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THE PENNSYLVANIA RAILROAD

BUCKEYE REGION

Time-Table No. 7

In effect { 2.01 A.M., EST } Sunday, October 25, 1959
 { 1.01 A.M., CST }

FOR THE GOVERNMENT OF EMPLOYEES ONLY

EASTERN STANDARD TIME

Except Between Richmond and Thorne,
Newman and Anoka.

CENTRAL STANDARD TIME

Between Richmond and Thorne,
Newman and Anoka.

P. M. ROEPER,
General Manager Transportation.

A. M. HARRIS,
Regional Manager.

M. STREETT,
Superintendent Transportation.

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M. STREETT,

Superintendent Transportation.

TO ALL EMPLOYEES:

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

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

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

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

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

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

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

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

M. STREETT,
Superintendent Transportation.

A. M. HARRIS,
Appd: Regional Manager.

INDEX

	Page
List of Stations, Interlockings, Interlocking Remote Controlled, Distances, Sidings, Etc.....	4-13
Interlocking, Block and Block-Limit Stations in Service Part-Time.....	4-13
Block Limit Stations—Block Stations Remote Controlled.....	4-13
Schedule Pages: Main Line.....	14-22
Schedule Pages: Richmond and Fort Wayne Branches.....	21-22
Ticket Offices Open for Sale of Tickets.....	23
Trains Wait for Connections.....	24
U. S. Mail Work.....	24
Arranged Freight Train Service.....	25-32

SPECIAL INSTRUCTIONS

Automatic Highway Crossing Protection.....	47-49
Emploees in Charge of Sidings.....	62-64
Engine and Special Load Restrictions.....	80-93
Engine Whistle Signals.....	39
Facing Hand-Operated Switches.....	106
First-Aid Boxes and Stretchers.....	37
Freight Train Operation.....	66-69
General Orders, Bulletin Boards, Employees Registers, Standard Clocks.....	41-42
General Order Zones.....	43
General Rules.....	33-37
Hand-Operated Switches Equipped with Electric Locks.....	54-58
Hospitals	36-37
Interlocking.....	109
Intermediate Train Brake Tests.....	66
Interrupting Automatic Highway Crossing Protection.....	48-50
Letters and Characters.....	38
Maximum Speeds.....	74-79
Medical Officers and Surgeons	33-36
Movement of Trains.....	44
Non-interlocked Railroad Crossings at Grade.....	45-47
Normal position of switches and crossovers.....	52
Operating Rules.....	38-40
Operation of Pusher Engines.....	67
Operators in charge of Main Track Hand-Operated Switches.....	53
Other Equipment Restrictions.....	93-94
Overhead and Side Clearance.....	95-98
Passenger Train Operation.....	66
Personal Injuries.....	33-37
Protection for Public Highway Crossings at Grade.....	50-52
Qualifications.....	111
Rule D 93 in effect.....	45
Running Tracks.....	64-65
Secondary Tracks, Running Tracks and Sidings.....	79
Secondary Tracks of Assigned Direction.....	61
Secondary Track of No Assigned Direction.....	62
Signal Rules.....	100-102
Signal Aspects not in conformity with the Typical Aspects.....	103-105
Speed Restrictions.....	70-79
Speed Table.....	70
Spring Switches Located.....	58-59
Standard Time.....	38
Superiority of Trains.....	40
Switch Tenders in Charge of Main Track Switches.....	52-53
Switch Tenders Other Than P.R.R. employes, Etc.....	53
Switch Tenders in Charge of Other Than Main Track Switches.....	54
Track Assignments.....	59-60
Train Dispatchers.....	99
Train Order Offices Other Than Block Stations.....	6
Train Signals.....	39
Uniforms.....	33
Use of Signals.....	40
Use of Telephone—Trainphone.....	110
Yard Limits.....	44-45

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

MAIN LINE PITTSBURGH TO COLUMBUS

Interlocking	Interlocking Station	Block Station	STATIONS	Distance from Pittsburgh	Sidings Assigned Direction Car Capacity 50 ft. cars		
					West	East	Both
X	X	X-O	PITTSBURGH (Pgh. Reg.)	46.3	203		
X	X	X	MINGO JCT.	49.0			190
			GOULD				
			REGION POST (Pgh. Reg.)	50.3			
X			WU	56.0			
X			WK	56.4			
X	X	X-O	ACRE	57.4	124	187	
			BROADACRE	57.7			
X			W	58.4			
			UNIONPORT	61.2			
			HOPEDALE	63.8			
			CADIZ JCT.	66.0			
X			BA	69.0			
X	X	X-O	JEWETT	69.9			
X	X	X-O	CUSTER	71.0	193		
			SCIO	75.0			
			BOWERSTON	81.1			
			DYKE	88.7	126		
			JEWETT STREET	90.2			
			DENNISON	90.3			
X	X	X-O	UHRICH (B. & O.)	91.9			
			GNADENHUTTEN	96.7			
			PORT WASHINGTON	101.6			
			PORT	102.3			
			NEWCOMERSTOWN	108.1			
X	X	X-O	TOWN (Lake Rgn.)	108.2			
X			RT	109.2			
X			CK	109.8			
X			ISLETA	111.5	195	186	
X			RK	111.8			
			WEST LAFAYETTE	115.6			
X	X	X-O	MORGAN RUN (N. K. P.)	118.1	202	202	
X			WV—R—Morgan Run	121.8			
			COSHOCOTON	122.2			
B	B	B	TYNDALL	127.0	277	273	
			CONESVILLE	129.0			
B			NS—R—Tyndall	130.0			
			TRINWAY	136.0		150	
X	X	X-O	FRAZEYSBURG	141.7			
X			BRICKER	142.8	198	193	
			BLACK RUN—R—Bricker	144.8			
			HANOVER	149.6			
			MARNE	152.7			
			LICKING	155.1	135	135	
			FIRST STREET (B. & O.)	157.5			
			NEWARK	157.6			
X	X	X-O	ND CABIN	158.0			
			HEATH (N. Y. C.)	161.9		86	
X	X	X	KYLESBURG	164.5			
			OUTVILLE	169.2	77	75	
			PATASKALA	173.3			
			COLUMBIA CENTER	174.6			
X	X	X-O	SUMMIT	177.0	156	83	
			BLACKLICK	180.5			
			TAYLOR	182.3			
X			PORT COLUMBUS—R—E. Col.	184.0			
X	X	X	EAST COLUMBUS (N. Y. C.)	188.0	85		
X	X	X	ALUM CREEK	189.5			
			CLEVELAND AVE.	190.2			
			U. S. TOWER	190.4			
			NEILSTON	190.5			
			COLUMBUS (U. D. Co.)	190.7			

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

Location	Hours in service
Tyndall	Continuously except between 7.00 A.M. Saturday and 7.00 A.M. Monday.
NS	Continuously except between 7.00 A.M. Saturday and 7.00 A.M. Monday.

MAIN LINE COLUMBUS TO INDIANAPOLIS VIA BRADFORD

Interlocking	Interlocking Station	Block Station	STATIONS	Distance from Columbus	Sidings Assigned Direction Car Capacity 50 ft. cars		
					West	East	Both
			FIELDS	3.3			
X	X	X-O	JOYCE AVENUE	2.2			
			NEILSTON	0.4			
			FOURTH STREET	0.2			
			COLUMBUS (U. D. Co.)				
X	X	X	HIGH STREET	0.1			
			FRONT STREET	0.3			
			DENNISON AVENUE	0.5			
X	X		OLENTANGY (N. Y. C.—C. & O.)	1.0			
			GRANDVIEW AVENUE	2.4			
			MARBLE CLIFF	4.1			
X	X	X-O	MOUNDS (N. Y. C.)	6.0	150		
			HILLIARDS	10.1			
			HAYDEN	12.6	148		
			PLAIN CITY	17.5		75	
			UNIONVILLE	21.8	98	148	
			MILFORD CENTRE (N. Y. C.)	28.0	96		
			WOODSTOCK	32.7			
			HAGENBAUGH	42.1	96	146	
X	X	X-O	URBANA (Erie)	46.8			
X			RICE—R—Urbana	48.0			
			WESTVILLE	51.1			
			GARRETT	57.0			
			ST. PARIS	57.9		181	
			CONOVER	63.5	119		
			FLETCHER	66.1			
X	X	X	PIQUA CROSSING (B. & O.)	72.2			
			PIQUA	73.0			
			CREST	76.1			
			COVINGTON	79.3			
X			EAST BRADFORD	81.2			
X	X	X-O	BRADFORD	83.1			
			WEST BRADFORD	85.9			
			GETTYSBURG	87.0			
X			E. GREENVILLE—R—Greenville	92.6			
X	X	X	GREENVILLE (B. & O.)	94.5			185
X			C. N. CROSSING (N. Y. C.)—R—Angonia	96.6			
X	X	X	HEWITT (N. Y. C.)	102.7			214
X			W. HEWITT—R—Hewitt	104.7			
			NEW MADISON	104.8			
X			EAST NEW PARIS—R—New Paris	111.7			
X	X	X	NEW PARIS (Via Bradford)	113.8			199
X	X	X-O	GLEN	117.4			
			TWELFTH STREET	119.4			
			RICHMOND	119.6			
X	X	X-O	NEWMAN	119.8			
			WEST 2nd STREET	119.9			
			HILLS	122.1			
			CENTERVILLE	125.6			
			GERMANTOWN	133.1			
			CAMBRIDGE CITY	134.9			
			EAST DUBLIN	137.0		150	
X			DUBLIN	137.3	150		
X			DUBLIN JCT.	138.4			
X			WEST DUBLIN	138.7			
			STRAUGHN	141.3			
			LEWISVILLE	144.6			
X			EAST DUNREITH	147.2			
X	X	X-O	DUNREITH (NKP)	148.9	150	150	
X			WEST DUNREITH	150.4			
			KNIGHTSTOWN	153.9			
X			EAST HENRY	156.0			
X			HENRY	157.4	150	150	
X			WEST HENRY	158.7			
			CHARLOTTESVILLE	158.7			
X			RILEY	164.8	150		
X			WEST RILEY	166.3		150	
			GREENFIELD	167.2			
			GEM	174.0			
			CUMBERLAND	176.8			
			REGION POST (Sw'n Reg.)	180.5			
X	X	X	THORNE	180.7			
			INDIANAPOLIS (S'wn. Reg.)	187.9			

NOTE—Dennison Avenue not in service for track No. 4.

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

Location	Hours in service
Milford Centre	Continuously except between 3.01 P.M. Saturday and 7.01 A.M. Monday.

MAIN LINE

COLUMBUS TO NEW PARIS VIA XENIA AND DAYTON

Interlocking	Interlocking Station	Block Station	STATIONS	Distance from Columbus or Xenia	Sidings Assigned Direction Car Capacity 50 ft. cars		
					West	East	Both
			COLUMBUS (U. D. Co.)				
X	X	X	HIGH STREET	0.1			
X	X		WATER STREET—R—High St.	0.4			
X	X		SCIOTO (C. & O. & N. Y. C.)	0.9			
X	X		B. & O. CROSSING (B. & O.)	1.9			
X	X	X	MIAMI CROSSING (N. Y. C.)	3.4			
X			EAST ALTON	6.7			
X			ALTON	8.2	130	150	
X			WEST ALTON	9.5			
			WEST JEFFERSON	14.8			
X	X	X-O	LONDON (N. Y. C.)	25.0	114	116	
			FLORENCE	31.2			
X	X	X	SO. CHARLESTON (D. T. & I.)	36.3	111	122	
			SELMA	40.8			
			CEDARVILLE	46.8			
			WILBERFORCE	50.4	110		
X	X	X-O	XENIA	54.7			
		X	SHAWNEE—R—Xenia	1.5			
			TREBEIN	3.9			
			ALPHA	5.3			88
			ZIMMERMAN	8.0			
		X	CLEMENT	12.3			55
X			DUTOIT STREET	14.6			
			WAYNE AVENUE JCT.	15.4			
X	X		DAYTON (D. U.)	16.0			
X			MIAMI CITY JCT.	16.6			
		X	WOLF CREEK	17.7			
			STILLWATER	20.6			
			TROTWOOD	22.2			87
X			E. BROOKVILLE	28.1			
X			BROOKVILLE	28.9			84
			DODSON	31.3			
X			E. MANCHESTER	40.7			
X	X	X	WEST MANCHESTER (N. Y. C.)	41.7			89
			ELDORADO	44.3			
X	X	X	NEW PARIS (Via Dayton)	51.7			

MAIN LINE

XENIA TO CINCINNATI

X	X	X-O	XENIA	54.7			
X	X	X	GREENE	55.0	114	99	
X			WEST GREENE	56.1			
			SPRING VALLEY	61.4			
			ROXANNA	63.3			120
			WAYNESVILLE	68.9			
			OREGONIA	74.5			125
			MORROW	83.2			125
			SOUTH LEBANON	88.0			
			MIDDLETOWN JCT.	89.2			
			KINGS MILLS	90.2			
X			FOSTER—R—Loveland	92.4		130	
X	X	X-O	LOVELAND	96.7			
			DONNELLY	101.4			
			MIAMIVILLE	102.2			120
			CAMP DENNISON	103.7			
			MILFORD	105.6			
			TERRACE PARK	106.4			
X			EAST CLARE	108.6			
			PLAINVILLE	109.9			
X	X	X-O	CLARE	111.0			
X			RED BANK	112.2			
X			VALLEY	112.7			
X			OAKLEY	115.1			
			NORWOOD	115.8			
X	X	X	EAST NORWOOD (B. & O.)	116.4			
X	X		WINTON PLACE	120.3			
X	X		CINCINNATI (C. U. T.)	125.1			

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

Dayton (D. U. Railway)—DE; continuously.

Cincinnati (Union Terminal)—GC; continuously.

AKRON BRANCH

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

The direction from Orrville to Joyce Avenue is southward.

Block Stations in service part-time as follows:

Station	Hours in service
Danville	8.59 A. M. to 4.59 P. M. Daily, except Sat., Sun. and Holidays*.
Mt. Vernon	8.59 A. M. to 4.59 P. M. Daily, except Sun., Mon. and Holidays*.
*HOLIDAYS—New Years Day, Jan. 1; Washington's Birthday, Feb. 22; Memorial Day, May 30; Independence Day, July 4; Labor Day, Sept. 7; Thanksgiving Day, Nov. 26; Christmas Day, Dec. 25.	

Block-Limit Stations controlled as follows:

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

RICHMOND BRANCH

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from Cincinnati	Sidings Assigned Direction Car Capacity 50 ft. cars		
						West	East	Both
X	X			CINCINNATI (C. U. T.)	0.7			
X	X	X		WINTON PLACE	5.5			
X	X	X		EAST NORWOOD (B. & O.)	9.4			
				NORWOOD	10.0			
X				OAKLEY	10.6			
X				MC CULLOUGH	10.9			
X				NORWOOD HEIGHTS	11.7			120
				READING	15.1			
		X		MILL	16.0			
X				CRESCENTVILLE	20.4			134
X				W. CRESCENTVILLE	21.7			
X				MOSLER	28.8	88	57	
	X	X-O		HAMILTON	30.7			
X				OLD RIVER JCT. (B. & O.)	31.5			
X	X	X		NEW RIVER JCT.	33.1			
X				SEVEN MILE	37.2			101
X				WEST SEVEN MILE	38.2			
				COLLINSVILLE	40.9			
				SOMERVILLE	44.7			62
X				CAMDEN	49.5			125
X				WEST CAMDEN	50.7			
X				EATON	58.3			
X				E. CAMPBELLSTOWN	64.4			
X				CAMPBELLSTOWN	65.3	125	87	
X	X	X-O		GLEN	72.4			
X	X	X-O		RICHMOND	74.6			
X	X	X-O		NEWMAN	74.9			
			X	GREENS FORK	83.6			
				NS	85.6			54
				HAGERSTOWN	90.3			
				MILLVILLE	95.6			128
				NEW CASTLE	101.5			21
X	X	X-O		BROAD	101.9			
X		X		FOLEY—R-Broad	104.1			
				FAYNE	105.0			70
			X	SULPHUR SPRINGS	108.5			128
				HONEY CREEK	111.5			
				MIDDLETOWN	115.3			58
X	X	X		GRIDLEY (N. Y. C.)	121.4			
X	X	X		DELCO (N. Y. C.)	122.2			57
				ANDERSON	123.0			
X		X		DOW (N. Y. C.)—R-Deleco	124.8	76	84	
				FRANKTON	132.8			63
X	X	X-O		ELWOOD (NKP)	137.8			53
				CURTISVILLE	142.1			118
				WINDFALL	146.4			58
				HEMLOCK	152.4			
				CENTER	153.9			
		B	B	KOKOMO (NKP)	159.5	58	130	
				GALVESTON	165.9			57
				LINCOLN	168.8			
				WALTON	172.2			61
				REGION POST (N'wn. Reg.)	177.3			
X	X	X-O		ANOKA	177.4			
				LOGANSFORD (N'wn. Reg.)	182.2			

Block-Limit Stations controlled as follows:

Block-Limit Station	Controlled by
NS	Newman
Sulphur Springs	Broad
Kokomo	Elwood

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

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

FORT WAYNE BRANCH

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

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

Station	Hours in service
Lynn	7.30 A. M. to 11.30 P. M. Daily.
Decatur (Block Station)	12.40 P. M. to 8.40 P. M. Daily, except Sunday. 8.40 P. M. to 4.40 A. M. Daily.
Decatur (Block-Limit Station)	4.40 A. M. to 12.40 P. M. Daily, except Sunday. 4.40 A. M. to 8.40 P. M. Sunday.

Block-Limit Stations controlled as follows:

Block-Limit Station	Controlled by
Decatur	Adams

ZANESVILLE BRANCH

ZANESVILLE SECONDARY TRACK MORROW SECONDARY TRACK

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from Mile Post 0	Sidings Assigned Direction Car Capacity 50 ft. cars		
						West	East	Both
			X	TRINWAY	0.3			
			X	RY ▲	0.8	34	29	
				DRESDEN	2.1			
				ELLIS	8.5			
				GILBERT	10.4			
		X		ZANESVILLE (B. & O.)	16.5			34
				PUTNAM	17.2			75
				FAIR OAKS	18.1			
				SPANGLER	18.7			
			X	AR	18.7			
				SO. ZANESVILLE	19.4			
X-A				DARLINGTON (N. Y. C.)	21.2			
				FULTONHAM SPUR	22.6			
			X	FS	22.7			
				ROSEVILLE	26.9			99
				CROOKSVILLE	29.7			78
			X	CS	29.7			
				McLUNEY	32.2			
			X	GOSTON	34.8			32
				NA	35.1			
				WILBREN	36.1			
		X		NEW LEXINGTON	38.3	50	27	
		X		NEW LEXINGTON	38.3	50	27	
			X	JUNCTION CITY	42.8	74	64	
			X	JU	43.1			
			X	BREMEN	49.9			38
		X		BREMEN	49.9			38
			X	NORTH BERNE	54.0			
				WR	58.7			
				LANCASTER	59.7			
				DEL MOUNT	64.6			
				AMANDA	68.8			32
				STOUTSVILLE	74.2			28
			X	SV	74.2			
X	X	X		CIRCLEVILLE (N. & W.)	81.1			
				WILLIAMSPORT	90.1			16
				ATLANTA	94.1			20
			X	WF	94.1			
				NEW HOLLAND	97.7			12
			X	G	107.2			
X	X			WASHINGTON C. H. (DT & I-B. & O.)	107.7	41	20	
			X	JASPER	112.2			
X-A				SR	118.4			
				SABINA (B. & O.)	118.7			20
				MELVIN	123.2			28
			X	GS	129.5			
				WILMINGTON	129.5			27
				OGDEN	134.3			
				CLARKSVILLE	138.7			21
				HICKS	144.1			
			X	MS ♦	148.6			22
				MORROW	148.9			

NOTE—▲ Indicates Block-Limit Station for westward trains only.

♦ Indicates Block-Limit Station for eastward trains only.

The direction from Bremen to New Lexington is eastward.

Block-Limit Stations controlled as follows:

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

SANDUSKY BRANCH

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

The direction from Fields to Sandusky is northward.

UNDERCLIFF BRANCH

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

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

CADIZ SECONDARY TRACK

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

SPRINGFIELD SECONDARY TRACK

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

The direction from Xenia to Springfield is eastward.

COURT STREET SECONDARY TRACK

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from Dayton	Sidings Assigned Direction Car Capacity 50 ft. cars		
						West	East	Both
				LEBANON	26.6			
				HAGEMAN	31.4			
				MASON	34.7			
				BLUE ASH	44.4			
				ROSSMOYNE	45.7			
				DEER PARK	46.9			
				SILVERTON	47.4			
				KENNEDY HEIGHTS	48.6			
				PLEASANT RIDGE	49.3			
				MC CULLOUGH	49.8			
X	X			EAST NORWOOD (B. & O.)	50.6			
				IDLEWILD (N. & W.)	52.3			
				AVONDALE	53.8			
				OAK STREET	54.2			
				CINCINNATI (Court Street)	56.0			

The direction from Lebanon to Cincinnati is westward

MIDDLETOWN SECONDARY TRACK

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

The direction from Middletown to Middletown Jct. is westward.

MUNCIE YARD RUNNING TRACK

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from Vance
X	X			VANCE (N. Y. C.)	
				MUNCIE	1.0
X				DREW (C. & O.)—R-Peru	3.0
				ANTHONY	6.1
				MATTHEWS	14.7

The direction from Vance to Matthews is westward.

