. . 20

DISTANT SIGNALS Camden.....Westward 35

D2002.

## BRIDGES

LOCATION	CLASS OF ENGINE AND TENDER CAPACITY											
	Less than 15,000 gallons						21,000 and 25,000 gallons					
	E Exc. E6	E6	G5-K2	H10-L1-L2 N2	I1	K3-K4†	M1	N1	I1	K	M1	N2
<b>MAIN LINE</b>	MILES PER HOUR											
<b>OREGONIA</b>												
75.98 (1.48 mile west) ...	55				40	50	40	30	40	50	40	40
<b>MORROW</b>												
79.65 (3.55 mile east) ...	55				40	50	40	30	40	50	40	40
82.95 (0.25 mile east) ...	40	45	30	15	30	25	15	15	20	20	20	20
<b>UNDERCLIFF BR. PENDLETON</b>												
117.32 (0.92 mile west) ...				30		50	30		30		50	

LOCATION	CLASS OF ENGINE AND TENDER CAPACITY											
	Less than 15,000 gallons						21,000 and 25,000 gallons					
	E Exc. E6 G5-K2	H10-L1-L2	I1**	K3-K4†	M1**	N2	I1**	K**	M1**	N2**		
<b>RICHMOND BRANCH</b>	MILES PER HOUR											
<b>SOMERVILLE</b>												
46.93 (2.23 miles west) ...			30		50		30	30	30	30		
<b>HAGERSTOWN</b>												
90.48 (0.18 mile west) ...			30	40	30		30	30	30	30		
<b>BROAD</b>												
102.64 (1.04 mile west) ...			40				40	40	40	40		
<b>FOLEY</b>												
103.55 (0.55 mile east) ...			40		50		40	40	40	40		
<b>FAYNE</b>												
105.01 (0.01 mile west) ...			20	40	20		15	15	15	15		
<b>ELWOOD</b>												
136.86 (0.94 mile east) ...			20	55	35	40	20	35	35	35		
<b>KOKOMO</b>												
158.28 (1.22 mile east) ...			20	50	35	40	20	35	35	35		
153.64 (0.86 mile east) ...	40	20	5	20	10	20	5	5	5	5		
<b>FORT WAYNE BRANCH</b>												
<b>PORTLAND</b>												
42.00 (1.20 mile east) ...			20	40	20		15	15	15	15		
43.02 (0.18 mile east) ...			20	40	20	30	15	15	15	15		
<b>GENEVA</b>												
55.93 (1.73 mile west) ...			20	50	35	40	20	20	20	20		
<b>DECATUR</b>												
72.03 (1.33 mile west) ...			20	50	30	35	20	20	20	20		
<b>MUNCIE BRANCH</b>												
<b>WHEELING</b>												
29.82 (1.62 mile west) ...	X	X	X	X	X	X	X	X	X	X	X	X

LOCATION	CLASS OF ENGINE AND TENDER CAPACITY									
	Less than 15,000 gallons						21,000 and 25,000 gallons			
	E Exc. E6	G5-K2	H6-H8 H10	K3-K4 L1	L2	N2	K	N2		
<b>LEBANON BRANCH</b>	MILES PER HOUR									
<b>LEBANON</b>										
26.83 (0.23 mile west) ...	15	15	15	X	X	X	X	X	X	X
<b>MASON</b>										
35.26 (0.56 mile west) ...	15	15	15	X	X	X	X	X	X	X
41.61 (6.91 mile west) ...		20	20	X	10	X	X	X	X	X
<b>MIDDLETOWN BRANCH</b>										
<b>OAKLAND</b>										
3.28 (1.62 mile east) ...		30	30	30	30	20		30	20	
4.77 (1.13 mile east) ...		30	25	20	20	15		20	15	
<b>HAGEMAN</b>										
9.75 (2.05 mile east) ...		30	30	30	30	30		30	30	
10.03 (1.77 mile east) ...		30	30	30	30	30		30	30	
<b>MIDDLETOWN JCT.</b>										
13.95 (0.45 mile east) ...	30	10	10	5	5	5		5	5	

\*\*Detour or emergency service only. X—Prohibited.

\*\*\*Detour or emergency service only on Fort Wayne Branch and between Newman and Anoka.

†Streamlined K-4s engine 3768 with tender 180-P-75 will be governed by speed restrictions applying to M-1 engines with less than 15,000 gallon tender.

## S21. SIGNAL RULES.

D2101. Rule 279 modified:

Indication—Proceed, prepared to stop at next signal. Within interlocking limits, a train must not exceed 15 miles per hour.

Name—Slow Speed Signal.

D2102. Rule 281 modified:

Indication—Proceed. Within interlocking limits, a train must not exceed 15 miles per hour.

Name—Clear Slow Speed Signal.

D2103. Rule 282 modified:

Indication—A train exceeding one-half its maximum authorized speed here must at once reduce to not exceeding that speed. Where a facing switch is connected with the signal, approach that switch prepared to stop. Approach next signal prepared to stop.

Name—Caution Signal.

D2104. Rule 283 modified:

Indication—A train exceeding one-half its maximum authorized speed here must at once reduce to not exceeding that speed. Approach next signal prepared to stop.

### Name—Approach Signal.

**D2105.** In conforming to the speed when operating under Rule 282 (Caution Signal) and Rule 283 (Approach Signal), the train must not exceed one-half its maximum authorized speed when passing the signal, but not necessarily before reaching it. However, where the signal cannot be seen a sufficient distance to reduce speed to not exceeding one-half its maximum authorized speed at the signal, the speed must be so reduced as soon as proper handling of train will permit. Where the indication shown in Rule 282 is received, engineman must not resume speed on seeing the next signal clear, if there is a facing point switch between the point where he sees the signal and the signal.

When the indication shown in Rule 280 is received, engineman must not resume speed until the track is seen to be clear to the end of the block.

Where the indication shown in Rule 283 is received, enginemen may resume speed on seeing the next signal ahead clear.

**D2106.** Rule 284 modified:

Indication—Approach next signal at not exceeding one-half the speed authorized for passenger trains at next signal, but not exceeding 30 miles per hour.

### Name—Approach Restricting Signal.

**D2107.** Rule 285 modified:

Indication—Proceed. Within interlocking limits, a train must not exceed one-half the speed authorized for passenger trains, but not exceeding 30 miles per hour.

### Name—Clear Restricting Signal.

**D2108.** Rule 289, annulled.

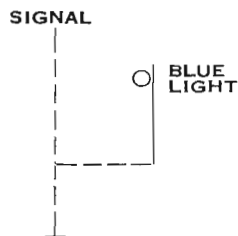
**D2109.** Rule 290, modified:

Indication—When proper indication is displayed by Fixed-signal, proceed at slow speed prepared to stop unless train orders are received.

### Name—Train-Order-Signal.

#### S21A. SIGNAL ASPECTS.

**D2110.** Signal aspect not standard.



Indication: One track intervenes between signal and track it governs.

Name: Signal Mast Bracket Marker.