CADIZ INDUSTRIAL TRACK

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from Georgetown Jct.	Sidings Assigned Direction Car Capacity 50 ft. cars		
						West	East	Both
				CADIZ MINE (Cadiz Secondary Track)				
				LANDO	0.1			
				RYEGATE	0.8			
				CADIZ	1.4			

CLEMENT-HEMPSTEAD INDUSTRIAL TRACK

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from Clement
				CLEMENT HEMPSTEAD	5.1

DAYTON-LYTLE INDUSTRIAL TRACK

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from Dayton
				DAYTON HEMPSTEAD CENTERVILLE LYTLE	7.1 10.9 15.7

DRESDEN INDUSTRIAL TRACK

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

HOWARD INDUSTRIAL TRACK

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

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

STATIONS	FIRST CLASS		
	C.&O. 47	◇ 7	N.&W. 33
	DAILY	DAILY	DAILY
	A.M.	P.M.	A.M.
Leave			
PITTSBURGH (pgh. Reg.)		E 8.45	
MINGO JCT.		10.06	
ACRE		10.20	
CADIZ JCT.		10.31	
JEWETT			
CUSTER		10.38	
SCIO		10.44	
DYKE		11.01	
DENNISON		11.04	
UHRICH		11.07	
NEWCOMERTOWN		11.27	
TOWN		11.28	
ISLETA		11.33	
MORGAN RUN		11.42	
COSHOCTON		11.48	
TYNDALL		11.55	
TRINWAY		12.07	
BRICKER		12.16	
NEWARK	C.&N. Div.	12.35	
EAST COLUMBUS		1.10	
JOYCE AVENUE		VIA	7.04
NEILSTON		YARD B	7.10
COLUMBUS... (U. D. Co.)	S 1.45	1.20 1.45	S 7.15
MIAMI CROSSING		1.55	
LONDON		2.24	
SO. CHARLESTON		2.37	
XENIA		3.00	
CLEMENT			
DUTOIT STREET		3.20	
WAYNE AVE. JCT.		3.22	
DAYTON... (D. U.)		3.25 3.50	
MIAMI CITY JCT.		3.53	
WOLF CREEK		3.58	
BROOKVILLE			
WEST MANCHESTER		4.35	
DENNISON AVENUE	1.50		
NEW PARIS		4.50	
GLEN		4.55	
RICHMOND		5.00 4.10	
NEWMAN		4.12	
DUNREITH		4.45	
THORNE		5.26	
INDIANAPOLIS		5.41	
Arrive	A.M.	A.M.	A.M.
	C.&O. 47	7	N.&W. 33

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

FIRST CLASS			
	△ 77	⊠ 31	3
	DAILY	DAILY	DAILY
	P.M.	A.M.	A.M.
	S 11.55	S 1.26	S 4.40
	1.25	2.36	5.55
	1.40	2.49	6.08
	1.51	2.58	6.17
	1.59	3.03	6.22
	F 2.05	3.07	6.26
	2.21	3.21	6.40
	S 2.25		
	2.30	3.26	6.45
	F 2.45	3.41	7.00
	2.46	3.42	7.01
	2.52	3.45	7.04
	3.00	3.51	7.10
	S 3.04		S 7.14
	3.14	4.01	7.21
	F 3.22	4.09	7.29
	3.30	4.15	7.34
	S 3.45		S 7.49
	# 4.02	4.30	# 7.56
	4.35	5.03	8.29
	S 4.45	S 5.13	S 8.39
	5.35	# 5.28	# 8.52
	5.42	5.35	8.59
	6.02	5.55	9.19
	6.12	6.06	9.29
	S 6.35	6.26	9.48
		6.42	10.05
		S 6.44	10.07
		# 6.46	S 10.09
		# 6.54	# 10.19
		6.56	10.21
		6.58	10.24
		7.20	10.46
		7.30	10.56
		7.35	11.00
		S 7.39	S 11.04
		# 6.46	# 10.14
		6.47	10.15
		7.14	10.42
		7.43	11.08
	S 7.55	S 11.20	
	A.M.	A.M.	A.M.
	77	31	3

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

STATIONS	FIRST CLASS			
	○ 13 DAILY EX. MON.	C.&O. 46 DAILY	87 DAILY	
	Leave A. M.	A. M.	P. M.	
PITTSBURGH (pgh. Reg.)	\$ 10.44			
MINGO JCT.	11.58			
ACRE.....	12.11			
CADIZ JCT.....	12.20			
JEWETT.....				
CUSTER.....	12.25			
SCIO.....	12.29			
DYKE.....	12.43			
DENNISON.....	\$ 12.45			
UHRICH.....	12.49			
NEWCOMERSTOWN.....	1.03			
TOWN.....	1.04			
ISLETA.....	1.07			
MORGAN RUN.....	1.13			
COSHOCTON.....	1.16			
TYNDALL.....	1.24			
TRINWAY.....	1.32			
BRICKER.....	1.38			
NEWARK.....	C.&N. Div.	1.53		
EAST COLUMBUS.....		2.26		
JOYCE AVENUE.....				
NEILSTON.....				
COLUMBUS....(U. D. Co.)	\$ 2.36			
	# 2.48	\$ 12.10	\$ 10.30	
MIAMI CROSSING.....	2.54		10.37	
LONDON.....	3.14		10.57	
SO. CHARLESTON.....	3.24		11.08	
XENIA.....	3.42		\$ 11.30	
CLEMENT.....				
DUTOIT STREET.....	3.59		11.54	
WAYNE AVE. JCT.....	4.01		11.57	
DAYTON.....(D. U.)	\$ 4.03		\$ 11.59	
	# 4.18		# 12.30	
MIAMI CITY JCT.....	4.20		12.32	
WOLF CREEK.....	4.22		12.35	
BROOKVILLE.....				
WEST MANCHESTER.....	4.44		1.00	
DENNISON AVENUE.....		12.15		
NEW PARIS.....	4.54		1.15	
GLEN.....	4.58		1.20	
RICHMOND.....	\$ 5.02		\$ 1.25	
	# 4.15			
NEWMAN.....	4.17			
DUNREITH.....	4.45			
THORNE.....	5.24			
INDIANAPOLIS(S'wn.Reg.)	\$ 5.37			
Arrive	P. M.	A. M.	A. M.	
	13	C.&O. 46	87	

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

STATIONS	FIRST CLASS			
	C.&O. 47	32	86	
	Arrive A. M.	A. M.	A. M.	
PITTSBURGH (pgh. Reg.)		\$ 8.55		
MINGO JCT.....		7.43		
ACRE.....		7.30		
CADIZ JCT.....		7.19		
JEWETT.....				
CUSTER.....		7.13		
SCIO.....		7.08		
DYKE.....		6.53		
DENNISON.....				
UHRICH.....		6.47		
NEWCOMERSTOWN.....		6.31		
TOWN.....		6.30		
ISLETA.....		6.26		
MORGAN RUN.....		6.19		
COSHOCTON.....				
TYNDALL.....		6.08		
TRINWAY.....		5.59		
BRICKER.....		5.52		
NEWARK.....	C.&N. Div.	5.38		
EAST COLUMBUS.....		5.05		
JOYCE AVENUE.....				
NEILSTON.....				
COLUMBUS....(U. D. Co.)	\$ 1.15	\$ 4.55	\$ 8.25	
		\$ 4.40		
MIAMI CROSSING.....		4.33	8.16	
LONDON.....		4.13	7.55	
SO. CHARLESTON.....		4.02	7.45	
XENIA.....		3.42	\$ 7.24	
CLEMENT.....				
DUTOIT STREET.....		3.24	7.04	
WAYNE AVE. JCT.....		3.22	7.02	
DAYTON.....(D. U.)		# 3.20	# 7.00	
		\$ 3.05	\$ 6.40	
MIAMI CITY JCT.....		3.03	6.37	
WOLF CREEK.....		3.00	6.34	
BROOKVILLE.....				
WEST MANCHESTER.....		2.37	6.12	
DENNISON AVENUE.....	1.10			
NEW PARIS.....		2.27	6.00	
GLEN.....		2.23	5.55	
RICHMOND.....		# 2.18	\$ 5.50	
		\$ 12.58		
NEWMAN.....		12.57		
DUNREITH.....		12.30		
THORNE.....		12.03		
INDIANAPOLIS(S'wn.Reg.)		# 11.50		
Leave	A. M.	P. M.	A. M.	
	DAILY	DAILY	DAILY	
	C.&O. 47	○ 32	86	

INDIANAPOLIS TO COLUMBUS AND PITTSBURGH VIA DAYTON

EASTWARD

STATIONS	FIRST CLASS			
	14	4	78	
	Arrive	P.M.	P.M.	A.M.
PITTSBURGH (pgh. Reg.)	E	4.55	S 11.16	S 2.00
MINGO JCT.		3.23	10.07	12.33
ACRE		3.10	9.54	12.20
CADIZ JCT.		3.00	9.44	12.10
JEWETT				
CUSTER		2.50	9.38	12.00
SCIO	E	2.45	9.33	F 11.55
DYKE		2.30	9.18	11.38
DENNISON	E	2.25	R 9.08	S 11.32
UHRICH		2.15	9.06	11.27
NEWCOMERSTOWN	E	2.00	8.52	F 11.15
TOWN		1.55	8.51	11.11
ISLETA		1.51	8.48	11.08
MORGAN RUN		1.45	8.43	11.02
COSHOCOTON	E	1.37	R 8.36	S 10.55
TYNDALL		1.23	8.32	10.50
TRINWAY	E	1.15	8.24	F 10.42
BRICKER		1.10	8.17	10.37
NEWARK	{ C.&N. Div.	# 12.55	8.02	# 10.23
EAST COLUMBUS		E 12.35		S 10.13
		12.00	7.29	9.40
JOYCE AVENUE				
NEILSTON				
COLUMBUS....(U. D. Co.)	{	# 11.50	# 7.19	9.30
		E 11.20	S 7.08	S 8.52
MIAMI CROSSING		11.13	7.02	8.45
LONDON		10.51	6.42	8.25
SO. CHARLESTON		10.41	6.32	8.15
XENIA		10.23	6.13	S 7.55
CLEMENT				
DUTOIT STREET		10.07	5.57	
WAYNE AVE. JCT.		10.05	5.55	
DAYTON.....(D. U.)	{	# 10.02	# 5.53	
		E 9.35	S 5.40	
MIAMI CITY JCT.		9.33	5.38	
WOLF CREEK		9.30	5.36	
BROOKVILLE				
WEST MANCHESTER		9.05	5.14	
DENNISON AVENUE				
NEW PARIS		8.55	5.04	
GLEN		8.50	4.58	
RICHMOND	{	# 8.45	# 4.53	
		E 7.25	S 3.46	
NEWMAN		7.23	3.45	
DUNREITH		6.57	3.18	
THORNE		6.30	2.51	
INDIANAPOLIS(S'wn.Reg.)	E	6.15	# 2.38	
Leave		A.M.	P.M.	P.M.
		DAILY EX. MON. □ 14	DAILY ☒ 4	DAILY △ 78

INDIANAPOLIS TO COLUMBUS AND PITTSBURGH VIA DAYTON

EASTWARD

FIRST CLASS				
	30	C.&O. 46	N.&W. 34	
	A.M.	P.M.	P.M.	
	S 1.07			
	11.56			
	11.43			
	11.35			
	11.29			
	11.25			
	11.11			
	11.06			
	10.52			
	10.51			
	10.48			
	10.42			
	10.33			
	10.25			
	10.19			
	# 10.06			
	S 10.03			
	9.30			
			10.37	
			10.32	
	# 9.20		S 10.30	
	S 9.08	S 11.40		
	9.01			
	8.41			
	8.31			
	8.12			
	7.56			
	7.54			
	# 7.52			
	S 7.45			
	7.43			
	7.40			
	7.18			
		11.35		
	7.08			
	7.04			
	# 7.00			
	S 5.55			
	5.54			
	5.27			
	5.00			
	# 4.47			
	P.M.	P.M.	P.M.	
	DAILY	DAILY	DAILY	
	○ 30	C.&O. 46	N.&W. 34	

STATIONS	FIRST CLASS			
	N. & W. 3	◇ 77	N. & W. 25	
	DAILY	DAILY	DAILY	
Leave	A.M.	A.M.	P.M.	
XENIA.....		S 6.35		
GREENE.....		6.37		
WEST GREENE.....		6.38		
ROXANNA.....		6.49		
OREGONIA.....		7.01		
MORROW.....		7.12		
FOSTER.....		7.29		
LOVELAND.....		7.35		
TERRACE PARK.....		B 7.47		
EAST CLARE.....		7.55		
CLARE.....	6.33	8.00	10.13	
RED BANK.....	6.35	8.02	10.15	
VALLEY.....	6.36	8.04	10.16	
OAKLEY.....	6.40	8.08	10.20	
NORWOOD.....	D 6.42	D 8.10	D 10.22	
EAST NORWOOD.....	(B & O) 6.44	8.13	10.26	
WINTON PLACE.....	D 6.52	D 8.25	D 10.33	
CINCINNATI.....	S 7.05	S 8.35	S 10.45	
Arrive	A.M.	A.M.	P.M.	
	N. & W. 3	77	N. & W. 25	

CINCINNATI TO XENIA—EASTWARD

STATIONS	FIRST CLASS			
	N. & W. 26	78	N. & W. 4	
Leave	A.M.	P.M.	P.M.	
XENIA.....		S 7.55		
GREENE.....		7.51		
WEST GREENE.....		7.49		
ROXANNA.....		7.37		
OREGONIA.....		7.25		
MORROW.....		7.14		
FOSTER.....		6.57		
LOVELAND.....		6.50		
TERRACE PARK.....				
EAST CLARE.....		6.34		
CLARE.....	8.40	6.30	11.50	
RED BANK.....	8.37	6.29	11.47	
VALLEY.....	8.36	6.27	11.46	
OAKLEY.....	8.32	6.24	11.42	
NORWOOD.....	S 8.30	S 6.20	S 11.40	
EAST NORWOOD.....	(B & O) 8.27	6.18	11.38	
WINTON PLACE.....	S 8.20	S 6.10	S 11.30	
CINCINNATI.....	S 8.10	S 6.00	S 11.20	
Arrive	A.M.	P.M.	P.M.	
	DAILY	DAILY	DAILY	
	N. & W. 26	◇ 78	N. & W. 4	

STATIONS	FIRST CLASS			
	71	● 73	◇ 75	
	DAILY	DAILY	DAILY	
Leave	A.M.	P.M.	P.M.	
CINCINNATI.....	(B & O) S 8.25		S 11.15	
WINTON PLACE.....	S 8.34		S 11.25	
EAST NORWOOD.....	8.42		11.33	
NORWOOD.....	S 8.44		S 11.35	
OAKLEY.....	8.46		11.36	
NORWOOD HEIGHTS.....	8.48		11.39	
CRESCENTVILLE.....	8.58		11.49	
MOSLER.....	9.08		11.59	
HAMILTON.....	S 9.12		S 12.05	
OLD RIVER JCT.....	(B & O) 9.16		12.07	
NEW RIVER JCT.....	9.19		12.10	
SEVEN MILE.....	9.26		12.17	
CAMDEN.....	9.40		12.35	
CAMPBELLSTOWN.....	10.00		12.59	
GLEN.....	10.10		1.10	
RICHMOND.....	S 10.15		S 1.15	
RICHMOND.....	9.25	S 11.20	12.50	
NEWMAN.....	9.27	11.22	12.52	
LYNN.....				
WINCHESTER.....				
RIDGEVILLE.....				
PORTLAND.....				
DECATUR.....				
ADAMS (Northwestern Reg.)				
FORT WAYNE.....				
NS.....	9.40	11.38	1.05	
HAGERSTOWN.....	9.46	11.44	1.12	
NEW CASTLE.....	S 9.59	S 12.01	S 1.27	
BROAD.....	10.01	12.03	1.29	
FOLEY.....	10.04	12.06	1.32	
SULPHUR SPRINGS.....	10.09	12.11	1.37	
DELCO.....	10.24	12.27	1.52	
ANDERSON.....	S 10.26	S 12.30	S 1.56	
DOW.....	10.36	12.35	2.00	
ELWOOD.....	S 10.52	S 1.00	S 2.26	
KOKOMO.....	S 11.21	S 1.30	S 3.00	
GALVESTON.....	11.31			
ANOKA (Northwestern Reg.)	11.45	2.00	3.45	
LOGANSPOUT.....	S 11.53	S 2.10	S 3.55	
Arrive	A.M.	P.M.	A.M.	
	71	73	75	

RICHMOND AND FORT WAYNE BRANCHES } EASTWARD

STATIONS	FIRST CLASS			
	74	70	72	
	A.M.	P.M.	P.M.	
Arrive				
CINCINNATI.....(B&O)	S 7.30	S 7.25		
WINTON PLACE.....(C.U.T.)	D 7.20	D 7.15		
EAST NORWOOD.....(C.U.T.)	7.11	7.07		
NORWOOD.....	D 7.09	D 7.05		
OAKLEY.....	7.04	7.03		
NORWOOD HEIGHTS.....	7.00	7.02		
CRESCENTVILLE.....	6.48	6.52		
MOSLER.....	6.35	6.43		
HAMILTON.....	S 6.25	S 6.39		
OLD RIVER JCT.....(B&O)	6.19	6.35		
NEW RIVER JCT.....(B&O)	6.16	6.32		
SEVEN MILE.....	6.10	6.26		
CAMDEN.....	5.53	6.12		
CAMPBELLSTOWN.....	5.35	5.54		
GLEN.....	5.25	5.43		
RICHMOND.....	# 5.20	# 5.38		
RICHMOND.....	S 4.00	S 4.18	S 8.40	
NEWMAN.....	3.58	4.16	8.38	
LYNN.....				
WINCHESTER.....				
RIDGEVILLE.....				
PORTLAND.....				
DECATUR.....				
ADAMS (Northwestern Reg.)				
FORT WAYNE.....				
NS.....	3.40	4.04	8.22	
HAGERSTOWN.....		3.59	8.15	
NEW CASTLE.....	S 3.20	S 3.48	S 8.00	
BROAD.....	3.18	3.47	7.56	
FOLEY.....	3.15	3.44	7.53	
SULPHUR SPRINGS.....	3.10	3.39	7.48	
DELCO.....	2.55	3.24	7.33	
ANDERSON.....	S 2.52	S 3.20	S 7.30	
DOW.....	2.42	3.17	7.25	
ELWOOD.....	S 2.26	S 3.02	S 7.00	
KOKOMO.....	S 1.57	S 2.35	S 6.30	
GALVESTON.....				
ANOKA (Northwestern Reg.)	1.35	2.15	6.00	
LOGANSPOUT.....	# 1.25	# 2.05	# 5.50	
Leave	A.M.	P.M.	P.M.	
	DAILY	DAILY	DAILY	
	74	70	72	

TICKET OFFICES OPEN FOR SALE OF TICKETS

Station	Monday to Friday	Saturday	Sunday
Dennison	8.00 AM to 5.00 PM 8.30 PM to 10.00 PM	8.00 AM to 5.00 PM 8.30 PM to 10.00 PM	8.00 AM to 5.00 PM 8.30 PM to 10.00 PM
Newcomers-town*	8.00 AM to 5.00 PM	Closed	Closed
Coshocton	1.00 PM to 10.00 PM	1.00 PM to 10.00 PM	1.00 PM to 10.00 PM
Newark	1.30 PM to 6.00 PM 7.00 PM to 10.30 PM	1.30 PM to 6.00 PM 7.00 PM to 10.30 PM	1.30 AM to 6.00 PM 7.00 PM to 10.30 PM
Columbus	7.00 AM to 1.00 AM	7.00 AM to 1.00 AM	7.00 AM to 1.00 AM
Xenia	7.00 AM to 11.00 PM	7.00 AM to 11.00 PM	7.00 AM to 11.00 PM
Dayton	5.00 AM to 1.00 AM	5.00 AM to 1.00 AM	5.00 AM to 1.00 AM
Richmond	9.00 AM to 1.00 PM 2.00 PM to 6.00 PM	9.00 AM to 1.00 PM 2.00 PM to 6.00 PM	9.00 AM to 1.00 PM 2.00 PM to 6.00 PM
Cincinnati	6.30 AM to 12.15 AM	6.30 AM to 12.15 AM	6.30 AM to 12.15 AM
Winton Place	6.45 AM to 12.00 Midnight	6.45 AM to 12.00 Mid.	6.45 AM to 12.00 Mid.
Norwood	7.00 AM to 11.00 AM 1.00 PM to 5.00 PM	7.00 AM to 11.00 AM 1.00 PM to 5.00 PM	7.00 AM to 11.00 AM 1.00 PM to 5.00 PM
Hamilton	6.30 AM to 12.45 AM	6.30 AM to 12.45 AM	6.30 AM to 12.45 AM
New Castle	8.00 AM to 4.00 PM	Closed	Closed
Anderson	9.15 AM to 6.15 PM 8.30 PM to 3.30 AM	9.15 AM to 6.15 PM 8.30 PM to 3.30 AM	9.15 AM to 6.15 PM 8.30 PM to 3.30 AM
Elwood	9.00 AM to 6.00 PM	9.00 AM to 6.00 PM	9.00 AM to 6.00 PM
Kokomo	10.15 AM to 6.15 PM 7.30 PM to 3.30 AM	10.15 AM to 6.15 PM	10.15 AM to 6.15 PM

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

TRAINS WAIT FOR CONNECTIONS

Station	Train	Due	Minutes Wait For Passengers	For Connecting Cars From	Due
CINCINNATI UNION TERMINAL	No. 71	8.25 A. M.	10	N. & W. No. 3, 30 minutes	7.05 A. M.
	No. 75	10.40 P. M.	10	L. & N. No. 98, 20 minutes	9.30 P. M.

U. S. MAIL WORK

STATIONS	Westward					Eastward				
	3	13	77	31		4	30	32	14	
Dennison	K	E	E	E		E		Q	E	
Gnadenhutzen		CD							D	
Port Washington		CD							D	
Newcomerstown	1	D	CD	D					E	
Coshocton	E	D	E	D		D		D	E	
Newark	E	@	E			D	E	Q	E	
Columbus	E	E	E	E		E	E	E	E	
London	1	D				C	C			
Xenia	Q	CD	E	D		CD	C	D	D	
Alpha	CD					CD				
Dayton	E	E		E		E	E	E	E	
Brookville	CD	CD								
W. Manchester	CD					CD				
Eldorado	CD					CD				
New Paris	CD	CD				CD				
Richmond	E	E		E		E	E	E	E	
Morrow	71	75	77			74	70			
Loveland			CD							
Milford			D							
Winton Place	E	E	D			E				
Seven Mile	CD					D	CD			
Hamilton	E	E				E	E			
Collinsville	CD									
Camden	CD					D				
Eaton	CD					D	CD			
New Castle	DE	DE				DE	DE			
Sulphur Springs	CD						CD			
Honey Creek	CD						CD			
Middletown	CD						CD			
Frankton	CD						CD			
Elwood	DE	DE				DE	DE			
Windfall	CD						CD			
Hemlock	CD						CD			
Center	CD						CD			
Galveston	CD						CD			
Walton	CD						CD			

- @—Receives Sunday only—Delivers daily except Sunday.
 C—Mail caught from crane only.
 D—Mail delivered only.
 CD—Mail caught and delivered.
 DE—Stop daily except Sunday to receive or deliver mail.
 E—Train stops, mail received or delivered, or both.
 K—Reduce speed to 40 miles per hour to exchange mail.
 Q—Reduce speed to 6 miles per hour to exchange mail.
 1—Daily, except Sundays.
 4—Daily, except Sunday and Monday.

Trains delivering U. S. Mail at stations where they do not stop, will reduce speed or stop for that purpose when a passing train interferes with the safe delivery of the mail.

Conductors will ascertain from the mail clerks the amount of mail to be discharged at stations where speed should be reduced, and instruct engineer accordingly.

NOTE—Letters and characters as used on this page have no reference to their application as provided for in special instruction 1004-A or 1004-B1.

ARRANGED FREIGHT TRAIN SERVICE—WESTWARD

The time shown conveys no time-table authority.

STATIONS	SWC-1 (1)	CL-11 (2)	PDS-1 (1)	CI-3 (1)	PDS-3 (1)	CW-3 (1)	CIN-1 (1)	CL-1 (5)	MC-9 (3)	SW-1 (1)	CO-1 (1)	CL-13 (2)	VL-9 (1)
ACRE	Leave A.M. 12.10												
DENNISON													
TRINWAY													
ND NEWARK							10.55			5.45			
EAST COLUMBUS						1.30	11.45		3.00	6.30			
ZANESVILLE													
LANCASTER													
CIRCLEVILLE													
COLUMBUS						1.45	12.00		3.30	7.05			8.00
COLUMBUS			2.00				1.30			8.15		1.00	
BRADFORD			6.00							11.05			
RICHMOND		5.00								12.05	8.45		
RICHMOND								9.30		11.15	8.30		
THORNE								3.30		1.15			
Arrive	A.M.	P.M.	A.M.	A.M.	A.M.	P.M.	A.M.	P.M.	P.M.	A.M.	P.M.	P.M.	A.M.

(1) Daily.

(2) Daily except Sunday.

(3) Daily except Monday.

(5) Tuesday, Thursday and Saturday.

(6) Daily except Saturday.

ARRANGED FREIGHT TRAIN SERVICE—WESTWARD

The time shown conveys no time-table authority.

STATIONS	APS-1 (3)	PH-3 (2)	ZB-11 (4)	ZB-1 (6)	PWC-1 (1)	WC-11 (1)	PD-5 (2)	TT-3 (2-3)	LCL-3 (3)	ZB-13 (2)	LCL-9 (3)	CL-3 (2)	NW-85 (1)	SW-9 (1)
Leave	P.M.	P.M.	P.M.	P.M.	A.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.
ACRE					11.00	1.25	2.30	2.45	4.35		5.00			
DENNISON		1.30		5.00			5.00							
TRINWAY		5.30		7.00				5.00						
ND NEWARK		7.30			1.30	3.55		5.00	6.50		7.05			
EAST COLUMBUS		8.45			2.30	4.45		5.45	7.35		8.00			
ZANESVILLE			12.01	9.00						6.00				
LANCASTER			8.00											
CIRCLEVILLE				1.30										
COLUMBUS		9.00			2.40	5.00		6.00	7.50		8.15			
COLUMBUS	12.46				4.30	6.45		7.00	9.00		9.30		10.00	10.30
BRADFORD	4.25				7.20	9.30		9.25	11.25			6.00	1.00	3.30
RICHMOND	5.30							10.15	12.25					4.30
RICHMOND	5.15							9.25	11.35					4.30
THORNE	7.15							10.45	1.01					6.30
Arrive	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	A.M.	P.M.	P.M.	P.M.	A.M.	A.M.

(1) Daily.

(2) Daily except Sunday.

(3) Daily except Monday.

(4) Monday, Wednesday and Friday.

(5) Daily except Saturday.

ARRANGED FREIGHT TRAIN SERVICE—EASTWARD

The time shown conveys no time-table authority.

STATIONS	CIN-2 (1)	TT-4 (3)	CG-8 (1)	SW-10 (1)	NW-88 (1)	CL-2 (4)	CL-10 (2)	CL-14 (2)	PD-4 (2)	CL-4 (2)	CW-4 (1)	ZB-12 (5)	SW-6 (1)	PDS-2 (1)	CP-6 (1)	CC-2 (1)
Arrive	A.M.	P.M.	P.M.	P.M.	P.M.	P.M.	A.M.	P.M.	P.M.	A.M.	P.M.	P.M.	A.M.	P.M.	P.M.	A.M.
ACRE	7.30	12.05	12.38	6.00	4.20				1.30		6.00		3.30		5.30	
DENNISON									9.00							
TRINWAY																
ND NEWARK	5.00	9.50	10.25	3.45	2.10						10.30		8.30		3.15	
EAST COLUMBUS	4.15	9.05	9.45	3.00	1.20										2.30	
ZANESVILLE												6.30				
LANCASTER												10.30				
CIRCLEVILLE																
COLUMBUS	4.00	8.50	9.20	2.50	1.05						10.15		8.20		2.00	
COLUMBUS	2.45	8.05	7.45	1.30	11.05			9.30					4.15	4.15		3.30
BRADFORD		6.05	5.20	11.25	8.05					11.00			2.05	1.00		12.15
RICHMOND		5.15		10.15			9.00						1.15			10.45
RICHMOND		4.10		8.45		3.00							12.05			8.45
THORNE		3.00		7.15		8.00							10.50			6.30
Leave	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	P.M.	P.M.	A.M.	A.M.	A.M.	A.M.	A.M.	P.M.	P.M.	P.M.

(1) Daily.

(2) Daily except Sunday.

(3) Daily except Monday.

(4) Monday, Wednesday and Friday.

(5) Tuesday, Thursday and Saturday.

ARRANGED FREIGHT TRAIN SERVICE—EASTWARD

The time shown conveys no time-table authority.

STATIONS	SW-2 (1)	ZB-2 (2)	PH-4 (6)	CI-4 (1)	ZB-14 (2)	CNY-2 (1)	CG-2 (1)	SW-8 (1)	NW-82 (1)										
ACRE	A. M. 3.00	A. M.	P. M.	P. M.	P. M.	12.55	2.40	10.50	11.00										
DENNISON		3.00	10.00						10.00										
TRINWAY		1.30	6.00		6.00														
ND NEWARK	11.45		3.30			10.30	12.25	8.15	7.15										
EAST COLUMBUS	11.00		2.45			9.55	11.45	7.30	6.30										
ZANESVILLE		10.00			3.00														
LANCASTER		7.00																	
CHRCLEVILLE		3.30																	
		2.00																	
COLUMBUS	10.45		2.15			9.45	11.30	7.15	6.15										
COLUMBUS	9.55					8.25	9.45	5.15	3.15										
BRADFORD	5.20					6.20	7.20	2.05	12.15										
RICHMOND	4.00							1.00											
RICHMOND	2.50			6.00				11.30											
THORNE	1.00			4.00				9.15											
Leave	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	A. M.										

(1) Daily. (2) Daily except Sunday. (6) Daily except Saturday.

ARRANGED FREIGHT TRAIN SERVICE—SOUTHWARD OR WESTWARD

The time shown conveys no time-table authority.

STATIONS	FC-1 (1)	CN-27 (4)	AD-5 (4)	CN-9 (5)	CIN-1 (1)	TC-12 (1)	CN-5 (4)	CN-3 (2)	DC-9 (1)	CBC-2 (2)	LM-5 (1)	LCL-9 (8)	CN-37 (1)	CN-29 (1)					
ORRVILLE	A. M. 3.00	A. M.	A. M. 9.00	A. M.	A. M.														
MT. VERNON			5.00																
WESTERVILLE					11.45	1.40				5.00		8.15							
COLUMBUS	8.30				1.30						6.30	9.30		11.30					
COLUMBUS		8.00			2.00						7.00	10.00		11.45					
MIAMI CROSSING		8.30			4.00						8.30	11.00		12.30					
LONDON		9.15			5.00						9.30	11.40		12.55					
SO. CHARLESTON		10.00						3.00	4.40										
SPRINGFIELD		11.00						4.00			10.15			1.30					
XENIA		12.01			6.00		12.01		5.10		11.00	12.30		2.00					
XENIA																			
MIDDLETOWN																			
MIDDLETOWN JCT.													9.20						
CINCINNATI					8.30		3.45		7.40		1.30	2.15	11.59						
DAYTON																			
NEW PARIS		2.30												4.00					
RICHMOND		3.40																	
RICHMOND		4.00												7.00					
LEBANON				11.00															
CINCINNATI				3.00															
Arrive	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	A. M.	A. M.	P. M.	A. M.					

(1) Daily. (2) Daily except Sunday. (3) Daily except Monday. (4) Monday, Wednesday and Friday. (5) Tuesday, Thursday and Saturday. (8) Daily except Monday and Tuesday.

ARRANGED FREIGHT TRAIN SERVICE—EASTWARD OR NORTHWARD

The time shown conveys no time-table authority.

STATIONS	FC-2 (1)	CN-28 (5)	CIN-4 (1)	CN-6 (4)	CN-4 (2)	CN-10 (5)	CBC-1 (6)	DC-8 (1)	CN-38 (1)	CN-30 (1)	CIN-2 (1)	TD-11 (1)	AD-6 (5)
ORRVILLE	A.M.	1.00											
MT. VERNON		9.00											
WESTERVILLE							11.30						
COLUMBUS		6.30									4.15	1.45	
COLUMBUS		6.30	12.15							5.00	2.45		
MIAMI CROSSING		6.00	11.45							4.20	2.15		
LONDON		5.20	10.50							3.40	1.00		
SO. CHARLESTON		5.00	10.00					4.30		3.20	12.45		
SPRINGFIELD					10.00					2.00			
XENIA		4.15	9.30		8.00					1.30	12.15		
XENIA		3.45	6.00	12.01					7.30				
MIDDLETOWN													
MIDDLETOWN JCT.													
CINCINNATI		1.30	6.30	7.30				1.30	5.30	10.00			
DAYTON			4.30							12.05			
NEW PARIS			2.20							9.40			
RICHMOND			2.00							9.00			
LEBANON						11.00							
CINCINNATI						7.30							
Leave	A.M.		A.M.	A.M.	A.M.	A.M.	A.M.	P.M.	P.M.	P.M.	P.M.	A.M.	A.M.

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

ARRANGED FREIGHT TRAIN SERVICE—WESTWARD

The time shown conveys no time-table authority.

STATIONS	RH-7 (1)	RH-19 (2)	RH-1 (4)	CO-3 (1)	RH-5 (5)	RH-15 (2)	GR-7 (1)	CO-1 (1)	RH-3 (4)	CI-3 (1)
CINCINNATI	A.M.		A.M.	A.M.						
McCULLOUGH				10.59				6.30		A.M.
VAUGHN										3.00
HAMILTON					10.00					4.00
RICHMOND				1.15	2.00			8.45		5.00
RICHMOND			6.00	2.30			5.30	8.30	9.00	7.00
RIDGEVILLE	4.30			4.00						
DECATUR						7.15			4.00	
ADAMS						8.30			5.00	
MUNCIE		4.15								
ANDERSON	6.30	5.45	10.00			4.00		9.45		
ELWOOD	7.15					5.30				
KOKOMO	8.00							11.15		
ANOKA	9.35			6.15	P.M.	10.15	P.M.	11.45	A.M.	A.M.
Arrive	A.M.	A.M.	A.M.	P.M.	P.M.	P.M.	P.M.	P.M.	A.M.	A.M.

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

ARRANGED FREIGHT TRAIN SERVICE—EASTWARD

The time shown conveys no time-table authority.

STATIONS	CO-2	RH-6	GR-6	RH-2	CI-4	RH-8	RH-4	RH-14	CO-8	RH-20								
	(1) P.M.	(5) A.M.	(1) P.M.	(4) P.M.	(1) P.M.	(1) A.M.	(6) A.M.	(2) A.M.	(1) A.M.	(2) A.M.								
Arrive																		
CINCINNATI	7.00				11.30				8.30									
McCULLOUGH	6.20																	
VAUGHN	5.40																	
HAMILTON	3.00	9.45																
RICHMOND	2.00	6.00			8.30				4.30									
RICHMOND	11.45		2.00	2.00		12.45	5.00		2.55									
RIDGEVILLE									1.00									
DECATUR							1.00											
ADAMS			9.45				10.00											
MUNCIE										12.45								
ANDERSON	10.15			10.45		11.00		2.15		11.01								
ELWOOD						9.45												
KOKOMO						8.30												
ANOKA	6.50					7.15		11.15	10.30									
Leave	A.M.	A.M.	A.M.	A.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.								

(6) Sunday, Tuesday and Thursday

(5) Tuesday, Thursday and Saturday.

(4) Monday, Wednesday and Friday.

(2) Daily except Sunday.

(1) Daily:

SPECIAL INSTRUCTIONS

GENERAL RULES

Uniforms.

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

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

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

100R-2A. Medical Officers and Surgeons.

Location	Name and Address	Telephone Number
Steubenville	Dr. A. E. Winston (Surgeon) Office, 400 National Exchange Bk. Bldg. Res., 200 Felows Esta	AT 2-3851 AM 4-0383
	Dr. H. F. Grazier Office, 621 North St.	PE 338
	Dr. Lester Stein (Surgeon) for the handling of eye injuries. Office, 339 Market St., Sinclair Bldg.	AT 2-7671
Mingo Jet.	Dr. F. H. Riney (Surgeon) Office, 608-614 Commercial Street Res., 216 Steuben Street	5-1171 5-1172
Dennison	Dr. R. E. Wolf (Surgeon) Office, 212 N. Main St., Uhrichsville, O. Res., 120 North 9th St., Uhrichsville, O.	Walnut 2-0851 Walnut 2-2975
	Dr. Robert Hines (Med. Officer) Office, 538 West Third Street Uhrichsville, Ohio Office Hours: By appointment only	Walnut 2-4051 Walnut 2-5221
Newcomers-town	Dr. C. A. Hanson (Surgeon) Office, 101 Main Street Res., Evansburg Road.	HY. 8-8321 HY. 8-6557
Coshocton	Dr. A. P. Magness (Surgeon) Office and Res., 567 Cambridge Rd.	MA. 2-0404
	Dr. Harold W. Lear (Med. Officer) Office, 110 North Seventh Street Office Hours: By appointment, except for Return-to-work Examinations	MA. 2-4335
	Dr. Milton A. Boyd (Med. Officer) Office, 722 Main St. (Off.) Office Hours: By appointment only. (Res.)	MA. 2-1818 MA. 2-0236
Zanesville	Dr. W. B. Devine (Med. Officer) Office, 1017 Convers St. Office Hours: 10:00 A.M. to 12:00 Noon, Daily	Gladstone 3-0375
	Dr. Donald A. Urban (Surgeon) Office, 534 Market Street Office Hours: 10:00 A.M. 12:00 Noon Daily Res. 3003 Dresden Rd.	Gladstone 3-4445 2-3281
Lancaster	Dr. William D. Monger (Surgeon) Office and Res., 414 East Main Street	Olive 4-0712
Newark	Dr. James B. Johnson (Surgeon) Office, 19 East Locust Street Res., 246 Moull Street	FA. 3-7881 FA. 3-7271

Location	Name and Address	Telephone Number
Columbus	Dr. James F. Alexander (Medical Officer) Office, 20th St. Shop Daily except Saturday and Sunday— 8:30 A. M. to 5:00 P. M. Emergency calls outside of these hours taken care of by arrangement through Crew Dispatchers	CA. 1-1121 Ext. 317
	Dr. Daniel J. Whitacre (Surgeon) Office, 269 E. State St. Res., 1550 Melrose	CA. 4-8446 AM. 2-8652
	Dr. Gilman D. Kirk (Surgeon) Office, 283 E. State St. Res., 2296 E. Broad St.	CA. 1-4541 CL. 2-2611
	Dr. Roger Williams (Surgeon) University Hospital Res., 1350 Neil Avenue	AX 1-3121 Surgery Dept. AX 4-1142
	Dr. Ray E. Ebert (Surgeon) Office, 327 E. State St. Res., 2011 N. Starr Avenue	CA 4-8539 HU 8-8815
Xenia	Dr. S. C. Ellis (Medical Officer) 200 Rogers Street 1:30 P. M. to 4:30 P. M. Daily except Sunday and Thursday	2-3596
	Dr. John L. Wolff (Surgeon) Wilson Drive Xenia, Ohio	Drake 2-1602
Dayton	Dr. John R. Brown (Med. Officer) Office, 1160 Fidelity Bldg. Monday, Tuesday, Thursday and Friday— 1:30 P. M. to 4:30 P. M.	BA. 2-1663
	Dr. Walter A. Reiling, (Surgeon) Office, 1061-66 Reibold Bldg. Res., 569 Kenwood Ave.	BA. 8-3482 CR. 4-5846
Richmond	Dr. Guthrie H. Wisener (Surgeon & Medical Officer) Office, 213 Medical Arts Bldg. Office Hours: Monday, Tuesday, Wednesday and Friday—8:30 A. M. until 12 noon Hours by appointment only	24133
	Dr. Chas. H. Loomis (Surgeon) 310 Medical Arts Building 1105 No. Drive, Berryfield	25115 25792
	Dr. H. E. Allen (Oculist) Office, 21 S. Eighth St.	22422
St. Paris	Dr. Joe A. Fergus (Surgeon) Office, 113 S. Springfield St., St. Paris Res., RR. #1, St. Paris	JU. 3 3281 JU. 3-1632
Piqua	Dr. Wm. W. Weis (Surgeon) Office, 404 N. Wayne St. Res., 331 W. Greene St.	157 158
Indianapolis	Dr. N. J. Fine (Regional Medical Officer) 764 S. Emerson St. Office Hours: Monday thru Friday, 8:00 A. M. to 5:00 P. M.	ME 5-9331 Ext. 393
	Dr. Max Bartley (Oculist) 803 Hume Mansur Building	ME 5-6280
	Dr. Paul F. Benedict (Surgeon) 3939 Meadows Dr. Doctors Exchange Res: 2652 Cold Spring Lane	LI. 7-5446 ME 2-2031 ME 7-3739

Location	Name and Address	Telephone Number
Cincinnati	Dr. Irvin Black (Regional Medical Officer) Office, 444 East Court Street	DU. 1-3700 Ext. 238
	Dr. E. J. Amberg (Medical Officer) (Same as above)	
	Dr. Ralph G. Carothers (Surgeon) Consultant Office, 409 Broadway Call Physicians Exchange Res., 3006 Vernon Place	MA. 1-4483 PA. 1-2345 AV. 1-1805
	Dr. C. O. Carothers (Surgeon) Office, 409 Broadway Call Physicians Exchange Res., 2347 Madison Road	MA. 1-4483 PA. 1-2345 TR. 1-2378
	Dr. John F. Lyons (Surgeon) Office, 409 Broadway Res., 7339 Montgomery Rd.	MA. 1-4483 ME. 1-2542
Hamilton	Dr. Donald J. Lyle (Ophthalmologist) Office, 411 Oak St. Res., 2303 Grandview	AV. 1-2473 WO. 1-4926
	William F. Hume (Surgeon) Office 235 Buckeye St. Res. 235 Buckeye St.	TW. 3-4771 TW. 2-3306
Portland	Dr. Mark M. Moran (Surgeon) Office, Moran Building, Corner West Main and Commerce Streets Res., 403 East Walnut St.	96 23
Fort Wayne	Dr. R. M. Laycock (Medical Officer) Passenger Station Office Hours: Monday through Friday 8:00 A. M. to 5:00 P. M.	A 6441 Ext. 221
	Dr. D. R. Benninghoff (Surgeon) 207 Medical Center Bldg.	A 5334
	Dr. Lynn W. Elston (Surgeon) Dr. Ralph W. Elston (Surgeon) 622 Medical Center Bldg.	A 1140
New Castle	Dr. Maurice Rothberg (Oculist) 625 W. Berry St.	A 9288
	Dr. James S. McElroy (Surgeon) Clinic, 1319 Church St. Res., 1213 Audubon Rd.	JA. 9-0780 JA. 9-1009
Anderson	Dr. Robert L. Armington (Surgeon) Office, 1504 Broadway Res. Killbuck Road	4768 9491
	Dr. Charles E. Armington (Surgeon) Office, 655 Citizens Bank Bldg., 11th and Meridian Streets Res., 823 W. 7th Street Brown Street Road	4868 23567 21460
Kokomo	Dr. John H. Alward (Surgeon) 321 W. Walnut Street, Kokomo Res., 401 W. Walnut Street, Kokomo	Gladstone 2-6859 2-1446
Logansport	Dr. Max Pfuete (Medical Officer) Office, 408 North St. 10:00 A. M. to Noon 1:00 P. M. to 4:30 P. M., daily except Sundays & Holidays 10:00 A. M. to noon Wednesday only	3023
	Dr. E. W. Bailey (Surgeon) Office, 212-214 Fifth St. Res., 2522 North St.	4469 4498

Location	Name and Address	Telephone Number
Orrville	Dr. O. P. Ulrich (Surgeon) Office, 131 East Market St. Res., S. Main St.	131-Z 131-W
	Dr. W. C. Beam (Med. Officer) Office, 123 North Main St. Res., By appointment only	646 221-X
Mt. Vernon	Dr. John C. Drake (Surgeon) Office, 51 Public Square Res., East High St. Ext.	Express 2-6981 Express 2-4601
	Dr. R. H. Hoecker (Med. Officer) Office, 5 East High St. Res., 607 East Vine St. By appointment only	Express 2-5851 Express 2-5852

100R-2B. Medical Officers will make pre-employment, periodic, special and return to duty from furlough examinations. Each employe notified to report for Medical examination will contact conveniently located Medical Officer direct for appointment, unless otherwise instructed.