**D2111.** Signal aspects displayed at the following signals govern movements only to the switches indicated:

LOCATION	SIGNAL	GOVERN MOVEMENTS TO AND INCLUDES
READING . . . . .	{ Westward 137 Eastward 164	{ Track and all switches between Signals 137 and 164
HAMILTON . . . . .	Westward 293	{ First Switch East of Passenger Station.
GREENS FORK . . . . .	Westward 825	Station track.
HAGERSTOWN . . . . .	{ Westward 893 Eastward 912	{ Track and all switches between Signals 893 and 912
FOUNTAIN CITY . . . . .	{ Westward 73 Eastward 102	{ East switch station track. West switch station track.
WEST OF LYNN . . . . .	Westward 177	Team track, west of M. P. 18.
EAST OF PORTLAND . . . . .	Westward 379	Station track, east of M.P. 39.
BRIANT . . . . .	{ Westward 493 Eastward 514	{ Switch 1. Switch 2.
GENEVA . . . . .	{ Westward 533 Eastward 554	{ Switch 1. West switch house track.
BERNE . . . . .	{ Westward 575 Eastward 600	{ Milk track. Station track.
MONROE . . . . .	{ Westward 637 Eastward 662	{ Switch 2. West switch station track.
DECATUR . . . . .	{ Westward Home Signal	{ Switch 1.
EAST OF HOAGLAND . . . . .	Eastward 788	Team track, west of M. P. 77.
HOAGLAND . . . . .	{ Westward 787 Eastward 810	{ Switch 1. Switch 2.

**D2112.** Signal aspects displayed by westward distant signal Camden indicate only the position of switch west of Mile Post 49.

#### S22. BLOCK SIGNAL RULES.

**D2201.** Four wheel cabin cars must not be allowed to stand in an Automatic Block unless the block is occupied by other cars or engine. Necessary care must be used at all interlocking plants, and such cabin cars must not be permitted to stand alone between the signals of a block or interlocking station without permission from signalman.

#### S23. MANUAL BLOCK SYSTEM.

**D2301.** Rules 301 to 375, inclusive, are in effect as follows, except that Rules 317a, 317b, 318a and 318b will apply only on portions of the division as specified:

Norwood Heights and Old River Jct.,  
New River and Glen,  
Newman and Anoka,  
Newman and Winchester,  
Ridgeville and Adams.



**D2302.** Rule 305 modified:

Between Broad and Foley, block signal indications supersede time-table superiority and take the place of train orders. Engines are prohibited from clearing on National Spring Company track.

**D2303.** Rule 307a. (new):

When a train is authorized by train order to run against the current of traffic to an interlocking plant—remote controlled, the portion of the main track between that interlocking plant and the first block station in the rear, will constitute a block for that train.

**D2304.** Rule 317b will apply:

Norwood Heights and Old River Jct.,  
New River and Glen,  
Newman and Broad,  
Foley and Anoka,  
Newman and Winchester,  
Ridgeville and Adams.

On all main tracks governing movements against current of traffic, except between Clare and Rendcomb Jct.

**D2305.** Rule 330, modified:

A signalman having train orders for a train, must display the Home-signal at Stop, and in addition the Train-Order-signal. He may permit trains to proceed under Block Signal Rules after complying with rules for movement by train orders.

**D2306.** Rule 362, first paragraph, amplified:

Trains must not pass a Stop-signal without receiving a Caution Card (Form D), a Clearance Card (Form C), or a train order authorizing them to do so, nor must an engine returning to its train in the block pass a Stop-signal without Clearance Card (Form C).

**S23A. UNATTENDED BLOCK STATIONS.**

An unattended block station is a point designated by a sign, indicating the limits of a block, the use of which is controlled by Manual Block System Rules, except as hereby modified.

**D2307.** Unattended block stations are controlled by the signalman specified in time-table, or Special Instructions.

The sign indicating an unattended block station will display by day the station call, and, in addition, by night a red light and a yellow light horizontal; the yellow light next to the main track.

The signalman may give a train oral permission to enter one block and by the use of Clearance Card (Form K) may authorize a train to pass one or more unattended block stations.

Unless otherwise provided, trains must stop at unattended block stations, and conductor or engineman must obtain permission from the signalman to enter, and ascertain condition of the block, and report clear.

If from any cause, conductor or engineman is unable to communicate with the signalman either by the usual means of communication or the use of commercial lines and should no cause for detaining the train be known, it may proceed through that block on its rights or time-table authority, preceded by a flagman to the next point of communication and report to the Superintendent.

Conductors and enginemen finding an unattended block station sign imperfectly displayed, or absent, must, if practicable, correct it, or replace the light, and report the fact to the Superintendent.

A train receiving Clearance Card (Form K) to pass an unattended block station, and arriving at such station after the time for it to become an open block station, must identify the train to the signalman before accepting a signal to proceed at that station, as Clearance Card (Form K) is thereby annulled.

Clearance Card (Form K) authorizing a train to pass one or more unattended block stations without stopping, is annulled when train clears the main track and reports clear of the block.

FORM <b>K</b>	<b>THE PENNSYLVANIA RAILROAD</b> <b>CLEARANCE CARD</b>	FORM <b>K</b>
.....Block Station.....M.....19.....		
To Conductor and Engineman: Train.....		
Proceed at.....as though.....signal was displayed.		
Report Clear at.....		
..... Signalman.		
<p><i>The signalman may issue this card only when authorized by the Superintendent. Before issuing it, the signalman must have proper understanding with other signalmen, if any, having authority over blocks mentioned, and must know that blocks mentioned above have been duly reported clear of opposing trains, and clear of trains that may not be followed in the same block by the train addressed.</i></p> <p><i>The conductor and engineman receiving this card properly filled out and signed, or authorized by the signalman to fill it out, may proceed as directed above.</i></p>		

(To be printed on green paper, size 6 $\frac{1}{8}$  x 3 $\frac{1}{4}$ .)

**S24. CONTROLLED MANUAL BLOCK SYSTEM.****S25. AUTOMATIC BLOCK SYSTEM.**

**D2501.** Rules 501 and 505, 505b to 514 inclusive, are in effect as follows:

(DOUBLE TRACK.)

Foster and Clare,  
Rendcomb Jct. and Cincinnati,

**D2502.** Rules 551 to 564, inclusive, are in effect as follows:

(SINGLE TRACK.)

Xenia (End of double track) and Foster,  
Winchester and Ridgeville.

**D2503.** Rule 555a will apply between: Xenia (End of double track) and Foster, Winchester and Ridgeville.

**D2504. (DOUBLE, THREE, OR MORE TRACKS.)**

In Automatic Block System territory at interlockings where there is no block signal that governs the use of the block from the limits of the interlocking, the Home-signals governing the use of routes leading to that block will, in addition, govern the use of the block with the current of traffic to the next block signal beyond the interlocking.

**D2505.** Unless it is known that gasoline motor cars, and cars of similar type or construction will operate automatic signals and shunt track circuits at interlockings and electric switch locking, they must not be operated in Automatic Block Signal territory unless special provision is made for Manual Block protection, and such gasoline motor cars, and cars of similar type or construction, must not be permitted to stand alone between the signals of a block or interlocking station without permission from signalman; signalmen and levermen must assure themselves that such cars have cleared the switches of an interlocking before attempting to operate them.

**D2506.** In Automatic Block System territory, if, in connection with a train using hand-operated main track switches, the entire movement clears a block and the switches used that affect that block are restored to normal position, thereby clearing signals affecting that block, regardless of whether the train has or has not been reported clear of the block, it must not again enter that block without permission from the signalman, unless otherwise instructed by the Superintendent.