100R-3A. Locations of Hospitals.

Location	Name and Address	Telephone Number
Dennison	Twin City North First Street	Walnut 2-2800
Coshocton	Coshocton County Memorial East Walnut Street	3200
Zanesville	Bethesda Underwood Street	2-4535
Lancaster	Lancaster—Fairfield County Joint Hospital 401 North Ewing Street	OL. 3-7521
Newark	Newark City North Buena Vista Street	FA. 9-6011
Columbus	University Hospital 10th and Neil Ave. On Service of: Dr. R. Williams, or Dr. R. Ebert, or Dr. G. Kirk	AX 1-3121
	Grant Hospital 125 South Grant Avenue On Service of: Dr. D. Whitacre, or Dr. G. Kirk, or Dr. R. Ebert	CA 4-5151
	Mt. Carmel Hospital 793 W. State Street On Service of: Dr. D. Whitacre, or Dr. G. Kirk	CA 4-3171
	White Cross Hospital 700 N. Park Street On Service of: Dr. R. Ebert	CA 4-9171
Xenia	Greene Memorial Hospital Wilson Drive	2-3511
Springfield	City Hospital 2615 E. High Street	3-5531
Dayton	St. Elizabeth Hospital 49 Hopeland Street	HF. 0401

Location	Name and Address	Telephone Number
Piqua	Memorial Hospital Park and Nicklin Avenues	MA. 1187
Richmond	Reid Memorial Hospital On Chester Pike, one-half mile north of Passenger Station	2-4091
Indianapolis	St. Vincent Fall Creek Blvd. and Capitol Avenue	WA. 6-3301
	Methodist Hospital 1604 N. Capitol Avenue	WA. 6-1541
	Community Hospital 1500 N. Ritter Avenue	FL. 9-5511
Cincinnati	Good Samaritan Hospital Clifton and Dixmyth Avenue	UN. 1-1400
Hamilton	Mercy Hospital 116 Dayton St.	4-7431
Winchester	Randolph County Hospital Greenville Avenue	436
Portland	Jay County Hospital West Arch St.	38
Decatur	Adams County Memorial Hos- pital Cor. Mercer and Grant Sts.	791
Fort Wayne	Lutheran Hospital 3024 Fairfield Ave.	II-1242
	St. Joseph Hospital 730 W. Berry St.	A-4121
	Methodist Hospital West Lewis St.	A-2111
New Castle	Henry County Hospital 1000 North 16th St.	JA. 9-0230
Anderson	St. John's Hospital 20th and Jackson Sts.	1378
Elwood	Mercy Hospital 1131 South A St.	2-2101
Logansport	St. Joseph Hospital 26th and High St.	4145
	Memorial Hospital North Michigan Ave.	3117
Middletown Ohio	Middletown Hospital Park Drive	2-5411
Mt. Vernon	Mercy Hospital 117 East High St.	Express 2-6015

100R-4A. First-Aid Boxes and Stretchers, Location of First-Aid Boxes:

In Passenger, combined, cabin cars, and in flagmen's equipment box on trains not hauling such cars, at each passenger and freight station, at yardmaster's and car inspector's offices, power plants, block and interlocking stations, tool houses, pump houses, M. W. cabins, wreck trains, shops, engine houses, camp cars, and on each track and hand car.

Stretchers:

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

One stretcher should be carried in the first toilet of first coach in all local passenger trains when such trains do not carry baggage or combined car.

OPERATING RULES

STANDARD TIME

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

TIME-TABLES

Letters and Characters

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

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

1004-B1.

- R**—Stop on signal to receive passengers—Harrisburg and beyond and discharge passengers from St. Louis and west thereof.
- V**—Stop on signal or notice to agent or conductor to receive or discharge passengers to or from Kalamazoo and beyond.
- Train baggageman between Pittsburgh and Richmond.
- △—Train baggageman between Pittsburgh and Columbus.
- ▣—Train baggageman between Columbus and Richmond.
- Train baggageman between Columbus and Indianapolis.
- ⊙—Train baggageman between Columbus and Indianapolis, daily except Monday.
- †—Will run on specified dates shown on schedule pages.

ENGINE WHISTLE SIGNALS

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

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

Track	Between	And
Zanesville Secondary	RY	New Lexington
Morrow Secondary	Bremont	MS
Cadiz Secondary	Cadiz Jet.	Hanna

1014(db) (eb)A-2.

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

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

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

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

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

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

TRAIN SIGNALS

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

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

USE OF SIGNALS

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

1035-B2. Placing fusees between short rail head signal bonds and splice bars is prohibited.

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

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

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

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

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

SUPERIORITY OF TRAINS

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

GENERAL ORDERS

Bulletin Boards, Employee's Registers, Standard Clocks

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

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

Bulletin Board	Employees' Register	Standard Clock	Location	Other Regions and Railroads
X	X	X	Bradford—Engine House	Southwestern Northwestern B. & O. R. R.
X	X	X	Richmond—Engine House	Northwestern Southwestern B. & O. R. R.
X	X	.....	Station Master's Office	Northwestern Southwestern B. & O. R. R.
X	X	.....	Yard Office	B. & O. R. R.
X	X	.....	Cincinnati— Undercliff—East End of Yard Undercliff—Yard Office	Northwestern Southwestern B. & O. R. R.
X	X	X	McCullough—Yard Office	Northwestern Southwestern B. & O. R. R.
X	X	X	Pendleton—Crew Dispatcher's Office	Northwestern Southwestern B. & O. R. R.
X	X	X	Court Street, "C" Telegraph Office Union Terminal, "GC" Telegraph Office	Northwestern Southwestern B. & O. R. R.
X	X	X	Union Terminal, Enginehouse	Northwestern Southwestern B. & O. R. R.
X	X	.....	Hamilton—Station	B. & O. R. R.
X	.....	.....	Hamilton—Yard Master's Office, B. & O. R. R.	.....
X	X	.....	Decatur—Locker Room, Engine track	Northwestern
X	X	.....	Anderson—Locker Room, Engine track	Northwestern
X	X	.....	Kokomo—Locker Room, Engine track	Northwestern
X	X	.....	Middletown, Ohio—Freight Station	.....
X	.....	.....	N. & W. R. R. Clare Yard Office	.....
X	.....	.....	Bond Hill—Yard Office	.....
X	.....	.....	Portsmouth—Passenger Station	.....
X	.....	.....	Portsmouth—Engine House	.....
X	.....	.....	Southern R. R. McLean Ave. Cin'ti.—Yard Office	.....
X	.....	.....	L. & N. R. R. Decoursey Ky.—Yard Office and Enginehouse	.....
X	.....	.....	C. & O. Ry. Covington, Ky.—Crew Dispatcher's Office Covington Ky.—Enginehouse and Yard Office Stevens Yard—Yard Office	.....
X	.....	.....	N. Y. C. R. R. Harriet St. Cinti.—Yard Office	.....

NOTE—X indicates in service.

Standard Clocks

1075-A3. Standard clocks at other points:
Train dispatcher's offices.
Open block stations.

General Order Zones

1075-A4. General order zones of this region are as follows:

- Zone A { **Main Line:**
Fields to Mounds, exclusive; High Street to East Alton, exclusive;
Columbus Yard.
Branches:
Sandusky; Fields to Mile Post 9.
Akron; Pennor Crossing to Region Post (Lake Reg.)
Industrial Tracks:
Dresden.
Howard.
- Zone B { **Main Line:**
Mounds, inclusive to Glen, exclusive.
Main Line:
Westward limits of Gould interlocking, west of No. 5 tunnel to First Street, Newark (C. & N. Div.).
Branches:
Zanesville.
Secondary Tracks:
Cadiz.
Zanesville.
Morrow.
Industrial Tracks:
Cadiz.
- Zone C { **Main Line:**
Glen, inclusive to Newman, inclusive.
- Zone D { **Main Line:**
Newman, exclusive to Region Post, Southwestern Region, 1885 feet east of Thorne.
- Zone E { **Main Line:**
East Alton, inclusive to West Greene, inclusive;
Xenia to New Paris, exclusive.
Secondary Tracks:
Springfield.
Industrial Tracks:
Clement-Hempstead.
Dayton-Lytle.
- Zone F { **Main Line:**
West Greene, exclusive to Plainville, exclusive.
- Zone G { **Main Line:**
Plainville, inclusive to East Norwood, exclusive.
Branches:
Undercliff.
Richmond; Oakley to Norwood Heights, inclusive.
Secondary Tracks:
Court Street.
Middletown.
Branches:
Richmond; Norwood Heights, exclusive to Region Post, Northwestern Region, 710 feet east of Anoka.
Yard Running Tracks:
Muncie.
- Zone H { **Branches:**
Ft. Wayne.
- Zone J {
- Zone K {

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

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

MOVEMENT OF TRAINS

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

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

Yard Limits

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

Track	Between	And
Main Line	Xenia	4700 feet west of Xenia via Dayton
	Xenia	939 feet west of West Greene
	1280 feet east of Clement	Dutoit Street
	Wolf Creek	1055 feet west of Mile Post 20
Akron Branch	60 feet north of Mile Post 60	2525 feet north of Mile Post 62
	2355 feet south of Mile Post 98	2330 feet south of Mile Post 101
	1430 feet north of Mile Post 139	Pennor Crossing
Richmond Branch	Norwood Heights	1500 ft. west of Mile Post 16
	3700 ft. west of Mile Post 27	2600 ft. west of Mile Post 31
	2100 ft. west of Mile Post 68	Glen
	Newman	3200 ft. west of Mile Post 75
	2100 ft. west of Mile Post 100	3400 ft. west of Mile Post 102
	3700 ft. west of Mile Post 120	2600 ft. west of Mile Post 126
	4800 ft. west of Mile Post 135	2600 ft. west of Mile Post 139
	200 ft. west of Mile Post 157	1050 ft. west of Mile Post 161
Ft. Wayne Branch	Newman	1600 ft. west of Mile Post 2
	3700 ft. west of Mile Post 23	3200 ft. west of Mile Post 25
	500 ft. west of Mile Post 32	500 ft. west of Mile Post 34
	4800 ft. west of Mile Post 41	2600 ft. west of Mile Post 44
	2100 ft. west of Mile Post 69	4500 ft. west of Mile Post 72

Track	Between	And
Zanesville Branch	NA (Zanesville Secondary Track)	2900 feet west of Mile Post 39
	3400 feet east of Junction City	1320 feet west of Junction City
	2640 ft. east of Bremen	3960 feet west of Bremen
Springfield Secondary Track	Xenia	7030 feet east of Xenia
	Springfield	750 feet west of Mile Post 18

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

Track	Between	And
No. 1 and No. 2	High Street	Olentangy
No. 3 and No. 4	Front Street	Olentangy
No. 1 and No. 2	Red Bank	Rendcomb Jct.
No. 2	Rendcomb Jct.	Undercliff
No. 1 and No. 2	Undercliff	Cincinnati

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

Authority to Proceed as an Extra

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

At Cincinnati Union Terminal, by operator, GC office.

Non-Interlocked Railroad Crossings at Grade

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

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

Location	Signals, etc., Governing Movements Over Crossings		Requirements	Note
	Type	Indication or Position		
Kokomo: Nickel Plate R.R. (Clover Leaf Dist.)	Gate and Stop Boards	Gate Clear	Stop. Proceed indication—Gate clear. Green light by night.	
Kokomo: Nickel Plate R.R. (L. E. & W. Dist.)	Target and Stop Boards	Target Diagonal	Stop. Proceed indication—Target diagonal. Red lights diagonal by night.	
Zanesville: B. & O. R. R.	Target	Vertical	Stop before crossing.	
Crooksville: N. Y. C. R. R.	Target	Vertical	Stop before crossing.	2
Junction City: B. & O. R. R.	Target	Vertical	Cross without stopping.	3
Lancaster: C. & O. R. R.	Target	Vertical	Stop before crossing.	
Middletown, Ohio: B. & O. R. R.	Stop Boards	Stop	Stop. It must be known that crossing is clear before using.	
Middletown, Ohio: Armco Steel Corp. Dump Track	Target	Target Vertical	Proceed indication—Target vertical. Red lights vertical by night. Normal position of target is against movement on Armco Steel Track.	
Hageman:	Stop Boards	Stop	Stop. It must be known that crossing is clear before using.	
Idlewild: N. & W. Ry.	Position Light Signal	Proceed	Cross without stopping.	4
Muncie: Nickel Plate R.R.	Target	Target Horizontal	Stop. Proceed indication—Target horizontal. Red lights horizontal by night. Normal position of target is against movement on P.R.R. Signal will be operated by conductor or engineman.	

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

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

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

Target controlled by crank equipped with mechanical time release.

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

When trains are stopped and fixed signals governing movements over N. & W. Ry. or on N. & W. Ry. connection can

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

Automatic Highway Crossing Protection on Sidings, Yard or other Tracks

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

Track	Crossing	Location	Protection actuated by trains operating on tracks	Note
Main Line	Cadiz Street	Jewett	Siding	1
	Cincinnati Avenue (first highway crossing west of Greene)	Xenia	Sidings.	1
	Rifle Street Hiddison Street	Greenville	Siding.	1
	West Fifth Street	Richmond	Industrial Lead and Yard Track (R1 Storage) North Side.	1
	Cemetery Road	Hilliards	Eastward Movements Relay Yard Track	4
Richmond Branch	Bobmeyer Road	Mosler	Westward Siding and New Storage Track.	3
Zanesville Secondary Track	Pershing Road (Copper Mill Road) 4025 ft. west of M.P. 17	Putnam	Putnam Siding.	2
Clement-Hempstead Industrial Tracks	U. S. Route 35 (Barr Crossing) Woodbine Ave.	Just south of Clement	Industrial	1
Court St. Secondary	Dana Avenue	Cincinnati	N. & W. Ry. Connection	1

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

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

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

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

Interrupting Operation of Automatic Highway Crossing Protection Manually

1103-A5. At the following locations a device is provided to interrupt the operation of the automatic highway crossing signals manually:

Track	Location	Notes	Track	Location	Notes
No. 1 No. 2 Stock and Industrial	WEST LAFAYETTE Kirk St. Kirk St. Kirk St.	2-6 1-5 1-2-5	No. 1 No. 2 Yard Track (Storage)	RICHMOND West 5th St. West 5th St. West 5th St.	2-4 1-3 1-3
	TRINWAY State Route 77 State Route 77	1-2-4 1-2-3		NORWOOD Smith Road	1-2-3
	XENIA Cincinnati Ave. Cincinnati Ave.	1-2-3 1-2-5		READING Main St.	1-2-4
Siding North Siding South	TROTWOOD Main St. Broadway Main St. Broadway	1-3-7 1-3-7 2-3-8 2-3-8	Court St. Secondary No. 1	MOSLER Bobmeyer Road Bobmeyer Road	1-2-4 1-2-5
Main Main Main Main	BROOKVILLE Hay St. Market St. Main St. Salem St.	1-5-11	Main Siding	DECATUR Monroe St.	1-2-5
No. 2	EAST OF MOUNDS Trabue Road	1-3	No. 1 No. 2	SANDUSKY BRANCH Weber Road Weber Road	2-4 1-5
No. 1 No. 2 No. 1 No. 2	HILLIARDS Main St. Main St. Cemetery Road Cemetery Road	2-9 1-8 2-12 1-13	No. 1 No. 2	SANDUSKY BRANCH Oakland Park Road Oakland Park Road	2-3 1-5
No. 1 No. 2	MILFORD CENTER Mill St. Mill St.	2-4 1-3	No. 1	SANDUSKY BRANCH MILE POST 8 Lincoln Ave.	2-4
No. 1 No. 2	WEST OF CABLE MILE POST 39 Public Crossing Public Crossing	2-4 1-3	Main	AKRON BRANCH CONDIT Crossing North of Station	2-4
No. 1 No. 2	HAGENBAUGH Public Crossing Public Crossing	2-4 1-8	DIRECTION OF MOVEMENT Note 1—South or West Note 2—North or East CONTROL DEVICE LOCATED Note 3—East and North of Crossing Note 4—East and South of Crossing Note 5—West and North of Crossing Note 6—West and South of Crossing Note 7—On Telephone Pole Note 8—On Relay Case Note 9—White Box on Station Platform Note 10—On Relay Case at Wash. St. Note 11—In tel. shelter box at Hay St. Note 12—West End Relay Case. Note 13—East End Relay Case.		
No. 2 No. 1 No. 2	URBANA Main St. Miami St. Miami St.	1-3 2-8 1-9			
No. 1 No. 2	WEST OF ST. PARIS MILE POST 59 State Route 69 State Route 69	2-4 1-3			
Main Main Main Main	GREENVILLE Harrison Ave. Central Ave. Sweitzer St. Chestnut St.	1-2-10			
Main	WEST OF GREENVILLE MILE POST 96 Public Crossing	1-2-3			

Interrupting Operation of Automatic Highway Crossing Protection Automatically

1103-A6. At the following locations apparatus is provided to interrupt the operation of the automatic highway crossing protection automatically:

Track	Location	Track	Location
No. 2 (Westward) No. 2 (Westward)	SCIO Main Street East Port Road	Westward Siding	MOSLER Bobmeyer Rd.
	WEST OF MIAMI CROSSING Phillippi Rd. Georgesville—Plain City Road	Main	CRESCENTVILLE Kemper Rd.
No. 2 No. 1	XENIA via Dayton West St. Cincinnati Ave.	Main Main Main Main Main Main Main	HAMILTON Grand Blvd. Hensley Ave. Maple Ave. East Ave. 7th Ave. High St. Vine St. Heaton St.
No. 1	RICHMOND West 5th St.	Main Main Main Main Main Main Main	EATON Main St. Somer St. Cherry St. McCabe St. Maple St. High St. Barron St.
No. 2 No. 2	HILLIARDS Main St. Cemetery Rd.	Main Main Main Main Main Main Main	NEW CASTLE 18th St. 17th St. Broad St.
No. 1 (Eastward)	MARBLE CLIFF West Fifth Avenue	Main Main Main (Westward)	ELWOOD 16th & So. A St. Main St. Anderson St. 12th St.
No. 2	URBANA Main St.	Main Main Main Main	WINDFALL Independence St. McClellan St.
No. 1 No. 1 and 2	COLUMBUS (Sandusky Br.) Weber Rd. Morse Rd.	Main Main Main Main	KOKOMO Spraker St. Webster St. Morgan St. Courtland St.
Main	SPRING VALLEY Route 725	Main Main	GENEVA Line St.
Main	KINGS MILL Grandon Rd.	Main Main	BERNE Water St. Main St.
No. 2 No. 2 No. 2	UNDERCLIFF Carrel St. McCollough St. Tennyson St.	Main Main Main Main	MONROE Jackson St. Washington St.
Court St. Secondary N. & W. Ry. Connection	CINCINNATI Dana Avenue Dana Avenue	Main Main	DECATUR Jefferson St. Adams St. Monroe St. Nuttman St.
Main Main Main Main Main Main Main Main	READING Sunnybrook Drive Amity Rd. Vorhees St. Benson St. Vine St. Evendale Rd. Columbia St. Mechanic St. Main St.		

GRANDVIEW AVENUE:

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

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

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

TRABUE ROAD—West of Marble Cliff.

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

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

HILLIARDS—Main Street.

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

URBANA—Main Street.

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

GREENVILLE:

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

RICHMOND—West Fifth Street.

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

Protection For Public Highway Crossings At Grade.