**S25A.** Rule 505a.

**S25B. CAB SIGNAL RULES.**

Definition: Equipped Engine or Train—An engine or train equipped with cab signal apparatus, including whistle and acknowledgment, in operative condition for the direction in which it is to move.

**D2507**—Cutting-in Sections located.

For Westward Trains:

Between a point 2,000 feet east of westward distant signal and westward home signal at Glen.

For Eastward Trains:

Between a point 2,000 feet west of eastward distant signals and eastward home signals on Richmond and Fort Wayne Branches at Newman.

Unless authorized by the Superintendent, an equipped engine must not enter cab signal territory without having cut-out cock fixed in cut-in position.

At Cincinnati, Union Terminal, the engineman in charge of an equipped engine assigned for movement in Cab Signal territory on Pan Handle Division must make the required departure test before proceeding from such terminal.

**S25C.** Rule 511a.

When moving from main track to siding, switch must remain open until train is clear, and when moving from siding to main track, switch must be opened before main track is fouled.

**S25D. GRADE SIGNALS.**

**D2508. LOCATION OF GRADE SIGNALS.**

**TRACK 1—EASTWARD**

**East of Station Named**

1188 ..... Cincinnati.

**TRACK 2—WESTWARD**

**West of Station Named**

1155 ..... Undercliff.

A tonnage freight train, as referred to in Rule 277, is a train having 80 per cent or more of the authorized slow freight engine rating, or, having in excess of 90 cars, including the cabin car.

Before entering territory where Grade-signals are in use, conductor must notify engineman of authorized slow freight engine rating for that trip, exact tonnage, or number of cars in train and changes due to setting off or picking up cars.

**S26. INTERLOCKING RULES.**

**D2601.** Rule 630, modified:

A signalman having train orders for a train, must display the Home-signal at Stop, and in addition the Train-Order-signal. He may permit trains to proceed under Interlocking Rules after complying with rules for movement by train orders.

**S26A.** Rule 663 amplified:

Trains or engines must not pass an Interlocking Stop-signal without receiving Clearance Card (Form C) or train order. The signalman may authorize a conductor or engineman to fill out Clearance Card (Form C).

**D2602. SWITCHES—POWER OPERATED FROM DISTANT POINT OF CONTROL.**

LOCATION	CONTROL STATION
<b>XENIA:</b> Switches 3 and 4 .....	<b>XENIA, (B. &amp; O. Crossing.)</b>
<b>FOSTER:</b> End of Double track .....	<b>LOVELAND</b>
<b>RED BANK:</b> Junction and crossover switches .....	<b>CLARE</b>
<b>REDCOMB JCT.:</b> Junction, crossover and yard track switches.	
<b>VALLEY:</b> Junction switch .....	
<b>OAKLEY:</b> Junction and siding switches .....	<b>BROAD</b>
<b>NORWOOD HEIGHTS:</b> Siding switch .....	
<b>FOLEY:</b> Nickel Plate Connection Switch .....	

Interlocking Rules 601 to 685, inclusive, govern the use of power operated switches when operating from distant point of control; when necessary to operate manually, the conductor or engineman must notify the signalman and obtain permission to do so.

When, in the application of Rule 663, it becomes necessary to issue Clearance Card, (Form C), conductor or engineman will promptly co-operate with the signalman and will prepare (Form C) under his direction. A supply of (Form C) is provided in telephone shelter.

When a train is stopped by a Stop-signal at a switch operated from a distant point of control, if means of communication have failed, and should no cause for detaining the train be known, the conductor, after a thorough understanding with the engineman, will arrange for manual operation of the switch or switches in the route to be used, after which it may proceed under Stop-signal, preceded by a flagman, to the next point of communication or to the next block signal displaying a more favorable indication than stop and proceed, expecting to find a train in the block, broken rail, obstruction or switch not properly set. After train has cleared the plant all switches must be restored to normal operating position and complete report made to the Superintendent from the first point of communication.

Instructions for manual operation of switches are posted in telephone shelter.

**D2603.** Interlocking station located at crossing with the C.C.C. & St.L. R.R. and Belt R.R., Anderson, closed continuously. Trains and engines will be governed by signal indication. When it is desired to effect a movement through the limits of the interlocking on the Belt R.R., conductor or engineman will secure permission to use the crossing and ascertain the location of trains on the C.C.C. & St.L. R.R. from the signalman at Delco. When permission secured and location of trains on the C.C.C. & St.L. R.R. will permit, conductor or engineman will operate the interlocking for the movement on the Belt R.R. When movement completed the interlocking will be set for movement on the C.C.C. & St.L. R.R.

**D2604.** Trains must approach railroad crossing at Lynn under full control, prepared to stop within one-half range of clear vision. When crossing is seen or known to be clear and signals are properly set, train may proceed on and across the crossing without coming to a full stop, but not exceeding 20 miles per hour.

## S27. NON-INTERLOCKED SWITCHES CONNECTED WITH MANUAL AND CONTROLLED MANUAL BLOCK STATION SIGNALS.

### D2701.

BLOCK STATION	NON-INTERLOCKED SWITCHES CONNECTED
NORWOOD HEIGHTS . . . . .	Ampt Ink Co. track; Shoe-Walnut Lumber Co. track; Ultra Marine Co. track; Verkamp Corporation Co. track; Calloway Coal Co. track.
CRESCENTVILLE . . . . .	Fox Paper Co. track. Switch 1.
NEWMAN . . . . .	KD track; Richmond Lumber Co. track; Little Coal Co. track; Team track and Storage track, Parry.
BROAD . . . . .	Perfect Circle track, Switches 1 and 2, Mill track, Jennings track, Interstate Public Service Co. track, east and west switches scale track, Nickel-Plate connection, crossover to Big 4 Wye track.
GRIDLEY AND DELCO . . . . .	All switches between westward signal No. 1213 and eastward signal No. 1244.
DOW . . . . .	Big 4 Wye track.
LYNN . . . . .	Switch 1, Switch 2, West Track, Interchange.
WINCHESTER . . . . .	Lumber track; Indian Oil track.
RIDGEVILLE . . . . .	Switches 3 and 4; Crossovers to sidings; South Wye.
PORTLAND . . . . .	Switch 4; West switch Freemeyer track; West switch Station track; west end Storage track; Switch 1; Bimel track; Nickel Plate Wye.
GENEVA . . . . .	East switch House track; Switches 1 and 2; West switch House track.
BERNE . . . . .	Station track; Dunbar track; West track; Switch 1; Mill track; Milk track; Switch 2.
DECATUR . . . . .	Krick & Tyndall track; Nickel Plate Wye; Decatur Filler Co. track; House track; Switch 1; Storage track; East Crossover to Storage track; West Crossover to Storage track; Switch 2; Hale track; Crossover to Erie Wye; Smith Mill track.

### S28.

### TRACK CARS, ETC.

General definition of track car-amplified:

(a) **TRACK CAR**—A hand car, or self-propelled car or truck, which may be manually moved to or from the track.

Rule 80, Sixth paragraph modified:

(b) All movements will be made without displaying the signals prescribed by Rule 19 and Rule 19a.

Rule 80 amplified:

(c) When track cars are approaching road crossings at grade, the trackman's whistle or other alarm signal provided for the purpose must be sounded before reaching the crossing, and track cars must approach all such crossings prepared to stop.