1103-B1. Trains or engines must stop before passing over the following public highway crossings at grade, during the hours there is no crossing watchman on duty and, unless otherwise provided, a member of the crew must protect the crossing in advance of each movement over the crossing:

Track	Crossing	Location	No crossing watchman on duty between the hours of	Note
Lake Region	State Street	Newcomers-town	4:00 p. m. and 8:00 a. m. Sunday Continuously	

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

Track	Crossing	Location
Plant X Industrial	Dublin Road	Marble Cliff
College Spur	State Route 42	Wilberforce
Dayton-Lytle Industrial	Stewart, Main, Brown and Alberta Streets	Dayton
Undercliff Branch Boldts Lead	Davis Lane	West Undercliff
Court St. Secondary	Montgomery Road	Silverton
	Woodburn Ave.	Idlewild
	Melish Avenue	Avondale
	Broadway (Routes 42 and 48)	Lebanon
Middletown Yard Running	Lefferson Road Gerard Ave.	Middletown, Ohio.
Dresden Industrial	Route 62—East of Killbuck Station	300 feet south of Mile Post 0
Zanesville Branch (Rush Creek Clay Co.)	State Route 75 Fultonham Spur—Avondale	Fultonham
	State Route No. 37	Junction City
Morrow Secondary	State Route No. 33	Lancaster
	Pickway Street	Circleville
	Fayette Street Main Street	Washington C. H.
	Grant Street Sugartree Street Walnut Street South Street Mulberry Street	Wilmington
	State Routes No. 3 and No. 22	Morrow
Springfield Secondary	Penn State	Springfield

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

Track	Location	Crossing
Yard	Xenia	Columbus Street
Yard	Clement	Overlook Avenue

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

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

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

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

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

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

Location	Switches
Front Street Columbus, O.	All hand-operated switches between High Street and Low Home signal west of Front Street.

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

Location	Switches	Note
Neilston	End of two main tracks, crossover and switch and derail leading from turnout to No. 1 track.	
Dennison Ave.	C. & O. connections and crossovers.	
Undercliff	Crossovers between main tracks and lead track.	1
Pendleton	Crossover; Lead to Enginehouse tracks.	1
Cincinnati	Crossovers between main tracks; Leads to yard tracks; Eggleston Ave. L. & N. tracks; and Street connection track.	1
Danville	North end siding.	2
Bremen	Switch at Junction P.R.R. and N.Y.C.R.R.	
New Lexington	Switch at Junction P.R.R. and N.Y.C.R.R.	

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

NOTE 2. For all movements.

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

Location	Switches
Neilston: B. & O.—North side	All switches north and east of No. 4 track combination switch.
U S Switches: B. & O.—South side	No. 4 track combination switch and all switches south and west thereof, including No. 19.
Columbus Union Depot—East and West end	All switches.
Fourth Street—UD—North side	Switches west of No. 2 track combination switch and north of P.R.R. westward track.

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

1104-C3. Switch Tenders are Stationed at and Have Charge of Other Than Main Track Switches as Indicated:

Location	Switches
Columbus: Sunbury Road	West switch of crossover located just west of N. & W. overhead bridge leading from No. 3 Main Track to westward running track. East end Yard B receiving yard tracks 5 to 15 inclusive
20th Street	Crossover west of 20th Street, between running tracks and switches to and from engine house tracks: Switches leading to shop tracks: Yard B receiving tracks 17, 19 and 21 for yard movements and inbound train movements
Outside C. A. & C.	Coal Dock and Yard Switches Yard Switches and Crossovers
Milo	Tracks 53 to 69 inclusive; lead from Milo Yard B ladder
Yard A (St. Clair Avenue)	All Switches West end Yard A
Neilston	Tracks 23 to 97 inclusive: dividing switches and derails at west end Yard B Classification Yard and Milo
Fields	Crossovers and Yard Tracks

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

Operator-Switchtender at Fields will use a green flag by day and a green light by night to govern eastward and northward movements; a yellow flag by day and a yellow light by night to govern westward and southward movements.

Operator and Switchtender at Neilston will use signals as provided by **Rule 37**.

Hand-Operated Switches Equipped With Electric Locks

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

Location	Switch	Controlled by
High Street, West of	International Harvester Co. North Alley Columbus Bolt Co. Fairmont Creamery South Alley Kelly Track	High Street
Dennison Avenue	Crossover between No. 2 and No. 3 tracks	Dennison Avenue
Scioto, West of	Switch to P.R.R.-N.Y.C. Interchange tracks	Scioto
B.&O. Crossing West of	Wellnitz Company	Miami Crossing

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

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

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

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

Location	Switch
Miami Crossing, west of	Westinghouse Co., south side
Xenia	Smith Advertising Co., south side Crossover to Farmers Exchange, north side R. A. Kelley Co., south side
Alpha, east of	Miami Fertilizer Co., east of Mile Post 4, north side
Alpha	East and west end of siding Alpha Seed & Grain Co., south side
Alpha, west of	Belden Milling Co., west of Mile Post 8, north side
Clement	East and west end of siding Brown-Brockmeyer switch, north side
Dayton	Advance Foundry, north side Midway Switch, south side Gem City Stove Co., south side Crossover to Huffman Ave. Track, north side
Wolf Creek	Crossover to west end Dayton Rubber Co., south side
Wolf Creek, west of	East and west end, north track Davis Coal Co., north side West end Dayton Rubber Co., south side Dayton Team Track, north side
Stillwater west of	Lewis & Micheal Warehouse Track, north side
Trotwood	East and west end of siding, Industry tracks, north and south side
Brookville	East and west end south Business Track, Weaver track, north side
Dodson	B. & O. Connection
West Manchester	Business track, south side
Eldorado	Elevator track, Industry tracks, north and south side
Loveland west of	Switch to Nisbet track
Miamiville	East and west end of siding
Miamiville west of	East and west end Ohio Gravel Co. track
Milford	East and west end Public Delivery Track
Terrace Park	Switch to Terrace Park Lumber Co.
Clare	East Switch N. & W. Connection track Plainville Switch
Norwood Heights	P. V. Shoe Co. track Highway Equipment Co. track Hilton Davis Chemical Co. track Parkview Markets Inc. & Eagle-Pitcher Co. tracks

Location	Switch
Reading	East and West end Storage track House track and Derail Wood Fire Brands track Co-operative Mill, International Minerals & Chemical Corp., Vaughan track The Pollak Steel Co. track Archer, Daniel, Midland Milling Co.
East of Crescentville	Cooperative Mill Ford Motor Company
Camden	Team track
Danville	North Switch Siding (When Block Station is closed)

Electric lock unlocks automatically when train stops on circuit. Switch must not be closed until engine returns to train.

NOTE—The switch padlock on these switches must not be removed from keeper until permission has been obtained from operator. Instructions for operating switches posted in telephone box at or adjacent to switch.

1104-D3. Facing hand-operated switch for eastward movement in main track Fort Wayne Branch, 507 feet west of Mile Post 29, East of Ridgeville, leading to Team Track, Stone, Indiana is equipped with mechanical time lock, not controlled by operator. This switch must not be unlocked until after permission has been obtained from operator. Instructions for operation of switch are posted in telephone box adjacent to the switch.

1104-D4. Electro-Pneumatic Switches Operated from Tower:

Location	Switches
Columbus: Yard B	North and South Classification ladders

NOTE: The dividing switch between north and south ladder operated by conductor or other designated employee. A single unit yellow light located on west side of the operating tower, when lighted, will be an indication for engine to move east from Nos. 9 to 49 tracks, inclusive. Hump signal must be in stop position before displaying this light for eastward movement. When two or more engines are in this territory at the same time, an understanding must be had with the switchtender in the control tower before eastward movement is made.

CODE OF HORN SIGNALS

- 1 Long—Riders stop cars.
- 2 Short—Proceed after proper understanding.
- 3 Short—Switchtender at Milo put skates on.
- 4 Short—Call Maintainer.
- 5 Short—Member of train or engine crew go to the telephone.

Should a car get out of control, the switchtender must head the car or cut of cars toward Milo Yard and repeat Code 3. The use of sand over pneumatic switches is prohibited.

1105-A1. Spring Switches Located:

Location	Normal Position	Route for Which Sprung	Note
Hagenbaugh	No. 1 track	Eastward movements from siding to No. 1 track	
Garrett	No. 2 track	No. 3 track to No. 2 track	1

NOTE 1. Train or engine crew must obtain permission from operator at Urbana to enter block from track No. 3 at Garrett, then open door of white iron box located adjacent to telephone box, press button marked **START** which, after six minutes, will cause the signal for No. 2 track to display aspect **Rule 291, FIG. A**, and the Home-signal for No. 3 track to

display aspect **Rule 291, FIG. A**. Conductor or engineman must then notify operator at Urbana that these signals have been operated and that they display proper aspect.

Should movement of train or engine not be made and it is desired to release signals, member of train or engine crew must reverse spring switch by hand, then restore it to normal position, notifying operator at Urbana. Movement from No. 3 track is then prohibited until permission is again obtained and the same procedure followed as outlined in first paragraph of this instruction.

Receiving or Discharging Traffic

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

Sidings

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

Dublin	Movements from Dublin Public Delivery Track to westward siding
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1111-A2. South Charleston. Switches in westward siding must not be reversed without first obtaining permission from operator at South Charleston.

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

Track Assignments

1151-A1. Single Track.

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

1151-B1. Two or More Tracks

Current of traffic is as follows:

Main Line Between	No. 4 Track	No. 3 Track	No. 2 Track	No. 1 Track
Region Post (Pgh. Reg.) and Custer			Westward	Eastward
Custer and Scio		Westward	Eastward	Eastward
Scio and First St., Newark, (C. & N. Division)			Westward	Eastward
Joyce Avenue and Neilston			Westward	Eastward
High Street and Xenia			Westward	Eastward
Dutoit Street and Wayne Avenue Jct.			Westward	Eastward
Miami City Jct. and Wolf Creek			Westward	Eastward
High Street and Front Street			Westward	Eastward
Front Street and Olentangy	Westward	Eastward	Westward	Eastward
Olentangy and Rice			Westward	Eastward
Rice and Garrett		Westward	Westward	Eastward
Garrett and West Bradford			Westward	Eastward
New Paris and 12th Street, Richmond			Westward	Eastward
Newman and Region Post (S'wn. Reg.)			Westward	Eastward
Foster and Loveland			Westward	Eastward
East Clare and Red Bank			Westward	Eastward
Sandusky Branch				
Between: North Fields and Region Post (Lake Reg.)			Southward	Northward
Undercliff Branch				
Between: Red Bank and Rendcomb Jct.			Westward	Eastward
Rendcomb Jct. and Undercliff			Westward	
Undercliff and Cincinnati			Westward	Eastward

NOTE—Tracks are numbered from south to north or east to west.**1151-B2. Station tracks Richmond designated: A-B-C-D-E.****NOTE—Tracks are lettered from south to north. Rules 99 and 152 in effect.****1151-C1. Secondary Tracks of Assigned Direction.**

Track	From	To	Assigned Direction	Controlled by	Reverse Movements on Permission From	Notes
No. 101	Uhrich	Dyke	Eastward	Uhrich	Uhrich	1
No. 1	High St.	Fourth St.	Eastward	High St.	High St.	2, 4, 5
No. 2	Third St.	High St.	Westward	High St.	High St.	3, 4
No. 3	Newman	Glen	Eastward	Newman	Newman	6, 8
No. 4	Glen	Newman	Westward	Glen	Glen	7, 8

NOTE 1.—Eastward movements made on signal indication at Uhrich. Permission must be obtained from Uhrich to use this track at any point between Uhrich and Dyke, except as provided in Special Instruction **1037-A1**.

NOTE 2.—Eastward movements made on signal indication at High Street. Permission must be obtained from Train Dispatcher, through operator at High Street, to use this track at any point between High Street and Fourth Street.

NOTE 3.—Westward movements will be made on hand signal from switchtender at Third Street (UD Company). Movements originating between Fourth Street and High Street will be made on hand signal from switchtender at Third Street (UD Company).

Switchtender must first secure permission from operator U. S. Tower (B & O RR), who in turn must secure use of track from PRR train dispatcher, through operator High Street.

NOTE 4.—Reverse movements on these tracks may be made when authorized in writing on message blank in following form:

Date.....Time.....
Engine.....has right over opposing
trains on No.....track.....to.....
Signed.....
Superintendent Transportation

Operator at High Street or U. S. Tower (B & O RR) will arrange and sign authority for such movements under direction of PRR Train Dispatcher.

NOTE 5.—Movements clearing in Miami Yard must be reported clear to operator at High Street.

NOTE 6.—Eastward movements made on signal indication at Newman. Permission must be obtained from Newman to use this track at any point between Newman and Glen and when movement has been completed it must be reported clear unless the switch involved is operated by the operator.

NOTE 7.—Westward movements made on signal indication at Glen. Permission must be obtained from Glen to use this track at any point between Glen and Newman and when movement has been completed it must be reported clear unless the switch involved is operated by the operator. Westward movements will stop clear of all switches and routes at 19th Street, and not proceed unless route is seen or known to be clear and switches in proper position. Westward trains having sufficient cars to block street crossings if stopped between 19th Street and Newman, will not pass 19th Street without permission from operator at Newman.

NOTE 8.—Rule 152 in effect.

1151-D1. Secondary Tracks of No Assigned Direction.

Track	Between	And	Controlled by	Note
Cadiz (W)	Cadiz Jct.	Hanna	Acre	1-4
Zanesville (W)	RY	New Lexington	Zanesville	1-3
Morrow (W)	Bremen	Circleville	Bremen	1-3
	Circleville	MS	Circleville	1-3
Springfield (E)	Xenia	Springfield	Train Dispatcher	1 2-3
Court St. (W)	Lebanon	McCullough	Operator Loveland	1
Court St. (W)	McCullough	Cincinnati (Court St.)	Yardmaster McCullough	1
Middletown (W)	925 feet east of Mile Post 4 (Oxford Rd. Crossing)	Middle-town Jct.	Operator Loveland	1

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

Operators must maintain a record for secondary tracks under their jurisdiction showing all movements there on, including engine number, direction, place and time track is occupied or cleared.

NOTE 1. Extra Trains, except passenger extras, will run on verbal permission of the operator when authorized by the Superintendent Transportation; authority for movement of passenger extras must be in writing.

NOTE 2. Eastward movements from Xenia and westward movements from Springfield made on permission from operator at Xenia.

NOTE 3. Rules 271, 272 and 273 in effect.

NOTE 4. Trains and Engines will protect against following movement.

1151-E1. Employees in Charge of Sidings of Assigned Direction:

Siding	Operator in Charge	Note
Acre—Eastward Westward	Operator Acre	1
Custer—Westward	Operator Custer	1
Dyke—Westward	Operator Custer	
Isleta—Eastward Westward	Operator Town	1
Morgan Run—Eastward Westward	Operator Morgan Run	1
Tyndall—Eastward Westward	Operator Tyndall	1

Siding	Operator in Charge	Note
Trinway—Eastward	Operator Bricker	
Bricker—Eastward Westward	Operator Bricker	1
Licking—Eastward Westward	Operator Bricker	
North Fields—Northward	Fields	
North Fields—Southward	Worthington	
Alton—Eastward Westward	Operator London	1
London—Eastward Westward	Operator London	1
South Charleston—Eastward Westward	Operator South Charleston	
Wilberforce—Westward	Operator South Charleston	
Mounds—Westward	Operator Mounds	
Hayden—Westward	Operator Mounds	
Plain City—Eastward	Operator Milford Centre	3
Unionville—Eastward Westward	Operator Milford Centre Operator Mounds	3
Milford Centre— Westward	Operator Milford Centre	
Hagenbaugh—Eastward Westward	Operator Urbana Operator Milford Centre	4
St. Paris—Eastward	Operator Piqua Crossing	
Conover—Westward	Operator Urbana	
Dublin—Westward	Operator Dunreith	1
Dublin Jct.—Eastward	Operator Dunreith	1
Dunreith—Eastward Westward	Operator Dunreith	1
Henry—Eastward Westward	Operator Thorne	1
Riley—Westward	Operator Thorne	1
West Riley—Eastward	Operator Thorne	1
Foster—Eastward	Operator Loveland	
Mosler—Eastward Westward	Operator Hamilton	1
Campbells—Eastward town—Westward	Operator Hamilton	1
Dow—Eastward Westward	Operator Delco	
Kokomo—Eastward Westward	Operator Kokomo { 10.15 A.M. to 6.15 P.M. 7.30 P.M. to 3.30 A.M. Elwood { 3.30 A.M. to 10.15 A.M. 6.15 P.M. to 7.30 P.M.	
Portland—Eastward Westward	Operator Portland	
Killbuck—Southward	Operator Mt. Vernon	2
Mt. Vernon—Southward Northward	Operator Mt. Vernon	2
Linden—Southward Northward	Operator Joyce Avenue	

Siding	Operator in Charge	Note
RY —Westward Eastward	Operator Zanesville	
New Eastward Lexington—Westward	Operator New Lexington	
Junction Westward City—Eastward	Operator Bremen	
Washington Westward C. H.— Eastward	Operator Circleville	

NOTE 1. Signal indication will be authority for trains to use siding in reverse direction.

NOTE 2. When Mt. Vernon is closed, Operator Orrville in charge.

NOTE 3. When Milford Centre is closed, Operator Urbana.

NOTE 4. When Milford Centre is closed, Operator Mounds.

1151-F1. Running Tracks of Assigned Direction.

Track	From	To	Assigned Direction	Controlled	Reverse Movements on Permission from	Note
No. 97	Joyce Ave.	Neilston	Westward	Operator Joyce Ave.	Operator Joyce Ave.	4
(U.D.) No. 6	4th St.	Front St.	Westward	Station Master U.D. Co.	Station Master U.D. Co.	1
No. 4	Grandview Ave.	Olentangy	Eastward	Yard Master Grandview	Yard Master Grandview	2
No. 1 North Side	East Bradford	Bradford	Westward	Operator Bradford	Operator Bradford	3
No. 1 South Side	Bradford	East Bradford	Eastward	Operator Bradford	Operator Bradford	3

NOTE 1. Reverse movement may be made on hand signal from switchtenders. Switchtenders must arrange protection.

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

NOTE 3. Reverse movements may be made on signal indication. Operator must arrange protection.

NOTE 4. Westward movement made on signal indication. Reverse movement may be made on hand signal from switchtender at Neilston or C.A.&C. Switchtender must arrange protection.

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

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

1151-G1. Running Tracks of No Assigned Direction.

Track	Between	And	Controlled by	Note
No. 26 (E)	St. Clair Ave.	Leonard Ave.	Yard Master Yard A	
No. 88 (E)	B. & O. Crossing	Scioto	Terminal Yard Master	1, 3
No. 90 (E)	B. & O. Crossing	Scioto	Terminal Yard Master	2, 3
No. 33 (E)	Joyce Ave.	Fields	Yard Master Grogan	4
No. 13 (E)	Joyce Ave.	Fields	Operator Joyce Ave.	4, 7
No. 24 (E)	Top end Grogan	Fields	Yard Master Grogan	
No. 1 (N)	Fields	North Fields	Operator Fields	
No. 2 (S)	North Fields	Fields	Operator Fields	
No. 71 (E)	St. Clair Ave.	Sunbury Rd.	Yard Master Yard B	9
No. 73 (W)	20th Street	Neilston	Yard Master Yard B	9
No. 40 (E)	East End of Siding	Switch leading to No. 1 Main Track	Operator Xenia	5
No. 11-A (W)	East End Yard A	Switch leading to No. 4 Secondary Track east of Yard Office	Yard Master Richmond	
No. 5-A (W)	East End Yard A	West End Yard B	Yard Master Richmond	
No. 5-B (W)	East End Yard A	West End Yard B	Yard Master Richmond	
No. 6-C (E)	Switch east of 19th St.	Switch on ladder west of Yard Office	Yard Master Richmond	
No. 418 (E)	West End Undercliff Yard	Beechmont Ave.	Yard Master Undercliff	6
No. 2 (E)	Crossover Houston Ave.	Crossover Washington St.	Yard Master McCallough	8

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

NOTE 1. Trains receiving interlocking signal to enter No. 88 at B. & O. Crossing or Scioto, may do so without obtaining permission from Terminal Yard Master.

NOTE 2. Trains receiving interlocking signal to enter No. 90 at Scioto may do so without obtaining permission from Terminal Yard Master.

NOTE 3. Trains and engines clearing in No. 88 or No. 90 track must report clear to operator at High Street.

NOTE 4. The direction from Joyce Avenue to Fields is eastward. Westward movement may be made on hand signal from operator at Fields.

NOTE 5. Signal indication will be authority for movement.

NOTE 6. Reverse movement may be made on hand signal from switchtenders. Switchtenders must arrange protection.

NOTE 7. Yardmaster, Grogan Yard, must be notified before using track.

NOTE 8. Cars must not foul Cleany Ave. or switch at Houston Ave.

NOTE 9. Movement may be made on hand signal from switchtenders. Switchtenders must arrange protection.

PASSENGER TRAIN OPERATION

Station Stop Markers

1154-A1. Enginemen of trains leaving Cincinnati must platform their train at Norwood by stopping the front of the engine opposite the respective station stop marker as follows:

Up to 8 cars—No. 8 Station Stop Marker			
9 or 10 cars—No. 10	"	"	"
11 or 12 cars—No. 12	"	"	"
Over 12 cars—No. 14	"	"	"

1154-A2. Dennison—Conductors of all passenger trains stopping at Dennison will report by telephone to signalman at Uhrich before departing from that point.

Intermediate Train Brake Tests

1154-A4. The knowledge of the condition of the train brakes will be verbally transferred successively from one engineman to another. It will be the duty of the first engineman to verbally notify the second engineman, and the second engineman to verbally notify the third engineman, etc., of the condition of the train brakes at intermediate terminals or points where crews are changed.

FREIGHT TRAIN OPERATION

Instructions For Preparation And Handling Of Freight Trains On Grades, etc.

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

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

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

At locations where the use of retaining valves is necessary train must be stopped before they are turned up or down.

Retaining valves will be used in descending the following grades as specified:

Akron Branch:

Baddow Pass to Glenmont and Brink Haven.

Cadiz Secondary Track:

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

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

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

Columbus Yard "A" Ice House

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

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

Full Crew Law-Indiana

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

Operation of Pusher Engines In State of Ohio

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

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

Hog Drenchers.

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

Bradford—Eastbound Runner 1400 feet east of tower.

Selma—No. 1 track 100 feet east of bridge 41.67.

Columbus—North side of hump-lead 50 feet east of yard office, Yard A.

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

1155-C2. When brakes are being applied from the rear end of a long freight train, the brakes on locomotive and head portion of train will not apply due to the feed valve maintaining the brake pipe pressure. Therefore, it is important that the automatic brake valve be placed on first service as quickly as possible, thereby blanking off the supply of air pressure to the brake pipe, permitting the brakes to apply on locomotive and head portion of train. This will prevent the hard stretching out of the train, which may result in breaking a knuckle or drawbar.

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

Operation of A-2 Caboose Valve.

1155-C3. Service Application: Move the valve handle from release toward application position, being sure to hesitate 10 seconds in each notched position before moving on to the next notch. The first movement of the handle locks the valve so it cannot be moved back to closed position. After the train has stopped, the valve can be unlocked by moving the handle to the extreme application position.

Emergency Application: Move the valve handle quickly

from release to extreme application position and leave it there until after the train has stopped.

The practice of making brake applications from the rear of freight trains should be avoided except in cases of real necessity. Trainmen must endeavor to attract the engine-man's attention by signaling before applying the brakes from the train. When the danger to the train is such that trainmen will have time to stop the train with a service application, the following method should be used:

Open the conductor's valve on cabin car very slowly, using between 50 and 60 seconds from the time air starts to exhaust from conductor's valve until valve is wide open. The valve must not be closed until after the train has stopped.

Enginemen should look back along their train for hand signals as often as is consistent.

When trainmen are applying the brakes from the train, the engineman will be conscious of the brake application by the train slowing down due to brakes dragging on rear portion of train. When engineman notices this condition, he should immediately place the automatic brake valve on first service position, and if power is being used, the throttle must be gradually closed, making sure that power is completely shut off before the train stops.

1155-C4. Cadiz Jet.—Trains are prohibited from setting off defective cars on turntable track, and work trains, engines or other movements are prohibited from clearing on, or otherwise obstructing Cadiz Secondary track west of the facing crossover leading from No. 1 track to No. 1 storage track at Cadiz Jet. without first securing permission from the operator at Acre.

1155-C5. Trains must not be permitted to block the public grade crossings at Cadiz and Center Streets, Jewett longer than is absolutely necessary.

1155-C6. Trains must not be permitted to block the public grade crossings within the city limits of Newark, Ohio, particularly Main Street, any longer than is necessary.

1155-C7. To protect employes using drawbridges between tracks Nos. 1, 2 and 3, at Diesel Shop (Back Shop) Columbus, warning lights are in service at the east and west end of these tracks, located on wall of building, engine cab height.

Blue light lighted—**Rule 26** will apply. Tracks must not be shifted.

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

Both lights out—Tracks must not be shifted.

Engine and train service employes be governed accordingly.

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

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

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

One long flash—Stop.

Two short flashes—Move forward.

Three short flashes—Move backward.

Four short flashes—Apply or release air brakes.

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

Switches controlling these signals located in telephone boxes, 15 feet east and 1180 feet east of Blair Avenue and will be used to display indications as follows:

Off—No Light.

Proceed—Yellow.

Stop—Red.

Back Up—Flashing Red.

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

1156-A1. Elsinore—Oak Street. The movement of trains and engines through tunnels No. 1 and No. 2 is governed by fixed signals, which operate automatically. When stop signal **Rule 292**, FIG. B is displayed, trains and engines must not pass unless authorized by Yard Master McCullough and then only under flag protection.

1156-A3. When fixed signal No. 1573 governing westward movement on No. 2 track at west end Licking westward siding displays an indication more restrictive than "Approach Slow", **Rule 284**, FIG. A, trains with more than 20 cars will stop clear of signal and not proceed until signal displays an indication more favorable than "Approach", **Rule 285**, FIG. A.

1156-A4. When fixed signal No. 1179 governing westward movements on No. 2 track east of Cincinnati displays indication less favorable than clear, **Rule 281**, FIG. A, train will stop to clear east switch of crossover and Conductor or Engineman will report via telephone to operator at Cincinnati for instructions.

1156-A5. Eastward freight trains will stop west of Main Street, at Zanesville and keep clear of street crossing unless route is clear over B. & O. R. R. Crossing into yard.

1156-A6. Cars must not be left standing on Trinway Eastward Siding east of west end of eastward station platform.

SPEED RESTRICTIONS

1157-A. Speed Table.

Time per mile		Miles per Hour	Time per mile		Miles per Hour	Time per mile		Miles per Hour	Time per mile		Miles per Hour
Min.	Sec.		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	00	20
0	40	90	0	55	65	1	30	40	4	00	15
0	42	85	1	00	60	1	43	35	6	00	10
0	45	80	1	05	55	2	00	30	12	00	5

PASSENGER TRAINS AND FREIGHT TRAINS

1157-C1. Maximum Speeds, unless otherwise Specified

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

Main Line

Between:

Olentangy and Rice

Rice and Garrett

Garrett and Bradford

Bradford and West Bradford

West Bradford and New Paris

New Paris and Mile Post 119

Mile Post 119 and West 2nd Street

Richmond, West 2nd Street and Region Post (S'wn. Reg.)

Richmond Branch Between:

East Norwood and Old River Junction

New River Jct. and Glen

Newman and Mile Post 88

Mile Post 88 and Mile Post 100

Mile Post 100 and Mile Post 102

Mile Post 102 and Mile Post 121

Mile Post 121 and Mile Post 126

Mile Post 126 and Mile Post 130

Mile Post 130 and Mile Post 134

Mile Post 134 and Mile Post 136

Mile Post 136 and Mile Post 147

Mile Post 147 and Mile Post 157

Mile Post 157 and Mile Post 162

Mile Post 162 and Anoka

Fort Wayne Branch Between:

Newman and Adams

Single Track		No. 4 Track		No. 3 Track		No. 2 Track		No. 1 Track	
Psg.	Frt.	Psg.	Frt.	Psg.	Frt.	Psg.	Frt.	Psg.	Frt.
Miles per Hour									
						60	50	60	50
				30	30	60	50	60	50
						60	50	60	50
						50	50	50	50
50	50								
						70	50	70	50
						10	10	10	10
						75	50	75	50
60	50								
60	50								
50	40								
60	50								
50	40								
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50	40								
60	50								
50	40								
60	50								
50	40								
60	50								
50	40								
60	50								
40	40								

	Single Track		No. 4 Track		No. 3 Track		No. 2 Track		No. 1 Track	
	Pgr.	Frt.	Pgr.	Frt.	Pgr.	Frt.	Pgr.	Frt.	Pgr.	Frt.
Undercliff Branch Between:	Miles per Hour									
Red Bank and Rendcomb Jct.							30	30	30	30
Valley and Rendcomb Jct.	30	30								
Rendcomb Jct. and Undercliff							30	30		
Undercliff and Cincinnati							30	30	30	30
Zanesville Branch Between:										
New Lexington and Bremen	40	40								
Akron Branch Between:										
Reg. Post (Lake Reg.) and Mile Post 139	40	35								
Mile Post 139 and Pennor Crossing	30	30								
Sandusky Branch Between:										
North Fields and Region Post (Lake Reg.)							35	35	35	35

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

Mail and express trains No. 7 and No. 14 when operating with more than 30 cars while running on assigned passenger tracks where maximum authorized speed is in excess of 60 miles per hour will operate at maximum authorized speed of 60 miles per hour. Except as provided above, all other speed restrictions as they apply to passenger trains, remain in effect.

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

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

1157-C3. Wreck Trains and Work Trains

	Boom Trailing		Boom Forward	
	Miles per Hour			
	Wreck	Work	Wreck	Work
Main Line				
Between:				
Region Post (Pgh. Reg.) and Uhrich.....	40	40	30	30
Uhrich and First St., Newark (C. & N. Div.)..	50	40	30	30
Joyce Avenue and Thorne.....	50	30	40	30
Xenia and East Norwood.....	40	30	30	20
Akron Branch				
Between:				
Region Post (Lake Reg.) and Pennor Crossing.....	30	30	25	20
Sandusky Branch				
Between:				
North Fields and Region Post (Lake Reg.)..	30	30	25	20
Richmond Branch				
Between:				
Norwood Heights and Glen.....	35	30	25	20
Newman and Anoka.....	35	30	25	20
Ft. Wayne Branch				
Between:				
Newman and Adams.....	35	30	25	20
Undercliff Branch				
Between:				
Red Bank, Valley and Cincinnati.....	30	30	20	20
Zanesville Branch				
Between:				
New Lexington and Bremen.....	30	30	30	20
Zanesville Secondary Track				
Between:				
RY and New Lexington.....	30	30	30	20
Morrow Secondary Track				
Between:				
Bremen and Lancaster.....	25	30	25	20
Lancaster and MS.....	25	25	25	20
Springfield Secondary Track				
Between:				
Xenia and Springfield.....	30	30	20	20
Court St. Secondary Track				
Between:				
Lebanon and Cincinnati.....	20	20	15	15
Middletown Secondary Track				
Between:				
925 feet east of Mile Post 4 (Oxford Road Crossing) and Middletown Jet.....	20	20	15	20

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

Maximum Speeds, unless otherwise Specified.	
Entire Region:	Miles per Hour
1157-C4. Circus Trains.....	30
1157-C5. Revenue trains handling machinery of rotary or swinging type, such as cranes, derricks, steam shovels, etc., moving on own wheels—see Rule 4155-A.	
—on straight track.....	30
—on curves.....	20
1157-C6. Freight Trains with 30 or more cars of mineral freight.....	35
Freight Trains with one or more cars Class HK, HM or HMA Jenny Type hoppers loaded ore or empty.....	25
FORT WAYNE BRANCH: RICHMOND BRANCH: The movement of class HK, HM or HMA cars is prohibited except between: Anoka and Newman Adams and Newman NOTE—When handling such trains conductors must know that enginemen have been so advised.	
1157-C7. Snow Plows in service.....	20
Snow Flangers in service.....	20
Passing station platforms and trains on adjacent tracks.	5
NOTE—Must not be pushed with an engine or engines having more tractive effort than one L1S engine.	
1157-C11. Passenger train assisted by an engine on rear and air brake controlled by leading engine.....	30
1157-C12. Pushing Cars—Passenger trains.....	30
—Freight trains.....	20
1157-C13. Track cars—unless otherwise restricted....	20
—when hauling track cars or trailers.....	15
—hand cars operated under Rule 80	8
—through crossovers and turnouts, and over highway and railroad crossings.....	5
1157-C15. Diesel engines when operated from rear unit or other than leading end for direction of movement.....	30
1157-C14. Highway Rail Cars—unless otherwise restricted.....	
—Fairmont A-34.....	30
—Fairmont A-30.....	20
—Willys Jeep.....	20
—Evans Auto Railer....	20
—through crossovers and turnouts, and over highway and railroad crossings..	5
NOTE—Highway Rail Cars will operate under same rules and Special Instructions that apply to Track Cars.	

TURNOUTS		
1157-D1. Maximum Speeds, unless otherwise Specified.		
	Miles per Hour	
Non-Interlocked turnouts—diverging movements, except class I, J, K, and M engines through No. 8 crossovers and turnouts.....	10	
Other Crossovers and Turnouts	Miles per Hour	
	Forward	Backward
Class I, J, K, and M engines through No. 8 crossovers or turnouts must not exceed speed indicated:.....	10	5
This will apply at the following locations: NEWMAN—Facing interlocked crossover between No. 1 and No. 2 tracks 110 feet east of Newman Interlocking Station. ENTIRE REGION—All hand operated crossovers and turnouts.		
CURVES, BRIDGES, ETC.		
1157-F1. Maximum Speeds, unless otherwise Specified		
Main Line:	Miles per Hour	
First and second curves west of Tunnel No. 5.....	40	
First and second curves east of Mile Post 52.....	50	
Curves between Mile Post 52 and Mile Post 67, west of Cadiz Jct.....	55	
Jewett Street, Dennison and Water Street, overhead bridge, Uhrichsville.....	30	
First curve east of Mile Post 94, west of Uhrichsville..	60	
Newcomerstown, College Street and Goodrich Street..	25	
Curve at Mile Post 122, West of WV.....	60	
Coshocton, Locust Street and Walnut Street.....	20	
Curves between Mile Post 125 and Mile Post 126, east of Tyndall.....	60	
On reverse curve at Mile Post 148, east of Hanover....	60	
First and second curves west of Hanover.....	60	
Newark, Cedar Street and { Passenger trains.....	25	
B. & O. R. R. crossing..... { Freight trains.....	15	
Newark, B. & O. R. R. crossing.....	15	
Joyce Avenue—Within interlocking limits.....	15	
High Street interlocking limits.....	10	
Columbus—Over all street grade crossings.....	45	
—Between Water Street grade crossing and west end of first curve west of Scioto River Bridge.....	25	
London—Within corporate limits.....	35	
South Charleston—Curve west of Mile Post 36.....	50	
Xenia—East end Xenia Yard—Curve west of Mile Post 53, No. 1 track.....	60	
—First curve west of Station.....	25	
—Curves between Mile Post 1 and Mile Post 2....	50	
—Over other street grade crossings on single track.....	25	
Curve Mile Post 60, east of Spring Valley.....	50	
Curve Mile Post 71, west of Waynesville.....	50	
Curve Mile Post 73, east of Oregonia.....	40	
Curves Mile Post 76 to west of Mile Post 79, west of Oregonia.....	40	
Curve east of Bridge 82.95 and through Morrow.....	15	
Between Mile Post 84 and a point 1000 feet east thereof.	30	
Curves Mile Post 86 to west of Mile Post 87, east of South Lebanon.....	40	

Main Line:	Miles per Hour
Curves So. Lebanon to 3960 ft. west of Kings Mills.....	40
Between Mile Post 93 and a point 500 feet west thereof, No. 2 track.....	40
Curve Mile Post 93, west of Foster.....	40
Curves Mile Post 93 to Mile Post 97, Loveland.....	50
Within Corporate limits Loveland.....	15
Between Mile Post 99 and Mile Post 101, East of Donnelly.....	40
Curves Mile Post 100 and second curve east of Mile Post 101, west of Branch Hill.....	40
Curves Mile Post 101, east of Donnelly to Bridge 102.53, west of Miamiville.....	50
Curves Mile Post 104, west of Camp Dennison to Mile Post 106, west of Milford.....	40
Curves east of Mile Post 108, west of Terrace Park, to west of Mile Post 109, east of Plainville.....	50
Curves Red Bank to East Norwood.....	40
Dayton—All street grade crossings Dutoit St. to Wolf Creek.....	25
Brookville—Within corporate limits.....	35
West Sonora—Curve 2.0 miles west of.....	65
West Manchester—Within corporate limits.....	35
First curve east of Mile Post 49, east of New Paris....	65
Olentangy—Within Interlocking limits.....	30
Columbus—Between Olentangy and Mile Post 3.....	30
—Curves between Mile Post 3 and Scioto River Bridge 4.17.....	40
Urbana—Over street grade crossings.....	25
Piqua Crossing—Freight trains on No. 2 track between Mile Post 70 and Piqua Crossing.....	30
Bradford—Curves between Interlocking Station and Miami Ave.....	25
—Over street grade crossings.....	20
Greenville—First curve west of Mile Post 94.....	25
—Mile Post 95 to Signal 955.....	45
Hewitt—Curve between Interlocking Station and Mile Post 103.....	35
New Paris—First curve west of Mile Post 114.....	55
Glen—First curve west of Mile Post 116.....	60
—Within interlocking limits.....	50
Richmond—First curve east of Mile Post 119.....	60
—On Passenger Station tracks.....	5
—Curves east and west of Mile Post 120.....	10
Hills—Curve west of Mile Post 122, Track No. 2.....	65
Richmond Branch:	
Curves Norwood and East Switch, Oakley to 885 feet west of Mile Post 12.....	40
Curve Mile Post 15 to Mile Post 16, Reading.....	40
Curve Mile Post 25 to Mile Post 26, east of Mosler....	40
Curves Mile Post 30 to Old River Jct.....	15
Over street crossings, Hamilton.....	25
Over street crossings, Eaton.....	30
Curve Mile Post 69, three miles east of Glen.....	50
Curve east of Mile Post 72, east of Glen.....	30
Curves east of Mile Post 101, east of New Castle to Broad.....	40
Curve east of Mile Post 122, east of Delco.....	40
Between Gridley and Dow.....	30
Curve at Dow, N. Y. C. Crossing.....	40
Elwood—Within corporate limits.....	30
Over street crossings, Kokomo.....	30
Fort Wayne Branch:	
Curve at Mile Post 1, west of Newman.....	40
First Curve east of Mile Post 24, east of Winchester...	40
Curves west of Mile Post 24, Winchester.....	15
Winchester to a point 700 feet west of Mile Post 25....	15
Curves Mile Post 33, Ridgeville.....	25
First Curve west of Mile Post 43, Portland.....	30
Curve over Erie and N. K. P. Crossing, Decatur.....	30

	Miles per Hour
Akron Branch:	
Within interlocking limits and through North Transfer Track, Orrville.....	15
Between a point 1320 feet south of Mile Post 60 and a point 2640 feet south of Mile Post 61.....	30
Between Mile Post 73 and Mile Post 80.....	25
Curves between Mile Post 80 and Mile Post 84, north of Danville.....	35
Between Broadway and Walnut Street, Westerville....	30
Windsor Avenue, north of Pennor Crossing.....	15
Pennor-Crossing within Interlocking Limits.....	15
Sandusky Branch:	
Between North Fields and Mile Post 5.....	20
Zanesville Branch:	
Bridge 39.30, 1320 feet west of Mile Post 39, west of New Lexington.....	20
Junction City B. & O. R. R. Crossing.....	15
Bremen, within corporate limits.....	10
Zanesville Secondary Track:	
Between Mile Post 1 and Mile Post 4.....	15
Dresden, within corporate limits.....	8
Between Bridge 8.87 and 600 feet east.....	10
Zanesville, within corporate limits.....	15
Curves between Zanesville and Fair Oaks.....	15
South Zanesville, Main Street Crossing.....	15
Between Eastward Distant Signal Darlington and 2800 feet east.....	10
Between a point 2000 feet east of Mile Post 24 and Mile Post 25 two miles east of Roseville.....	15
Crooksville, Main Street crossing.....	10
Morrow Secondary Track:	
Bremen, within corporate limits.....	10
Circleville, Clinton St., and N. & W. R. R. Crossing...	10
Circleville, between a point one-half mile east of Mile Post 83, west of Circleville and a point one-half mile west thereof.....	25
New Holland, within corporate limits.....	8
Washington C. H., over B. & O. and D. T. & I. R. R. crossing.....	20
Sabina, within corporate limits.....	15
Sabina, Howard Street crossing.....	5
Wilmington, within corporate limits.....	8
Ogden (West of, Mile Post 136): Over Pyles crossing..	15
Hicks, between a point 2700 feet west of Mile Post 142 and 3000 feet west thereof.....	15
Morrow, within corporate limits.....	15
Court St. Secondary Track:	
Curves end of secondary track to Mile Post 27, Lebanon.....	15
Curves Mile Post 29 to Mile Post 31, east of Hageman..	15
Curves Mile Post 38 to Mile Post 39, west of Mason....	15
Curves Mile Post 47, Deer Park to Mile Post 50, Mc- Cullough.....	15
Over Main Street Crossing Norwood.....	5
Cleany Ave., and Woodburn Ave.....	10

Springfield Secondary Track:	Miles per Hour
Xenia—Through Detroit Street.....	6
—Between Detroit Street and Passenger station.....	15
Bridge 0.13—0.13 mile east of Xenia.....	10
Bridge 3.14—3.14 miles east of Xenia.....	20
Bridge 6.37—6.37 miles east of Xenia.....	20
Yellow Springs—Between 2640 feet west and 2640 feet east of Route 68.....	20
Bridge 10.29—0.29 mile east of Yellow Springs.....	10
Over crossing (Leffel's Lane) 400 feet west of Mile Post 17.....	5
Over crossing (Possum Road) 3060 feet west of Mile Post 17.....	5
Springfield—Over Limestone Street, Fountain Avenue and Center Street.....	6
—Over all other street grade crossings.....	20

ENGINES

1157-G1. Maximum Speeds, unless otherwise Restricted.

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

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

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

Numerals indicate engine horsepower in nearest hundreds.

SECONDARY TRACKS, RUNNING TRACKS AND SIDINGS

1157-H1. Maximum speeds, unless otherwise specified.