(d) Track cars will not operate Automatic or Semi-Automatic signals, or highway crossing warning signals; neither will they shunt track circuits at interlockings. Electric switch locking must not be depended upon for protection to movements made by such cars; signalmen and levermen must assure themselves that such cars have cleared the switches before operating same.

They must not be used in Controlled Manual Block System territory or in Automatic Block System territory unless special provision is made for Manual Block protection. They will not be authorized to represent or run as a section of a schedule; and under Manual Block System Rules will be operated as a train other than a passenger train, and may be admitted by train order and under stop block signal to a block following a passenger train in Manual Block territory.

(e) Pony trucks must use the least important track available, and be loaded so as to permit prompt removal from the track upon the approach of a train; when practicable they must be run on the rail nearest the ditch, and on double, three, or more tracks, on a track against the current of traffic; they must not use a track under conditions when an approaching train cannot be seen in ample time to clear the track for the train, except in cases of emergency and then not until after a flagman has been placed in position where a train can be stopped before reaching the pony truck. In yards they must not be used except by permission of the yard master and under proper protection.

Rule 206 amplified:

(f) The prefix H. C. to hand car running number will be used when issuing train orders or instructions to drivers of hand cars.

Rule 829, paragraph 10, amplified:

(g) Track cars must not be operated except as prescribed by Rule 80 when so provided in the time-table.

**D2801.** Between Xenia and Clare, track cars will operate as per Rule 80.

(SINGLE TRACK.)

(a) A track car must not be placed on a main track without orders from the Superintendent.

(b) Signalman must not permit a train to follow a track car without orders from the Superintendent. Signalman must comply with Rule 221c when a track between his block station and the next block station in advance is occupied by a track car.

(c) Track car extras must not pass a block station without permission from the signalman.

(d) When a track car extra clears a main track the driver must report clear to the signalman.

(DOUBLE, THREE, OR MORE TRACKS.)

(a) A track car must not be placed on a main track without permission from the Superintendent.

(b) Signalman will not permit a train to follow track cars without orders from the Superintendent. Signalman must comply with Rule 221c when a track between his block station and the next block station in advance is occupied by a track car.

(c) Signalman must not give permission nor a fixed signal authorizing a track car to enter a block at any point without authority from the Superintendent.

(d) Track cars must not pass a block station without permission from the signalman.

(e) When a track car clears a main track the driver must promptly report clear to the signalman.

**D2802.** Rule 80 modified:

Between: Clare and East Norwood,	Fort Wayne Branch,
Undercliff Branch,	Lebanon Branch,
Richmond Branch,	Middletown Branch,

Track cars will operate as follows:

(a) Track cars will be numbered for identification and will be in charge of a qualified employe.

(b) Track car must not be placed on a main track until the driver has obtained written information from the Superintendent as to train movement, and the location of trains will permit at that time. When necessary, they may move on a main track under flag protection to the nearest point of communication, or until removed from the track.

Track car extras must not pass a block station without permission from the signalman.

They must not be used at night, nor when dense fog or other weather conditions obscure the view, except when necessary, and then only after obtaining written permission from the Superintendent and the driver has been advised by the signalman that the movement is protected.

(c) Lookout must be maintained in both directions. Track cars must not be attached to trains in motion nor follow trains or other track cars closer than 500 feet. They must be equipped with flagman's signals as prescribed in Rule 99.

(d) When night signals, as prescribed by Rule 9 are required, a white light must be displayed to the front and rear of track cars.

(e) When approaching curves, or other locations, where the view is obstructed, unless the way is seen or known to be clear, track car and motor must be stopped in order that an approaching train may be heard; when conditions require, a flagman must be sent ahead to protect the movement.

**D2803.** The use of hand trucks on main tracks shall be restricted as far as practicable and they must not be used on main tracks, unless attached to track cars, without permission from the Superintendent.

**D2804.** Track cars must be manually moved over switches operated from distant point of control.

**D2805.** Burro Crane—A motor driven car used to lay rails, etc. Such equipment must not be depended upon to operate automatic signals, nor shunt track circuits at interlockings and electric switch lockings. They cannot be easily or quickly removed to or from track. They will be numbered for identification as a running number and, when no car number is used, the last four figures of the badge plate should be used.

The prefix B. C. to number will be used when issuing train orders or instructions to drivers.

All rules and special instructions governing the movement of track cars will apply to the movement of Burro cranes.

**S29. ENGINE AND OTHER EQUIPMENT RESTRICTIONS.**  
**D2901. EQUIPMENT DESIGNATED A-B-C AND D IS PROHIBITED ON TRACKS, BRIDGES, ETC.**

**A—Curvature**                      **B—Light Bridges**  
**C—Clearance**                      **D—Light Rail**

LOCATION	CLASS OF ENGINE											
	C1	CC2-S	E	G	H6	H8-H10	I1	K2-L1-L2-N2	K3-K4	K4 (Streamlined)	M1	N1
<b>CINCINNATI DIVISION</b>												
All tracks, bridges, etc. Main Line and Between Rendcomb Jct. and Oakley		B										
Between East Norwood and Glen		B										B
Between Newman and Anoka	B	B					B				B	B
Fort Wayne Branch	B	B					B				B	B
Undercliff Branch	B	B										
Lyle and McCullough	B	B	B				B	B	B		B	B
McCullough and Cincinnati	B	B					B				B	B
Middletown Branch	B	B					B				B	B
Muncie Branch	D	D	D	D	D	D	D	D	D	D	D	D
<b>MAIN LINE</b>												
<b>SPRING VALLEY</b>												
Coal track	A	A	A	A			A	A	A	A	A	A
Hiatt track	A	A					A	A	A	A	A	A
<b>WAYNESVILLE</b>												
Elevator track	A	A	A	A			A	A	A	A	A	A
<b>MORROW</b>												
Morrow Feed & Supply Co. track	A	A					A	A	A	A	A	A
Barrett track, mixer to west end												
Van Camp, empty storage tracks 1 and 2, Sand tipple to scale	C	C	C	C	C	C	C	C	C	C	C	C
Van Camp load storage track 2, derail to scale	A	A	A	A	A	A	A	A	A	A	A	A
<b>MIDDLETOWN JCT.</b>												
Turnout from west end of No. 3 track to No. 4 track at Bridge 13.95	A	A	A	A	A	A	A	A	A	A	A	A
<b>KINGS MILLS</b>												
Hill track	A	A	A	A			A	A	A	A	A	A
Peters Coal Trestle	B	B	B	B	B	B	B	B	B	B	B	B
<b>LOVELAND</b>												
Hill track	A	A	A	A			A	A	A	A	A	A
<b>DONNELLY</b>												
Queen City Pit tracks	A	A	A	A	A	A	A	A	A	A	A	A
<b>MILFORD</b>												
Trestle in Clark Bros. track	B	B	B	B	B	B	B	B	B	B	B	B
<b>MADISONVILLE</b>												
Prest-O-Lite track	A	A					A	A	A	A	A	A
Vaughn Oil Co. track	A	A					A	A	A	A	A	A