Track	Between	And	Miles per Hour
Cadiz.....	Cadiz Jct.....	Georgetown Jct....	20
Cadiz.....	Georgetown Jct....	Hanna.....	15
No. 101.....	Uhrich.....	Dyke.....	15
Zanesville.....	RY.....	New Lexington....	30
Morrow.....	Bremen.....	MS.....	30
No. 1 and No. 2.....	Fourth Street....	High Street.....	15
No. 3 and No. 4.....	Glen.....	Newman.....	15
Springfield.....	Xenia.....	Springfield.....	30
Court St.....	Lebanon.....	Cincinnati.....	20
Middletown.....	925 feet east of Mile Post 4 (Ox- ford Road Cross- ing).....	Middletown Jct....	20
Eastward.....	Bradford.....	East Bradford....	15
Westward.....	East Bradford....	Bradford.....	15
All Sidings.....			15

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

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

Zanesville Secondary Track

ZANESVILLE TERMINAL R. R.:

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

Zanesville Branch

NEW LEXINGTON—JUNCTION CITY:

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

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

ENGINE AND SPECIAL LOAD RESTRICTIONS

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

NOTE—Letters and figures indicate;

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

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

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

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

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

LOCATION	CLASS OF ENGINES						SPECIAL LOADS			
	1	2	3	4	5	6	L	M	I	J
	AS6, A6B, BS6, BS6A, BS7, BS7M, ES6, GS4, GS4M	AS10, AS10A, AS10AM, AS10AS, AS10AMS, AS10M, AS18M, BS10, BS10A, BS10AM, BS10AS, BS12, BS12AM, BS12AMS, BS12M, ES10, ES12, ES12M, FS10	AS15M, AS16, AS16M, AS16MS, AF15, AF16, BF15A, BF16, ES15M, ES15MS, EFS17M, EF15, EF15A, EH15, EFP15, FS12, FS12M, FS16M, FS20, FS20M, FF16	AS18AM, AS24M, AFP20, BS16M, BS16MS, EP20, EP22, FP20, FP20A	AS16A, APS24MS, BS24, BS24M, BF16Z, BP20, ES15A, ES17M, FS24M, FF20, LS25 LS25M	BH50				
MAIN LINE										
MILE POST 52 (West of): Jefferson Coal Co., Sidney No. 2 mine, on empty tracks west of tipple.....	X	X	X	X	X	X	X	X	X	X
SCIO: Scio pottery tracks.....						X		X	X	X
MILE POST 88 (West of): Meechan Mine beyond a point 250 ft. west of frog.....							X	X	X	X
DENNISON: East end west bound yard, tracks Nos. 11, 13, and 15.....						X	X	X	X	X

	1	2	3	4	5	6	L	M	I	J
Superior No. 2 plant.....					X	X	X	X	X	X
Ferguson-Edmundson Tracks.....					X	X	X	X	X	X
Dennison Sewer Pipe Co. lead track.....						X	X	X	X	X
Dennison Sewer Pipe Co., track beyond a point 50 ft. east of crossing.....					X	X	X	X	X	X
Beyond a point 200 ft. west of switch leading to tracks east of inspection shed.....						X	X	X	X	X
Old wreck train, Oil house, High-Ball and Work train tracks beyond in-bound switch.....						X	X	X	X	X
Coal dock, alley tracks and shop yard.....						X	X	X	X	X
Beyond No. 14 switch west and eastward yard.....						X	X	X	X	X
Beyond point of switch to No. 12 track, east end of eastward yard.....						X	X	X	X	X
West end No. 10 Shop track.....						X	X	X	X	X
UHRICHSVILLE:										
Freight Station track.....						X	X	X	X	X
Twin City Gro. Co. track.....						X	X	X	X	X
Farm Bureau Cooperative track.....	X	X	X	X	X	X	X	X	X	X
Royal Southern Industrial track.....						X	X	X	X	X
MILE POST 94 (East of): Universal Sewer Pipe Co. tracks.....						X	X	X	X	X
MILE POST 96 (East of): Ohio Sewer Pipe Co., track.....						X	X	X	X	X
GNADENHUTTEN: Stocker Sand and Gravel plant.....						X		X		X
MILE POST 98 (West of): Ross Clay Co., track.....						X	X	X	X	X
MILE POST 100 (East of): Belden Brick Co., north of road crossing.....						X	X	X	X	X
PORT WASHINGTON: Station track beyond a point 200 ft. west of frog.....						X	X	X	X	X
NEWCOMERTOWN:										
Canton Brick Co. and Standard Oil Co. tracks.....						X	X	X	X	X
Panhandle House track.....						X		X		X
All connections to yard off No. 6 track.....								X		X
No. 24 track connection with Ash Pit track and Ladder track, south end of yard.....						X	X	X	X	X
Wye tracks.....						X	X	X	X	X
East end of freight house track.....						X	X	X	X	X
WEST LAFAYETTE:										
Moore Stamping and Enameling Co.....								X		X
Industrial track, 100 ft. east of highway crossing to end of track.....						E		E	E	E
COSHOCTON:										
Clow and freight house tracks.....						X	X	X	X	X
Wye tracks.....						X	X	X	X	X
American Art Works and old paper mill tracks.....						X	X	X	X	X
Indian Refining Co. track.....						X	X	X	X	X
Coshocton Milling Co.....								X		X
Coshocton County Farm Bureau Cooperative Assn. track.....								X		X
TRINWAY:										
East and west ladder tracks leading from drill track to yard.....								X	X	X
Freight house track.....						X	X	X	X	X
NEWARK:										
Home Billman Holoplane Glass, Heisey Glass, Cree-Becker, Dixie Coal, Burke Golf and incline or north track.....						X	X	X	X	X
No. 1 and No. 2 tracks Freight house.....										X
No. 1 and No. 2 tracks Freight beyond restriction board 100 ft. west of Freight house.....						X	X	X	X	X
CADIZ SECONDARY TRACK:										
Beyond a point 500 feet from junction switch.....						X				
On turn-out leading from Cadiz Secondary track to west end of Moore Mine track when moving to or from Cadiz Secondary track.....						X	X	X	X	X

	1	2	3	4	5	6	L	M	I	J
MAIN LINE										
COLUMBUS:										
GROGAN:										
Joyce Iron and Metal Co.					X	X	X	X	X	X
Hanna Paint Co.					X	X	X	X	X	X
Federal Chemical				E	E	E	E	E	E	E
Farmer's Fertilizer										
American Zinc Oxide										
Industrial Tracks south of 11th Ave.		X	X	X	X	X	X	X	X	X
City Ice & Fuel Co.										
Columbus Auto Parts Co.										
Connections to N. & W. Ry. at Joyce Ave. (N. & W.)							5	5	5	5
Wye to No. 13 Track										
Old Wye and Middle Wye								X		AD
North West Lumber Co.					X	X	X	X	X	X
UPPER CHASE AVE. YARD:										
East End Tracks 4 to 10 incl.							A	X	X	X
YARD A:										
Dispatching Tracks 20 to 28, both inclusive on curve west of Taylor Ave. and ladder at west end							X	X	X	X
Smith Agricultural Chemical					X	X	X	X	X	X
Smith Agr. Chem. Track No. 3					X	X	X	X	X	X
King Coal Co.					X	X	X	X	X	X
Katz Rag Co.					X	X	X	X	X	X
Anderson Sand & Gravel										
Columbus Terminal Warehouse.				X	X	X	X	X	X	X
Yard "A" Hump						X				
East end Short Yard A, Tracks 10, 12, 16, 18, 20 and 22							X	X	X	X
West end Short Yard A, Tracks 10, 16, 20, 22										A
Davidson Chemical Co.					X	X	X	X	X	X
20TH STREET SHOP:										
Lumber Tracks					X	X	X	X	X	X
Store Room Track, north of Enginehouse										
Inspection Pit, west of Boiler Shop										
Fence Track leading to Lumber Yard					X	X	X	X	X	X
Power House Ash Pit Tracks										
No. 5½ Track, north of Tank Shop										
Paint Shop		X	X	X	X	X	X	X	X	X
East Paint Shop Ladder		X	X	X	X	X	X	X	X	X
West end of Erection Shop					X	X	X	X	X	X
Yard "B" Hump						X				
YARD C:										
All Tracks west of crossover just east of Yard Office							X	X	X	X
MIAMI YARD:										
Produce Yard, all Tracks South Ladder					X	X	X	X	X	X
Produce Yard, No. 2 Track										
Produce Yard, No. 4 Track					X	X	X	X	X	X
Miami Yard, Tracks Nos. 1 and 8					X	X	X	X	X	X
UNION DEPOT:										
Tracks Nos. 7 and 8										X
HIGH STREET										
OLENTANGY:										
Spruce Street Coach Yard No. 37 Track							X	X	X	X
Spruce St. Enginehouse, Out-bound Tracks Nos. 1 and 2 and Inbound Track No. 1								X	X	X
Stone Track					X	X	X	X	X	X
Neil Track						X	X	X	X	X
GRANDVIEW—										
MARBLE CLIFF:										
Higgs Avenue Industry					X	X	X	X	X	X
Hump						X				
Filtration Track						X	X	X	X	X
American Aggregate Co.						X	X	X	X	X
No. 24 Track, Grandview										
Cols. & Sou. Ohio Electric Co						X	X	X	X	X
Northwest Blvd. Tracks and Connections thereto						X	X	X	X	X
Marble Cliff Quarries Plant X (incl. Connections west of 5th Ave.)						X	X	X	X	X
Bridge 4.17, Marble Cliff					50	60	45	45	40	30
Marble Cliff Quarries Plant B.	M	M	M	M	M	X	X	X	X	X
Marble Cliff Hobo Track					X	X	X	X	X	X

	1	2	3	4	5	6	L	M	I	J
HIGH STREET—										
MIAMI CROSSING:										
Main Track, between High St. and Water St.								5		
American Vitrified Products Co.					X	X	X	X	X	X
North Alley		X	X	X	X	X	X	X	X	X
Ludlow Street Track, North and South		X	X	X	X	X	X	X	X	X
Bridge 0.40, Spring St.				50	50	50	50	60	40	30
Fairmont Creamery Co.					X	X	X	X	X	X
Columbus Bolt Works					X	X	X	X	X	X
Bridge 0.49, Over Scioto River					50	50	50	60	50	40
C. & O. Transfer Track, Scioto					X	X	X	X	X	X
Borger Track					X	X	X	X	X	X
Giesey Tracks 1 and 2										
Giesey Tracks 3, 4 and 5			X	X	X	X	X	X	X	X
Sandusky St. Team Track										
Imbecile Asylum					X	X	X	X	X	X
State Hospital										
WESTINGHOUSE MFG. CO.:										
1.7 m. west of Miami Crossing—										
Lead, storage and Inter-change					X	X		X	X	X
Tracks 2 to 10					X	X	X	X	X	X
HULTGREN:										
2.3 m. west of Miami Crossing—										
Shell Oil Co.					X	X	X	X	X	X
TEXAS CO.:										
2.5 m. west of Miami Crossing—								X	X	X
ALTON:										
People Development Co.					X	X	X	X	X	X
WEST JEFFERSON:										
Canning Track					X	X	X	X	X	X
Elevator Track					M	M	M	M	M	M
LONDON:										
Steel Co. of Ohio										
McCord Corp.										
Spensmaker Track					X	X	X	X	X	X
Elevator Track										
The Williams Co.										
FLORENCE:										
Elevator Track					M	M	M	M	M	M
SOUTH CHARLESTON:										
United Shoe Machinery Corp.								X	X	X
North Transfer, east of Repair										
Track					X	X	X	X	X	X
CEDARVILLE:										
House Track at Main St.					M	M	M	M	M	M
Paper Mill					X	X	X	X	X	X
WILBERFORCE:										
University Track				5	5	E	E	E	E	E
XENIA:										
Hooven & Allison Co.										
Standard Oil Co.										
Independent Paper Co.					X	X	X	X	X	X
Smith Coal Co.										
Wilson Engineering Co.				T	T	T	T	T	T	T
Wye Track							X	X		X
Pelham Track										
Envy Track					X	X	X	X	X	X
McNamee Coal Co.										
Connections from Dayton Main										
to Springfield Branch						X	X	X	X	X
R. A. Kelley Co.					X	X	X	X	X	X
Farmers Exchange										
Mill Track (Trebeins)						X	X	X	X	X
BRIDGE 4.62:										
1.18 m. east of Alpha					50		50	60	50	50
BRIDGE 10.23:										
2.1 m. east of Clement					50		50	50	50	50
BRIDGE 13.75:										
0.9 m. east of Dutoit Street				50	30	30	30	30	30	30
CLEMENT:										
Clement Yard, East End Ladder								X		X
Hempstead Track, Connection to										
Clement Yard								X		X

[illegible]

	1	2	3	4	5	6	L	M	I	J
BRADFORD:										
East end Yard C, Tracks 5 and 6.....										
West end Yard C, all Tracks.....										
No. 4 Ash Pit Track.....										
Westward Turntable Track.....								X	X	X
Eastbound Receiving Yard.....										
Eastbound Classification Yard.....										
Westbound Receiving Yard.....										
Westbound Classification Yard.....										
Bradford Humps.....						X				
Lumber Track.....								X	X	X
GETTYSBURG:										
Seaman Track.....								X	X	X
GREENVILLE:										
Inland Steel Container Co.....					X	X	X	X	X	X
Conks Track.....										
Fertilizer Track.....								X	X	X
Daisy Track.....										
Heading Track.....										
American Aggregates.....		X	X	X	X	X	X	X	X	X
NOTE—Cars over 40 feet in length, coupled, restricted.										
NEW MADISON:										
Bowers Coal Co.....								X		X
Oil Track.....										
BRIDGE 109.86:										
5.0 m. west of New Madison.....					50	50	50	60	50	50
BRIDGE 113.38:										
0.4 mile east of New Paris.....				50	50	60	50	45	40	30
NEW PARIS:										
Mill track, south side.....					X	X	X	X	X	X
RICHMOND:										
Water Works.....					X	X	X	X	X	X
YARD D:										
Tracks 12 and 13.....					X	X	X	X	X	X
Tracks 6 West end, 7, 8, 9, 10, 11 and 14.....								A		A
YARD A:										
Tracks 6, 7 and 8.....										
West end of Tracks 9, 10 and 11.....								A		A
YARD G:										
Tracks 7 and 8, west end.....								A		A
YARD F:										
Tracks 6, 7, 8, 9 and 10.....					X	X	X	X	X	X
YARD C:										
Tracks 6, 7, 8, 9 and 10.....								A		A
West end Track 11.....										
YARD B:										
Tracks 7 East end, 8, 9, 12, 13 and 14.....								A		A
West End Tracks 10 and 11.....					X	X	X	X	X	X
YARD E:										
All Tracks.....					X	X	X	X	X	X
Richmond Hump.....						X				
ENGINEHOUSE:										
Sand House, all Tracks.....					X	X	X	X	X	X
Circle Track.....										
Oil House Track.....					X	X	X	X	X	X
WEST OF 19th STREET:										
Cabin Track, west of 19th Street.....					X	X	X	X	X	X
Kemper Bros., 15th Street.....				X	X	X	X	X	X	X
East End Coal Co.....					X	X	X	X	X	X
International Harvester.....										
12th Street Yard, all Tracks.....										
F. & N. Lawnmower.....					X	X	X	X	X	X
Coach Tracks 3, 4 and 5.....					X	X	X	X	X	X
Short 7, west of Station.....										
Hiet Cartright Co.....										
Mather Bros. Coal Co.....					X	X	X	X	X	X
McGuire Lawnmower.....										
Vortex.....										
Hole Track.....				X	X	X	X	X	X	X
Freight House, all Tracks.....					X	X	X	X	X	X
Miller Bros.....										
C. & O. Connection.....					X	X	X	X	X	X
Davis Track.....										
International Harvester: 13th, 14th, 15th Streets.....					X	X	X	X	X	X
Cobles Casket Co.....										
Smith Construction Company.....					X	X	X	X	X	X
Palladium Track.....										

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

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

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

	1	2	3	4	5	6	L	M	I	J
.7 Mile West of Mile Post 86: Wayne County Farm Bureau.....						X	X	X	X	X
HAGERSTOWN: Elevator track.....						X	X	X	X	X
NEW CASTLE: Farm Bureau track.....									X	X
Big 4 wye.....										
BRIDGE 102.64: West of Broad.....								40	30	30
BRIDGE 103.55: East of Foley.....								40	30	30
HONEY CREEK: Elevator track.....						X	X	X	X	X
MIDDLETOWN (IND.): Station track.....						X	X	X	X	X
ANDERSON: West leg wye.....						X		X	X	X
East leg wye.....						X	A	X	X	X
FRANKTON: Canning Factory track.....						X	X	X	X	X
BRIDGE 136.86: East of Elwood.....								35	20	20
ELWOOD: Heffner track and west end of House track, Frazier tracks, Pittsburgh Plate Glass Co. No. 2, 3, and 4 tracks.....						X	X	X	X	X
Indiana Box, Sellers loading and platform tracks, Monticello Shovel Co., and Pittsburgh Plate Glass Co., track 1.....							X	X	X	X
Home Ice.....						X	X	X	X	X
BRIDGE 158.28: East of Kokomo.....								35	20	20
KOKOMO: Pittsburgh Plate Glass Co. Track... Over Scales in Scale track.....	10	10	10	10	10	X	X	X	X	X
WALTON: North & South Elevator and Lumber tracks.....						X	X	X	X	X
FORT WAYNE BRANCH Between Newman and Adams.....								40	30	30
BRIDGE 8.10: East of Fountain City.....								40	30	30
WINCHESTER: Old wye track.....							X	X	X	X
Interchange tracks.....										
150 ft. west of Big 4 Conn.....										
RIDGEVILLE: House track.....							X	X	X	X
North-west wye track.....								X	X	X
South-west wye track.....										
BRIDGE 42.00: East of Portland.....				40	40	40	40	30	30	30
BRIDGE 43.02: East of Portland.....				40	40	40	40	30	30	30
PORTLAND: Bimmel track.....						X	X	X	X	X
Holmes, Haynes.....										
No. 4 House track.....						X		X	X	X
Tile Track.....										
BRIDGE 52.49: East of Geneva.....								40	30	30
BRIDGE 53.64: East of Geneva.....								40	30	30
BRIDGE 55.93: West of Geneva.....						45		20	20	15

	1	2	3	4	5	6	L	M	I	J
MORROW SECONDARY TRACK:										
Between:										
Bremen and Circleville.....						X	X	X	X	X
Circleville and Washington C. H.....					X	X	X	X	X	X
Washington C. H. and Morrow.....					X	X	X	X	X	X
BREMEN:										
All Industrial tracks.....					X	X	X	X	X	X
NORTH BERNE:										
Krystal Rock Gravel and Sand track.....					X	X	X	X	X	X
LANCASTER:										
Columbus Oil and Grease, Carbon Works, C. & O. R.R., transfer, car shop yard and all other Industrial tracks.....		X	X	X	X	X	X	X	X	X
BRIDGE 70.78:										
East of Mile Post 71.....	20	20	20	20	20	X	X	X	X	X
CIRCLEVILLE:										
Cooper house track, Glass House track and Shell Oil Co. track.....					X	X	X	X	X	X
BRIDGE 87.88:										
East of Williamsport.....		20	20	20	20	X	X	X	X	X
BRIDGE 90.58:										
West of Williamsport.....		10	10	10	10	X	X	X	X	X
BRIDGE 95.27:										
West of Mile Post 95.....		20	20	20	20	X	X	X	X	X
BRIDGE 111.69:										
East of Jasper.....	10	10	10	10	X	X	X	X	X	X
BRIDGE 114.30:										
West of Jasper.....	10	10	10	10	X	X	X	X	X	X
BRIDGE 131.59:										
West of Mile Post 131.....	10	10	10	10	X	X	X	X	X	X
BRIDGE 135.03:										
West of Ogden.....	10	10	10	10	X	X	X	X	X	X
SPRINGFIELD SECONDARY TRACK										
BRIDGE 0.13:										
0.13 m. east of Xenia.....				10	10	10	10	X	X	X
BRIDGE 0.23:										
0.23 m. east of Xenia.....								X	X	X
BRIDGE 3.14:										
3.14 m. east of Xenia.....				20	20	20	10	X	X	X
BRIDGE 6.37:										
6.37 m. east of Xenia.....				20	20	20	20	X	X	X
YELLOW SPRINGS:										
Coal Tipple.....	T	T	T	T	T	X	X	X	X	X
H. L. Hackett Company.....						X	X	X	X	X
Dewine Milling Company.....						X	X	X	X	X
Morris Bean and Co.....						X	X	X	X	X
BRIDGE 10.29:										
0.29 m. east of Yellow Springs.....				10	10	10	10	X	X	X
EMERY CHAPEL:										
Wickes Lumber Co.....						X	X	X	X	X
Miller Coal and Feed Co.....						X	X	X	X	X
SPRINGFIELD:										
Intag Track.....						X	X	X	X	X
Wagner Pole Track.....						X	X	X	X	X
Wagner Track.....						X	X	X	X	X
Fulmer Track.....						X	X	X	X	X
Carson Track.....						X	X	X	X	X
All other Industrial Tracks.....						X	X	X	X	X
Allen Tool Co.....						X	X	X	X	X
Pure Oil Co.....						X	X	X	X	X
McKenzie Lumber Co.....						X	X	X	X	X
Hackett Track.....						X	X	X	X	X
Shuey Track.....						X	X	X	X	X
Tuttle Elevator Track.....						X	X	X	X	X
CLEMENT-HEMPSTEAD:										
Industrial Track.....						X	X	X	X	X
DAYTON-LYTLE:										
Industrial Track.....						X	X	X	X	X

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

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

1160-B1. Other Equipment Restrictions

ENTIRE REGION:

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

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

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

Employees are warned to be on the lookout for such equipment. Train and engine service employees must not go on top of such cars unless it is known that hatch covers are in place and secured.

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

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

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

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

1160-B2. Jenny Type Iron Ore Cars. Class HK, HM, HMA, U22, Etc., restricted as follows:

Four or more loaded, coupled cars—Col. I Engines
Three or less loaded, coupled cars—Col. M Engines

1160-B3. Duluth, Missabe and Iron Range Railway Company Class U22 ore cars in Series 27,000 to 27,499 restricted as follows:

Maximum Speed—when loaded, 30 miles per hour.

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

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

In territory where they are permitted to operate, these derricks, in so far as effect of their weight on bridges is concerned, may be moved under the same restrictions as obtain for Class J engines. The derrick, however, must be separated from the engine by at least two cars, which may or may not be loaded.

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

Overhead Clearance.