LOCATION	CLASS OF ENGINE											
	C1	CC2-S	E	G	H6	H8-H10	I1	K2-L1-L2-N2	K3-K4	K4 (Streamlined)	M1	N1
<b>RICHMOND BRANCH</b>												
<b>NORWOOD HEIGHTS</b>												
Lead to Coal and Team tracks												
Lead to Ampt Ink Co. track	A	A					A	A	A	A	A	A
Cincinnati Walnut Lumber Co. track												
Shoe track												
Ultramarine track												
Verkamp and Air Reduction track												
<b>READING</b>												
All station and Industrial tracks between mile posts 14 & 16	A	A					A	A	A	A	A	A
Flege Coal Trestle	B	B	B	B			B	B	B	B	B	B
<b>CRESCENTVILLE</b>												
Fox Paper Co. track	A	A	A	A			A	A	A	A	A	A
<b>HAMILTON</b>												
Connection B. & O.R.R.	A	A	A	A			A	A	A	A	A	A
<b>SEVEN MILE</b>												
Elevator track	A	A	A	A			A	A	A	A	A	A
<b>COLLINSVILLE</b>												
Elevator track	A	A	A	A			A	A	A	A	A	A
<b>SOMERVILLE</b>												
Team track	D	D	D	D			D	D	D	D	D	D
Storage tracks												
<b>CAMDEN</b>												
House track	D	D	D	D			D	D	D	D	D	D
Team track												
<b>EATON</b>												
Christman track												
Glick track	A	A	A	A			A	A	A	A	A	A
Team and Stock Pen track												
<b>HAGERSTOWN</b>												
Elevator track	A	A	A	A			A	A	A	A	A	A
<b>NEW CASTLE</b>												
Farm Bureau Track	A	A	A	A			A	A	A	A	A	A
Stock Pen track												
Big 4 Wye	A	A					A	A	A	A	A	A
<b>HONEY CREEK</b>												
Elevator track	A	A	A	A			A	A	A	A	A	A
<b>MIDDLETOWN (Ind.)</b>												
Station track	A	A	A	A			A	A	A	A	A	A
<b>ANDERSON</b>												
Wye	A	A	A	A			A	A	A	A	A	A



**S32. PERSONAL INJURIES.**

**S32A.** Emergency calls for Surgeons will have preference over other business, except train orders.

Employees injured on company property, or while on company business, will be treated by the nearest physician listed in Special Instruction D3201, without cost, throughout their disability. If hospital attention is necessary, they should be sent, if practicable, to one of the hospitals listed in Special Instruction D3202.

Passengers or others injured on company property will receive first attention by the Medical Examiner or Company Surgeon, without cost; at points where it is impossible to obtain their services, the company will be responsible for the cost of reasonable surgical attention by an outside Surgeon for the first services rendered, subsequent attention will be determined by direction of proper official.

**D3201. MEDICAL EXAMINERS.**

LOCATION	NAME AND ADDRESS	TELEPHONE NUMBER
Xenia.....	Dr. H. E. Heston Office in Passenger Station..... First and Third Thursday 10.45 A. M. to 2 15 P. M.	No Phone
Richmond.....	Dr. H. E. Heston Office, Passenger Station..... Tuesday and Thursday: 9.00 A. M. to 12.00 Noon. 1.00 P. M. to 2.00 P. M.	No Phone
Cincinnati.....	Dr. H. E. Heston Office, 444 East Court St..... Monday, { 8.30 A. M. to 12.00 Noon. 1.00 P. M. to 3.00 P. M. Friday, { 10.45 A. M. to 12.00 Noon. 1.00 P. M. to 4.00 P. M.	MAin 3700
Chicago.....	Dr. Walter Aye Rooms, 246 and 251, Union Station Building..... Residence 550 Surf Street.....	Central 7200 Local 348 and 349 Lak. 4241
Logansport.....	Dr. Foss Schenck, Res. Ass't Office, 412 East Melbourne Ave..... Monday and 8.00 A. M. to 12.00 Noon. Saturday, 1.00 P. M. to 4.00 P. M. Wednesday, 3.00 P. M. to 5.00 P. M. Residence 631 North Street.....	Penna Exc. 36 233
Fort Wayne.....	Dr. H. L. Phillips, Ass't Office, Old Passenger Station..... Residence, 431 East Wayne St.....	PRR 221 A-70213

**COMPANY SURGEONS.**

LOCATION	NAME AND ADDRESS	TELEPHONE NUMBER
Xenia.....	Dr. Marshal M. Best Office, 110 West Main Street..... Residence, 108 West Main St.....	44-M 44-R
Richmond.....	Dr. F. E. Hagie Rooms 201, 202, 203 Second National Bank Building..... Residence, 184 South 20th Street.....	7141 6163
	Dr. F. P. Buche Office and Residence, No. 106 South Seventh Street.....	1997
	Dr. H. E. Allen (Oculist) Office, 301 Medical Arts Building ... Residence, 235 South Eleventh St.....	2422 39872
Morrow.....	Dr. Leonard Mounts Office, Railroad Street..... Residence.....	Valley 21-R2 Valley 29
Cincinnati.....	Dr. Robert Carothers Office, 409 Broadway.....	MAin 4483
	Dr. Ralph G. Carothers Office, 409 Broadway..... Call Physicians Exchange..... Residence, 3006 Vernon Place.....	MAin 4483 WOOdburn 5800 AVon 1805
	Dr. Victor Ray, Jr. (Oculist) Office, Carew Tower, Fifth and Vine Sts., Residence, 2855 Grandin Rd.....	MAin 2954 EAsT 5526
Hamilton.....	Dr. Mark Milliken Office and Residence, 311 South 2d St.	(Bell) 88
Ridgeville.....	Dr. G. H. Schenk Office and Residence, 115 So Walnut St.	80
Portland.....	Dr. Mark M. Moran Office, Moran Building Corner West Main and Commerce Streets..... Residence, 403 East Walnut St.....	96 23
Fort Wayne.....	Dr. D. R. Benninghoff Office, 701 Wayne Pharmacal Bldg..... Residence, 2725 West Drive.....	A-5334 A-79923
	Dr. Maurice R. Lohman Office 604 Wayne Pharmacal Bldg..... Residence, 604 Oakdale Drive.....	A-1474 H-34173 or A-9125
	Dr. Eugene L. Bulson (Oculist) Office 406 W. Berry St..... Residence, 4301 Pembroke.....	A-9431 H-34333
New Castle.....	Dr. Clyde C. Bitler Office, Clinic Bldg., 1319 Church St.... Residence, 603 South 11th Street.....	970 1692
Anderson.....	Dr. Lee F. Hunt Office, 549 Citizens Bank Bldg..... Residence, 332 West 11th St.....	3029 157
Kokomo.....	Dr. H. M. Rhorer Office, 113½-115½ W. Mulberry St.... Residence, 1224 W. Sycamore St.....	2705 355
	Dr. C. J. Adams Office, Room 618 Armstrong-Landon Building..... Residence.....	468-W

## COMPANY SURGEONS—Continued.

LOCATION	NAME AND ADDRESS	TELEPHONE NUMBER
Logansport.....	Dr. F. W. Terflinger Office, 422 North Street..... Residence, 912 North St.....	785 472
	Dr. W. A. Holloway Office, 201 3rd St..... Residence, 200 Eel River Ave.....	100 268
Middletown, O. . .	Dr. E. T. Storer Office and Residence, 1331 First Ave...	2495

## D3202.

## HOSPITALS.

LOCATION	NAME AND ADDRESS	TELEPHONE NUMBER
Xenia.....	Espey's Hospital 122 North Detroit Street.....	Main 55-R
	McClellan Hospital Roger Street.....	Main 61
Richmond.....	Reid Memorial Hospital On Chester Pike, one-half mile north of Passenger Station.....	2424
Cincinnati.....	Good Samaritan Hospital Clifton and Dixmyth Avenue.....	UNiversity 1400
Hamilton.....	Mercy Hospital 116 Dayton St.....	2340
Winchester.....	Randolph County Hospital Greenville Avenue.....	436
Portland.....	Jay County Hospital West Arch St.....	38
Decatur.....	Adams County Memorial Hospital Cor. Mercer and Grant Sts.....	791
Fort Wayne.....	Methodist Hospital West Lewis St.....	A-2111
New Castle.....	New Castle Clinic 1319 Church St.....	971
Anderson.....	St. John's Hospital 20th and Jackson Sts.....	1378
Elwood.....	Mercy Hospital 1131 South A St.....	42
Kokomo.....	Good Samaritan Hospital Vail Avenue.....	226
Logansport.....	St. Joseph Hospital 26th and High St.....	61
	Cass County Hospital North Michigan Ave.....	566
Middletown, O. . .	Middletown Hospital Park Drive.....	2000

## D3203. FIRST AID BOXES AND STRETCHERS.

First Aid Boxes, location of:

In all passenger carrying cars, including baggage cars and mail cars, and in cabin cars.

At each passenger and each freight station.

At yard offices and other suitable places in the larger yards, car inspectors' offices, power plants, substations, block and interlocking stations, tool houses, pump houses, M. W. cabins, wreck trains, shop and engine houses, camp cars, and on each track and hand car, and as provided by a State law.

Stretchers:

One stretcher should be carried on each combined car and baggage car, to be placed in stretcher box.

One stretcher must be carried on each passenger train.

## S33.

## USE OF TELEPHONES.

**S33A.** Employes using telephones in connection with train movements must satisfy themselves beyond doubt that they are in communication with proper persons.

Persons using telephones must yield the line promptly for train movements.

If telephone fails, trainmen will use any means of communication, to avoid delay.

When used for block operations, transmitting train orders or making any arrangement pertaining to the movements of trains by trainmen, the conductor or engineman must personally receive all orders on the telephone and make all verbal arrangements pertaining to the movement of his train, but neither is relieved of any responsibility as prescribed by Rule 105.

The same precaution must be taken to insure accurate transmission and proper delivery of train orders and instructions as is required by the rules in transmitting by telegraph. The essential features of all verbal arrangements and instructions such as train numbers, engine numbers, information in regard to trains being clear of, or desiring to occupy certain tracks, etc., must be repeated by the person receiving the information.

**D3301.** Telephones are located at block stations, hand-operated siding and crossover switches, switches—power operated from distant point of control; also at other points necessary for train operation.

## S34.

## MISCELLANEOUS.

**S34A.** Locomotive cranes and such other pivoted machinery equipped with swinging booms of which a part may swing or extend outward, must not be moved in revenue trains unless Form C.T.310 is attached, one to each side of the pivoted machinery when moving on its own wheels or to the car upon which it may be loaded, and Form C.T.310-A to the billing. When such shipments are set off for repairs that may affect the requirements of A. A. R. Loading Rules, they must not be moved except on authority of the Train Master, and not until



after proper inspection, and billing has been endorsed by Agent or Yard Master, "Re-inspected at . . . . . and loaded as per A. A. R. Loading Rules."

Conductors when setting off such shipments for repairs must notify the proper officer that it is pivoted machinery.

**D3401.** Gasoline or gas-electric propelled rail motor cars must not be operated on any track where there is an open flame.

**D3402.** Rule 701 modified:

When a freight train is stopped for coal or water at a point outside of interlocking limits, the engine need not be detached from the train, if, in the judgment of the engineman, it is unnecessary.

**D3403.** Rule 702, ninth paragraph, revised:

Defective hose removed enroute must be tagged to show train number, initial and number of car or engine, date and place of removal. Enginemen to send hose from engine to enginehouse foreman. Conductors to send hose from passenger equipment cars to foreman car inspectors at terminals; from freight cars to be delivered to first available car inspector who will furnish a new one. Freight conductors must carry as part of their equipment a supply of Form M. P. 401—Conductors Report of Repairs Made and Material Applied to Foreign and Individual Freight Cars by Train and Engine Crews—and use these forms as directed thereon.

**D3404.** Rule 728 amplified.

M. P. -54 coaches and M. P. B.-54 combined cars must not be hauled between heavier steel cars or between heavier steel cars and the engine.

**D3405.** Rule 737 modified:

Search or flood lights located under the vestibule of business cars may be displayed on rear end of trains.

Electric illuminated signs may be displayed on rear of passenger trains.

**D3406.** Rule 739 annulled.

**D3407.** General Regulations for Employees—832, amplified: (Second and third paragraphs.) To the signal equipment for each crossing watchman or gateman, add:

"Fusees"  
"Whistle"

(Fourth paragraph.) When a train, engine, or any type of rail equipment is approaching, watchmen must place themselves in the middle of the highway, near the track, and remain there until it is safe for vehicles and pedestrians to cross the track. By day they will display a Stop sign, holding it in an upright position so that the word "STOP" will plainly appear to any person approaching on the highway. By night, or when Stop sign cannot be plainly seen, they will display a red light, swinging it across the direction of the highway traffic, care being used not to show the red light to an approaching train, engine or any type of rail equipment except when necessary to stop it.

**D3408.** Trainmen must not pass over container cars while cars are in motion.

**D3409.** Employes operating over the Cincinnati Union Terminal Company Tracks will be governed by the special instructions of that company and must provide themselves with a copy.

**D3409. BLOCK SIGNAL RULES ADDITIONAL TO THOSE CONTAINED IN THE BOOK OF RULES AND NOT EFFECTIVE EXCEPT WHERE SO SPECIFIED BY SPECIAL INSTRUCTIONS.**

**AUTOMATIC BLOCK SYSTEM RULES FOR SINGLE TRACK.**

Rules 551 to 564 inclusive, will not be effective except by Special Instructions.

**551.** (See standard signal aspects).

Rule 276 indication amplified as follows:

Indication—Stop—then proceed in accordance with Rule 509, 559 or 660.

Rule 277, last paragraph of indication amplified as follows:

For other trains, Stop then proceed in accordance with Rule 509 or 559.

**555.** Block signals govern the use of the blocks, but unless otherwise provided do not supersede the superiority of trains nor dispense with the use or the observance of other signals whenever and wherever they may be required.

**555a.** On portions of the railroad so specified in the timetable, when a train that has no work short of the next meeting or passing point, receives permission from the signalman or a Home or Block-signal indication authorizing it to proceed, it may, unless otherwise directed, run ahead of superior trains in the same direction it is moving, clearing superior opposing trains as prescribed by the Rules. A train that has work between two meeting or passing points must clear all superior trains in both directions as prescribed by the Rules between those points. All the Rules and Special Instructions that apply to opposing trains remain in effect.