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

Structure	Location
Main Line	
Loading Tipples.....	Betsy No. 2 Mine.
Signal Bridge.....	Custer, eastward home signal.
Signal 731.....	Between Custer & Scio.
Loading Shed.....	Scio, Pottery track.
Signal 881.....	Dyke.
Overhead Bridge.....	Water St., Uhrichsville.
Columbus:	
*Highway Bridge 2.43..	Taylor Avenue.
*Highway Bridge 1.52..	St. Clair Avenue (West of Joyce Ave.)
Cantilever Signal.....	East of Fifth Avenue.
*Highway Bridge 1.40..	St. Clair Avenue.
*Highway Bridge 1.00..	Cleveland Avenue (West of Joyce Ave.)
*Highway Bridge 0.88..	Cleveland Avenue.
*Highway Bridge 0.84..	N. & W. Freight House Lead.
*Concourse and Umbrella Sheds.....	Union Depot Station Tracks.
*Driveway over Secondary Tracks.....	Union Depot.
Highway Bridge 0.01..	High Street.
Highway Bridge 0.08..	Front Street (East of Dennison Ave.)
Highway Bridge 0.05..	Maple Street (East of Water Street).
Highway Bridge 0.10..	Naghten Street (East of Water Street).
Highway Bridge 0.15..	Front Street (East of Water Street).
Home Signal Bridge..	Marble Cliff.
Highway Bridge 2.99..	Trabue Road—Marble Cliff Plant X.
Highway Bridge 12.54..	East of West Jefferson.
Eastward Home Signal.....	London.
Highway Bridge 51.59..	West of Wilberforce.
Highway Bridge 54.25..	Monroe Street, Xenia.
Bridge 82.95.....	0.25 mi. east of Morrow.
Bridge 106.32.....	Terrace Park
Bridge 109.34.....	0.56 mi. east of Plainville.
Cantilever Signal 42..	West of Trebein.
Trolley Wires.....	Dayton:
	East 5th Street.
	West 5th Street.
	West 3rd Street.
	Brown Street.
	All Industrial Tracks Entering Buildings.
	Industrial track entering Duellman Electric Co., at Wayne Avenue.
O. H. Wires and Cables	Master Electric Co.
Highway Bridge 35.37..	East of West Sonora.
Highway Bridge 36.97..	Main Street, West Sonora.
Highway Bridge 34.19..	West of Woodstock.
Highway Bridge 36.25..	West of Brush Lake.
Highway Bridge 36.88..	East of Cable.
Highway Bridge 46.39..	Urbana.
Railroad Bridge 46.67..	N. Y. C. R. R., Urbana.
Signal Bridge 493.....	West of Rice.
Signal Bridge 507.....	East of Westville.
Signal Bridge 525.....	West of Westville.
Highway Bridge 53.07..	West of Westville.
Signal Bridge 541.....	East of Garrett.
Signal Bridge 569-570..	Garrett.
Signal Bridge 597-598..	West of St. Paris.
Signal Bridge 613-614..	East of Conover.
Signal Bridge 629-630..	West of Conover.

Structure	Location
Signal Bridge 661-662.. Signal Bridge 692-693.. Eastward Home Signal Pope Products Com- pany Steel Storage Bldg.....	Fletcher. East of Piqua Crossing. Greenville.
Eastward Home Signal Highway Bridge 118.84 Wire Crossings.....	Greenville. Glen. 19th Street, Richmond. Richmond Yard. All yard tracks, from a point one-half mile east of Bridge 118.84 (19th Street) to Bridge 118.84.
Signal Bridge 1183-1184 Signal Bridge 1189-1190 Umbrella Shed.....	Richmond. East of Richmond passenger station. Between tracks B and C, Richmond Passenger Station.
Eastward Home Signal Highway Bridge 136.79	Ft. Wayne Branch and Richmond Branch, Newman. Dublin.
Akron Branch: Bridge 76.78..... O. H. Bridge..... O. H. Bridge 89.82.....	Baddow Pass. Jackson St., Millersburg Howard
Richmond Branch: Bridge 8.86..... Bridge 11.13..... Crescentville East of..	Madisonville. Norwood Heights. Ford Tracks 7 and 8 along Scrap Loading Docks.
Ft. Wayne Branch: Bridge 8.10..... Bridge 55.93..... Bridge 72.04.....	0.7 mi. east of Fountain City. 1.73 mi. west of Geneva. 1.33 mi. west of Decatur.
Undercliff Branch: Signal Bridge..... Signal Bridge..... Bridge 113.46..... Signal Bridge 1171.... Signal Bridge 1189.... Bridge 0.84..... Bridge 1.38.....	0.1 mi. east of Rendcomb Jet. 0.1 mi. west of Rendcomb Jet. Beechmont Ave. 0.7 mi. west of Pendleton. 0.8 mi. east of Cincinnati. {Street Tracks—Cincinnati. {Water and Front Sts.
Zanesville Secondary Track:	Zanesville: No. 5-6-7-8 Yard tracks. Roseville: Rosehill Mine, under tipple. Ransbottom Pottery Company. Burns Coal Company. South and North tracks (under Port- able tiple).
Bridge No. 8.87..... Bridge No. 22.61..... Overhead Bridge No. 26.86 and 27.27..... Bridge No. 29.81..... Number 1 Tunnel.....	Ellis. West of Darlington. East of Roseville. Crooksville. East of Goston.
Morrow Secondary Track: Overhead Crane.....	East of Lancaster Diamond Power Specialty Company.
Overhead Bridge No. 58.36..... Overhead Bridge No. 60.67..... Overhead Bridge No. 81.60..... Bridge No. 82.40..... Bridge No. 111.69.... Overhead Bridge No. 113.98..... Bridge No. 114.30.... Overhead Bridge No. 143.03.....	East of Lancaster. West of Lancaster. West of Circleville. West of Circleville. East of Jasper. West of Jasper. West of Jasper. East of Hicks

Structure	Location
Dresden Industrial Track: All Bridges.....	Between Killbuck-Ayres Mineral.
Springfield Secondary Track: Highway Bridge 18.69 Highway Bridge 18.81 Highway Bridge 18.91	Springfield. Springfield. Springfield. Xenia—messengers supporting lights over right of way. Cashway Lumber Co.
O. H. Telephone Wires.	
Court St. Secondary Track: Bridge 28.73..... Bridge 48.40..... Bridge 53.71..... Bridge 53.80..... Bridge 54.03..... Tunnels Nos. 1 and 2.. Bridge 54.89.....	2.18 mi. west of Lebanon. 0.2 mi. east of Kennedy Heights. 0.09 mi. east of Avondale. 0.01 mi. east of Avondale. 0.23 mi. west of Avondale. West of Avondale. 1.09 mi. west of Avondale.
Middletown Secondary Track: Bridge 13.95.....	0.45 mi. east of Middletown Jct.
*Coal Wharves and Sand Houses at St. Clair and Richmond Enginehouses and Bradford Coal Dock.	

Side Clearance

1163-A2. Employees are warned of close side clearance and must use caution in riding on sides of cars, engines or other equipment while movements are being made at following locations:

LOCATION

Main Line

Mile Post 52 (West of):

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

Unionport:

Industrial track

Scio:

Pottery track

Mile Post 86 (West of):

Meehan Mine tipple

Dennison:

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

Uhrichsville:

Farm Bureau Cooperative track, Old Freight House loading platform, American Vitrified Co. factory No. 18, Superior Clay Co. No. 1 plant and Universal Sewer Pipe Co.

Mile Post 98 (West of):

Ross Clay Co., plant No. 2

Port Washington:

Belden Brick Co. plant

Coshocton (West of):

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

Licking:

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

LOCATION

Columbus:

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

Dayton:

Loading platform, No. 42 to the Schumacher Industries.

Richmond Branch**Valley-Oakley:**

Witt Cornice Co.

Reading-Crescentville

Sperry & Hutchinson Co.

Crescentville (East of):

Ford Tracks 7 and 8 along Scrap Loading Docks.

Mosler:

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

Anderson:

Delco Remy siding—Plant No. 7.

Akron Branch**Westerville:**

Loading platform to the Celler Lumber Company.

Danville:

Lybarger Industrial Spur

Mt. Vernon:

Coal Wharf

Dresden Industrial Track**Killbuck—Ayres Mineral:**

All Bridges

Zanesville Branch**Zanesville:**

All Freight Stations platforms have close clearance.

Zanesville Secondary Track**Zanesville:**

N.Y.C. R.R. connection at Market Street, Roekell track
All tracks serving freight stations.

Fair Oaks:

Muskingum Iron and Metal Co.

Spangler: Zanesville Terminal R. R.:

Line Material Co. and Barnsby Chaney Co.
Line Material Company tracks.
National Battery track.

Roseville:

Ohio State Brick Plant
No. 3 Track—Robinson—Ransbottom Pottery.
Golden Oak Mine—Runaround track.

Goston (East of):

No. 1 Tunnel

Wilbren (West of):

Roxbury No. 2 Mine and Sunnyhill Coal Co.

Morrow Secondary Track**Lancaster:**

On Loroco Industries track.

Circleville:

Eschelman Mill—all tracks.
Purina Ralston tracks No. 1, 2 and 3.
Moulded Plastics Inc.

Washington C. H.:

Farm Bureau Elevator.
Eshelman Mill track.

1163-A3. Account close clearance of tracks under Wehrman Avenue Bridge, just east of Avondale, train and engine crews are warned not to ride on top or side of cars or engines and trains and engines must avoid passing each other under the bridge.

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

TRAIN DISPATCHERS

1201-A1. Location of Train Dispatchers—

Train Dispatchers in charge as follows:

Columbus.

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

Branches:

Akron (Orrville to Joyce Ave.)

Secondary Tracks:

Cadiz

Cincinnati.

Main Line: London to East Norwood and Thorne.

Branches:

Richmond
Ft. Wayne
Undercliff

Secondary Tracks:

Springfield
Middletown
Court Street

Zanesville.**Branches:**

Zanesville

Secondary Tracks:

Zanesville
Morrow

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

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

Lake Region—Between Region Post (Lake Reg.) and Fields.

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

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

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

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

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

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

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

SIGNAL RULES

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

X—Indicates Rules in Effect

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

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

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

BETWEEN	AND	TRACK	RULES IN EFFECT (See Column Description)											Note
			1	2	3	4	5	6	7	8	9	10	11	
New Lexington	Bremen	Zanesville Branch Single				X								D
RY	New Lexington	Zanesville Secondary Single			X	X								D
Bremen	MS	Morrow Secondary Single			X	X								D
Xenia	Springfield	Springfield Secondary Single			X	X								E D C
Fourth St. (Cols.)	High St.	No. 1 and No. 2 Secondary No. 1 and No. 2	X		X				X					E
Glen	Newman	No. 3 and No. 4 Secondary No. 3 and No. 4	X		X				X					E

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

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

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

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

NOTE E—Trains and Engines will protect against following movements.

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

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

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

Name— Take siding indicator.

Indication—Take siding as indicated.

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

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



Clear Main Track at Hilliards Westward Relay Yard.



Take siding at Hayden.



Take siding at Unionville.

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



Take siding at Unionville.



Take siding at Plain City.



Clear Main Track at Hilliards Eastward Relay Yard.

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



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

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



Indication—Pick up at Richmond

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

Slow Boards.

Note—Y—Yellow



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

Name—Slow Board.

Location—

Zanesville Branch—Junction City.

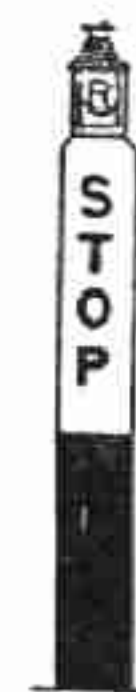
Zanesville Secondary Track—Crooksville.

Approach Stop Board prepared to stop before crossing N.Y.C. R.R. track.

Morrow Secondary Track—Lancaster.

Approach Stop Boards prepared to stop before crossing C. & O. R.R. tracks.

Non-Interlocked Crossings at Grade.



Indication—Stop
Name—Stop Board
Note: R—Red
Location—

Kokomo:

Nickel Plate R. R.
(Clover Leaf Dist.)

Kokomo:

Nickel Plate R. R.
(L. E. & W. Dist.)

Middletown, Ohio:

B. & O. R. R.

Hageman:

Newark:

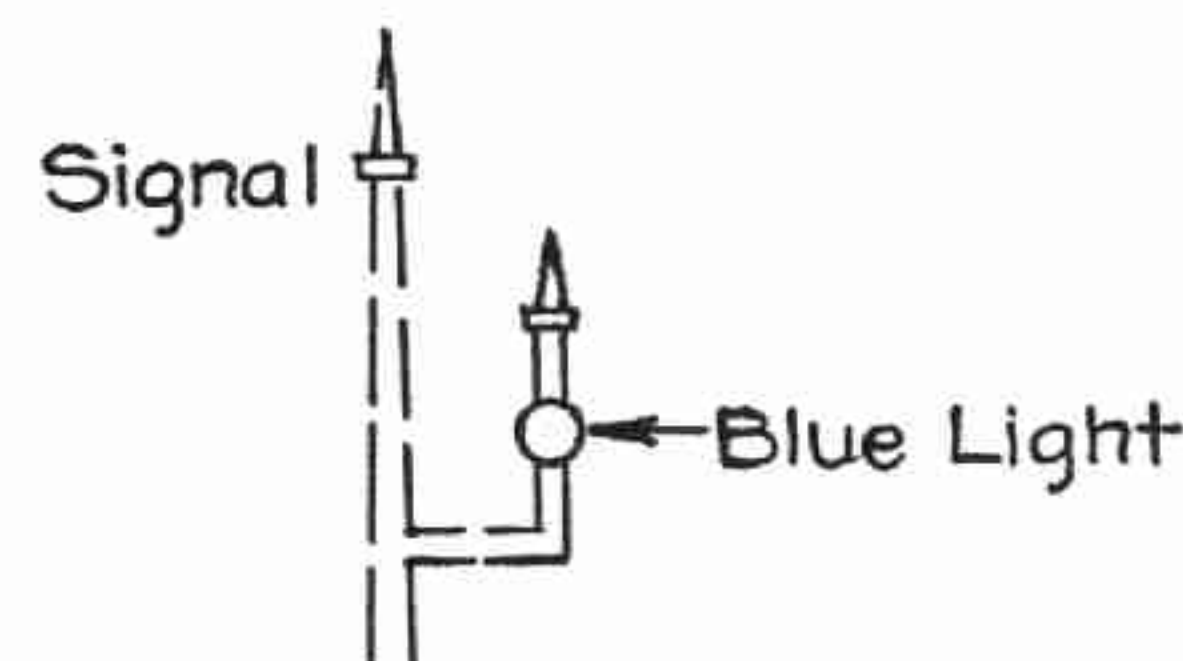
Reverse Movement only on No. 1
and No. 2 tracks, B. & O. R. R.

Crooksville:

Zanesville Secondary Track

Lancaster:

Morrow Secondary Track



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

Signal Mast Bracket Marker.

Locations:

Ridgeville

Delco

North Fields

Circleville

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

Location	Signal
Delco	Eastward Home Signal

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

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

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

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

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

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

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

Facing Hand-operated Switches connected with Manual Block Signal

1362-A. Train orders must be used to advance a train or engine at a Manual Block Signal which cannot be cleared where facing hand-operated switches are connected with the signal.

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

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

1502-A1. The following switches not equipped with electric locks, and trains and engines shall not clear main track at these locations.

Location	Switch
Dayton, West of	Union Storage Co., 4920 feet west of Mile Post 17.
Reading, East of	Proctor & Gamble Co., 3707 feet west of Mile Post 13.
Reading, East of	Ohio Appliance Co., 1511 feet west of Mile Post 13.
Reading, West of	Fox Paper Co., 3002 feet west of Mile Post 17.

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

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

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

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

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

Bradford.

Xenia.

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

For C. & O. Ry Passenger trains:

Between—Front Street and Dennison Avenue.

For D. T. & I. R. R. Freight trains:

Between—South Charleston and Xenia.

For B. & O. R. R. local freight train (1 round trip daily):

Between—Miami City Junction and Dodson.

For Non-equipped engines moving light to or from shops.

For Non-equipped wire, work and wreck trains and ballast cleaners.

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

Between—Dennison and Port

Morgan Run and Tyndall

Front Street and Mounds

Mile Post 45 east of Urbana and 1320 feet west of Mile Post 48 west of Urbana.

Mile Post 72 east of Piqua and Mile Post 74 west of Piqua.

Water Street and Mile Post 6, west of Miami Crossing.

Mile Post 12 east of Clement and Wayne Avenue Junction.

Miami City Junction and Mile Post 20 west of Wolf Creek.

Mile Post 117 east of Glen and Mile Post 126, west of Newman.

INTERLOCKING

1605-A1. Rule 605—in effect:

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

1605-A2. High Street:

Rule 99 will apply within interlocking limits.

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

Joyce Avenue.

Glen.

Newman.

Interlockings Operated Automatically

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

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

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

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

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

USE OF TELEPHONES

Trainphone

1703-A2. Conductors and enginemen of trains having engine or cabin equipped with trainphone will make communication test of trainphone with first so equipped station after leaving their initial terminal and will promptly notify the operator that engine or cabin is so equipped and in operative condition.

NOTE: Trainphone at Mingo Jct., Acre, Custer, Uhrich, Town, Morgan Run, Bricker, Summit, Mounds, Urbana, Bradford, Glen, Newman, Dunreith, Broad, Xenia, Loveland, Clare, Hamilton, Ridgeville, Elwood, Adams, Anoka, Fields and Worthington will operate on high channel only.

Home Region..... Name..... Occupation.....

QUALIFIED FOR SERVICE

[illegible]

THE PENNSYLVANIA RAILROAD BUCKEYE REGION

Cincinnati, Ohio, October 25, 1959.

GENERAL ORDER No. 701

Effective {2.01 A.M., E.S.T.}
 {1.01 A.M., C.S.T.} Sunday, October 25, 1959

Applies in All Zones

- (a) Time-Table No. 7 in effect. It contains the necessary instructions issued in general orders up to and including General Order No. 612, all of which must be removed from bulletin boards. Each employee must examine each page of Time-Table No. 7 to see that his copy is complete, pages properly lined up, and note changes.
Employees must turn in Time-Table No. 6 to bulletin board attendant, after Time-Table No. 7 takes effect.
- (b) TIME TABLE AUTHORITY
Schedule of No. 72 and No. 73 withdrawn, between Cincinnati and Richmond.
- (c) BOOK OF RULES—
RULES FOR CONDUCTING TRANSPORTATION
Rules for Conducting Transportation, effective October 28, 1956, revised in part as follows:
Revisions of April 28, 1957—
Rule 104—page 34, **Rule 331**—page 77, **Rule 365**—page 79, **Rule 629**—page 90, **Form C**—page 98, **Form K**—page 99 and **Rule 4076-J**—page 112.
Revisions of October 27, 1957—
Rule 30—page 23, **Rule 400C-1**—page 100, **Rule 4103-B**—page 113 and **Rule 4165-A**—page 131.
Revisions of September 1, 1958—
Rules G and H—page 8, **Rule R**—page 10, **Rule 103**—page 34, **Rules 104 and 105**—pages 34 and 35, **Rule 283**—page 56, **Rule 502**—page 80, **Rule 400N-4**—page 105, **Rule 400N-21**—pages 107 and 108, **Rule 4076-F**—page 112 and Index—page 3, **Rule 4076-I**—page 112, **Rule 4076-J**—page 112, **Rule 4154-B**—pages 115 and 116 and **Rule 4165-A**—page 131.
Revisions of February 27, 1959—
Rule 26, second and third parag.—page 23; **Rule 34**—page 24; **Rule 75**—pages 25 and 26; **Rule 76**, second and fourth parag.—page 26; **Rule 77**, second parag.—page 26; **Rule 99**, fourth parag.—page 32; **Rule 106**—page 35; **Rule 204**, third parag.—page 37; **Rule 293-A**—page 68; **Rule 365**, second and fifth parag.—page 79; **Rule 568**—page 87; **Rules 700-series**—pages 92, 93, 94 and 95; **Form K**, second parag. of instructions—page 99; **Rule 4165-A**—page 131.
STICKER COUPONS HAVE BEEN ISSUED. All employees concerned must obtain stickers and paste in their copy of Book of Rules—CT400, as indicated thereon.
- (d) ENTIRE REGION
FIXED SIGNALS (**Rules 283, 283A, 288, 290, 291 and 292**)
From time to time, without further notice, high home signals will be equipped to display position color light type Aspects, FIG. AA.
- (e) BRAKE AND TRAIN AIR SIGNAL INSTRUCTIONS
99-D-1
Second paragraph of instruction 7-c, page 28 changed to read:
The number of cars with UC, PC or LN type of brake equipment must not exceed 30 in any train.
Employees must correct page 28, in ink.

Applies in Zone A

(f) AKRON BRANCH

Block-Limit Stations controlled as follows:

Block-Limit Station	Controlled by
KN-BH	Orrville (Lake Region)
GA-BG-CQ	Mt. Vernon (Danville when Mt. Vernon is closed. Orrville when Danville and Mt. Vernon are closed).

(g) COLUMBUS-GROGAN YARD PENNOR

OVERHEAD CLEARANCES

Employees are warned of close overhead clearances, Joyce Avenue Bridge, tracks No. 1 thru No. 10 and Z & W track account contractor making repairs. Will not clear man riding on top of cars, engines or other high equipment.
Special Instructions **1163-A1**, changed.

Applies in Zone B

(h) MAIN LINE GREENVILLE-EAST GREENVILLE

Temporary Speed Restriction

Trains and engines on siding must not exceed a speed of 10 miles per hour between Greenville and East Greenville, account track conditions.

This General Order is printed in Time-Table No. 7 and will not be issued in sticker form.

M. STREETT,
Superintendent Transportation.

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