**NOTE—**AT INTERLOCKINGS, WHERE THERE IS NO BLOCK SIGNAL THAT GOVERNS THE USE OF THE BLOCK FROM THE LIMITS OF THE INTERLOCKING, THE HOME SIGNALS GOVERNING THE USE OF THE ROUTES LEADING TO THAT BLOCK WILL, IN ADDITION, GOVERN THE USE OF THE BLOCK TO THE NEXT BLOCK SIGNAL BEYOND THE INTERLOCKING.

**555b.** \_\_\_\_\_

**555c.** A train having passed beyond the limits of a block must not back into that block without orders from the Superintendent except that while shifting at an interlocking station movements may be made beyond the Home-signal by permission of signalman and under protection as prescribed by Rule 99. Signalmen must not give permission for such movements when there is a train between the point where the move is to be made and the next block station where a signalman is located, which has been authorized to move in the direction of the former point.

When permission has been given for a movement beyond the home signal, signalman at that point and at the next block station must know that it has been made before admitting another train to a block either at or between their stations to move in the direction of the point where such movement is being made.

**555d.** Signalmen will not permit a train to enter a block at a hand-operated switch without permission from the Superintendent.

dent if there is a train between the block stations on either side of it where signalmen are located which has been authorized to move towards the switch where the train is to enter the block.

When a train has been given permission to enter a block at a hand-operated switch the signalmen at block stations on either side of that switch must know that it has entered the block before admitting any other trains to a block at or between their stations to move in the direction of that switch.

Signalman will arrange with conductor or engineman of a train desiring to enter a block at a hand-operated switch to give him information regarding passing trains on the main track, and will also arrange with them that after having received permission for their train to enter the block, to advise him when such movement has been made.

**555e.** When a train clears a block at a hand-operated switch, conductor or engineman must report clear to the signalman.

A train must not enter a block at a hand-operated switch without permission from the signalman, and after receiving such permission it may proceed to the next block signal not exceeding 15 miles per hour, expecting to find a train in the block, broken rail, obstruction or switch not properly set.

**555f.** \_\_\_\_\_.

**555g.** \_\_\_\_\_.

**556.** Lights must be used upon all block signals from sunset to sunrise and whenever the signal indications cannot be clearly seen without them.

**557.** Signalmen must not admit a train to an occupied track between Home-signal and the next signal in advance without first stopping the train.

#### ENGINEMEN AND TRAINMEN.

**558.** \_\_\_\_\_.

**558a.** Engines or trains assisting a train ahead, and trains being assisted by another engine or train pulling, may pass Stop and Proceed-signals in Stop position without stopping.

**559.** When a train is stopped by a Stop-signal located at the entrance to a block it must stay until the signal displays an indication authorizing it to proceed, except that:

(A) If authorized to pass it at Stop, the train may proceed not exceeding 15 miles per hour to the next block signal, expecting to find a train in the block, broken rail, obstruction or switch not properly set.

(B) If means of communication have failed, and should no cause for detaining the train be known, it may proceed, when preceded by a flagman, to the next point of communication or to the next block signal that displays either Approach, Approach Restricting or Clear indication, expecting to find a train in the block, broken rail, obstruction or switch not properly set.

Except while being governed by Paragraph (B,) when a train is stopped by a Stop and Proceed-signal it may proceed at once not exceeding 15 miles per hour, expecting to find a train in the block, broken rail, obstruction or switch not properly set; if the train is preceded by a flagman because of having passed a signal at Stop where means of communication had failed, the flagman must continue to precede the train to the next point of communi-

cation or to the next block signal that displays either Approach Restricting or a Clear indication.

**NOTE**—WHEN A TRAIN IS STOPPED BY AN AUTOMATIC BLOCK STOP-SIGNAL WHERE MEANS OF COMMUNICATION HAVE FAILED, THE PERMISSION TO PROCEED PRECEDED BY A FLAGMAN TO THE NEXT POINT OF COMMUNICATION OR TO THE NEXT SIGNAL DISPLAYING EITHER APPROACH, APPROACH RESTRICTING OR CLEAR INDICATION, AS PRESCRIBED BY PARAGRAPH B OF RULE 559, DOES NOT APPLY TO INTERLOCKING AND OTHER STOP SIGNALS.

**560.** When a train is stopped by a block signal which is evidently out of order, the fact must be reported to the Superintendent.

**561.** Both switches of a crossover must be open before a train starts to make a crossover movement, and the movement must be completed before either switch is restored to normal position.

**562.** Where switch indicators are used, the indications displayed do not relieve enginemen and trainmen from protecting their train as required by the Rules.

**563.** Unless otherwise directed, when two or more trains or engines have been coupled and so move past any block station, they must be separated only at a block station and the signalman notified.

**564.** Excessive use of sand at any point is prohibited, and its use must be restricted to actual necessity in automatic block signal territory.

#### D3410. AMPLIFICATION OF CONTROLLED MANUAL BLOCK RULES.

##### S35. INSPECTION OF PASSING TRAINS.

**D3501.** Rule 703 amplified:

The following instructions must be observed as far as practicable and other duties will permit. Employees will observe passing trains for defects, and should there be any indication of conditions endangering the train, take such measures for its protection as may be practicable.

Trainmen of freight and passenger trains will observe passing trains and if any defects are noted, such as brakes sticking, brake rigging down, swinging doors, hot boxes, objects protruding that may result in damage or injury, will signal members of such trains, calling attention to dangerous conditions, and if nothing irregular is noted, will give proceed signal to rear of passing train when it is practicable to do so.

Train and engine crews on moving trains will be on the lookout for signals when passing other trains, interlocking, block,



## GENERAL ORDERS

General Order No. 3201 {  
Zone A  
Zone B  
Zone C  
Zone D  
Zone E

Effective { 1:01 A. M., E. S. T. } Sunday, April 28, 1940.  
          { 12:01 A. M., C. S. T. }

Time-table No. 32 takes effect 1:01 A. M., E. S. T., and 12:01 A. M., C. S. T., Sunday, April 28, 1940, and contains the necessary instructions issued in General Orders up to and including

**No. 3104, Zone A**  
**No. 3104, Zone B**  
**No. 3102, Zone C**  
**No. 3104, Zone D**  
**No. 3104, Zone E**

all of which must be removed from bulletin boards.

Each employe must carefully examine Time-table No. 32 to see that his copy is complete, with all schedule pages properly lined up, and note the changes.

Employes must turn in old time-tables to Bulletin Board Attendants after Time-table No. 32 takes effect.

This General Order is printed in Time-table No. 32 and will not be issued in sticker form.

- (a) No. 1 main track from a point 500 feet west to a point 600 feet east of Bridge 105.78, 0.33 mile west of Milford temporarily relocated south of its present location.  
Maximum speed from a point 500 feet west to a point 600 feet east of Bridge 105.78 is 30 miles per hour. Special instruction D 2001, modified.
- (b) No. 2 main track from a point 600 feet east to a point 500 feet west of Bridge 105.78, 0.33 mile west of Milford temporarily relocated south of its present location.  
Maximum speed from a point 600 feet east to a point 500 feet west of Bridge 105.78 is 30 miles per hour. Special Instruction D 2001, modified.
- (c) Cross over between No. 1 and No. 2 main tracks Milford relocated westward five hundred feet.

## THE PENNSYLVANIA RAILROAD CINCINNATI DIVISION

Cincinnati, Ohio, May 9, 1940.

General Order No. {  
3202 Zone A  
3202 Zone B  
3202 Zone C  
3202 Zone D  
3202 Zone E

Effective { 1:01 A. M., E. S. T. } Sunday, May 12, 1940.  
          { 12:01 A. M., C. S. T. }

When an emergency application of the brake occurs on a freight train, the throttle valve must be closed immediately and the automatic brake valve handle moved to emergency position on each hauling, helping or pushing engine on the train, and left in that position until the train comes to a stop. The independent brake valve must not be used to release the engine brakes during this operation.

**J. F. HENRY,**  
Superintendent.

## THE PENNSYLVANIA RAILROAD CINCINNATI DIVISION

Cincinnati, Ohio, May 28, 1940.

General Order Nos. {  
3203 Zone A  
3203 Zone B  
3203 Zone C  
3203 Zone D  
3203 Zone E

Effective { 1:01 A. M., E. S. T. } Sunday, June 2, 1940.  
          { 12:01 A. M., C. S. T. }

Schedules for trains 208, 216, and 519, and conditional "N" stop at Xenia for train 41 changed. Coupons to Time Table No. 32 issued accordingly and must be pasted on proper pages in Time Table.

**MILFORD: (0.22 Miles West)**

Construction track, capacity four cars, facing point switch for westward movements leading off No. 2 main track, in service.

West switch of team track removed from service.

**HAGEMAN:**

Water Station relocated to southeast corner of Lebanon and Middletown Branch main track crossing. Engines can take water on either main track at the crossing.

**J. F. HENRY,**  
Superintendent.

# THE PENNSYLVANIA RAILROAD

## CINCINNATI DIVISION

Cincinnati, Ohio, July 20, 1940.

General Order { No. 3204 Zone A  
                  { No. 3204 Zone D

Effective 1:01 P. M., E. S. T., Tuesday July 23, 1940.

### EPWORTH HEIGHTS:

Train No. 40 and 41 catch and deliver U. S. Mail daily except Sunday.

Train No. 267 stop to exchange U. S. Mail daily except Sunday and Monday.

Page 16 Time Table No. 32 modified.


### CAMPBELLSTOWN:

Block Station—open daily 10:20 A. M. to 7:20 P. M.

Unattended—daily, 7:20 P. M. to 10:20 A. M.

Page 7 Time Table No. 32 modified.

J. F. HENRY,  
Superintendent.



# THE PENNSYLVANIA RAILROAD

## CINCINNATI DIVISION

Cincinnati, O., August 12, 1940.

### GENERAL ORDER No. 3205, Zone D.

Effective Saturday, August 17, 1940, as indicated below:

Trains No. 215 and No. 207 due to leave Cincinnati August 17, 1940, are annulled Newman to Anoka. Trains No. 216 and No. 208 due to leave Logansport August 17, 1940, are annulled Anoka to Newman.

**ELWOOD:** 7.01 A. M. to 11.59 P. M.

For the purpose of handling extra passenger trains a temporary passenger station and platform is established at 9th Street.

Passenger trains operating via Logansport to Elwood discharge and receive passengers at temporary passenger station at 9th Street, Elwood.

Passenger trains operating via Richmond to Elwood discharge and receive passengers at permanent Elwood Passenger Station. Unless otherwise provided.

**OLIVE HILL:**

Block station opened. Fixed signals in service, located at M. P. 80.8 west of Newman. Open 5.30 A. M. to 11.30 P. M.

**NOLAND:**

Block station attended. Fixed signals in service, 5.30 A. M. to 11.30 P. M. Thereafter unattended as indicated on Page 7 of Time Table No. 32.

**HAGERSTOWN:**

Block station open, 5.30 A. M. to 11.30 P. M. Thereafter open as specified on Page 7 of Time Table No. 32.

**MILLVILLE:**

Block station opened. Fixed signals in service, located at clearance point of switch to west end of siding. Open 6.01 A. M. to 11.59 P. M.

**SULPHUR SPRINGS:**

Block station attended. Fixed signals in service, 6.01 A. M. to 11.59 P. M. Thereafter unattended as indicated on Page 7 of Time Table No. 32.

**MIDDLETOWN:**

Block station open 6.30 A. M. to 11.59 P. M. Thereafter open as specified on Page 7 of Time Table No. 32.

**WEST DOW:**

Block station opened. Fixed signals in service, located at clearance point of Switch No. 4 Dow. Open 7.01 A. M. to 11.59 P. M.

### GENERAL ORDER No. 3205, Zone D. Continued

**FRANKTON:**

Block station opened. Fixed signals in service, located at clearance point Switch No. 2, operated from station building. Open 7.01 A. M. to 11.59 P. M.

**EAST ELWOOD:**

Block station opened. Fixed signals in service, located at east yard limit board, M. P. 136.1. Open 7.01 A. M. to 11.59 P. M.

**ELWOOD:**

Block station attended: 7.01 A. M. to 11.59 P. M. Thereafter open as specified on Page 7, Time Table No. 32.

**ELWOOD:**

Unattended block station, located at Anderson Street, 3,000 feet west of passenger station, in service 7.01 A. M. to 11.59 P. M. controlled by block station Elwood. Station signal W. W.

**WEST ELWOOD:**

Block station opened. Fixed signals in service, located at M. P. 139.5. Open 7.01 A. M. to 11.59 P. M.

**CURTISVILLE:**

Block station opened. Fixed signals in service, located at clearance point Switch No. 1. Open 7.01 A. M. to 11.59 P. M.

**WINDFALL:**

Block station open 7.01 A. M. to 11.59 P. M. Thereafter open as specified on Page 7, Time Table No. 32.

**HEMLOCK:**

Block station opened. Fixed signals in service, located at clearance point Switch No. 1. Open 6.30 A. M. to 11.59 P. M.

**KOKOMO:**

Block station attended. 6.30 A. M. to 11.59 P. M. Thereafter as specified on Page 7, Time Table No. 32.

**GALVESTON:**

Block station open 6.30 A. M. to 11.59 P. M. Thereafter open as specified on Page 7, Time Table No. 32.

**WALTON:**

Block station opened. Fixed signals in service, located at clearance point of switch to west end of siding. Open 6.30 A. M. to 11.59 P. M.

Pages 5 and 7 of Time Table No. 32 modified.

Between 6.00 A. M. and 11.59 P. M. Train Dispatchers in charge of train movements between Newman and Anoka are located at Elwood. Special Instruction D-1601, Time Table No. 32 modified.

J. F. HENRY,  
Superintendent.

# THE PENNSYLVANIA RAILROAD

## CINCINNATI DIVISION

Cincinnati, O., August 15, 1940.

### GENERAL ORDER No. 3206, Zone D.

Effective 12:01 A. M., C. S. T., Sunday, August 18, 1940.

General Order No. 3205, Zone D, is annulled.

J. F. HENRY,  
Superintendent.

# Good Neighbor



**RAILROADS** carry 63% of the nation's freight.

**RAILROADS** spend a billion dollars a year for materials and supplies.

**RAILROADS** pay a million dollars a day in taxes.

**RAILROADS** pay a million employees TWO BILLION dollars a year.

**ASSOCIATION OF AMERICAN RAILROADS**