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THE PENNSYLVANIA RAILROAD

WESTERN REGION

SOUTHWESTERN DIVISION

CINCINNATI DIVISION

Time-Table No. 12

In effect { 1.01 A. M., E. S. T. } Sunday, April 24, 1949
 { 12.01 A. M., C. S. T. }

FOR THE GOVERNMENT OF EMPLOYEES ONLY

EASTERN STANDARD TIME
Except between Newman and Anoka.

CENTRAL STANDARD TIME
Between Newman and Anoka.

J. P. NEWELL,
General Manager.

BOYD WILSON,
Sup't Passenger Transportation.

C. E. ADAMS,
General Superintendent.

T. F. SCHAEKEL,
Sup't Freight Transportation.

J. F. HENRY,
Superintendent.

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MAIN LINE

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from Columbus	Sidings assigned direction. Car capacity 45 ft. cars		
						East	West	Both
X	X	X		XENIA (Cols. Div.)	54.7			
X	X	X		GREENE (Cols. Div.)	55.0			99 123
				DIVISION POST (Col. Div.)	56.3			
				SPRING VALLEY	61.4			
				ROXANNA	63.3			120
				WAYNESVILLE	68.9			
				OREGONIA	74.5			125
		X		MORROW	83.2			125
				SOUTH LEBANON	88.0			
				MIDDLETOWN JCT.	89.2			
				KINGS MILLS	90.2			
X				FOSTER	92.4	130		
X	X	X		LOVELAND	96.7			
				BRANCH HILL	99.2			
				DONNELLY	101.4			
				MIAMIVILLE	102.2			
				CAMP DENNISON	103.7			
				MILFORD	105.6			
				TERRACE PARK	106.4			
				PLAINVILLE	109.9			
X	X	X		CLARE	111.0			
X				RED BANK	112.2			
X				VALLEY	112.7			
				MADISONVILLE	113.5			
X				OAKLEY	115.1			
				NORWOOD	115.8			
X	X	X		EAST NORWOOD (B. & O.)	116.4			
X	X			WINTON PLACE	120.3			
				CINCINNATI (C. U. T.)	125.1			

NOTE—X indicates in service.

Block stations open continuously, except:

Morrow | Closed | Daily 9.30 P.M. to 5.30 A.M.

Interlockings—Remote controlled, operated from:

Interlocking	Operated from
Foster	Loveland
Red Bank	Clare
Valley	Clare
Oakley	Clare

Employees in Charge of Sidings of Assigned Directions as Follows:

Siding	Employee in charge	Note
Foster—Eastward	Signalman Loveland	

NOTE—Train order offices other than block stations are open as follows:

Cincinnati (C. U. T.)-GC: continuous.

UNDERCLIFF BRANCH

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from Valley or Columbus	Sidings assigned direction. Car capacity 45 ft. cars		
						East	West	Both
X				VALLEY				
X				REDCOMB JCT.	1.1			
X				RED BANK	112.2			
X				REDCOMB JCT.	113.1			
		X		UNDERCLIFF	114.7			
		X		PENDLETON	116.4			
		X		CINCINNATI	119.7			

NOTE—X indicates in service.

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

Interlockings—Remote controlled operated from:

Interlocking	Operated from
Red Bank	Clare
Valley	Clare
Rendcomb Jct.	Clare

RICHMOND BRANCH

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from Cincinnati	Sidings assigned direction. Car capacity 45 ft. cars		
						East	West	Both
X	X			CINCINNATI (C. U. T.)	0.7			
X	X	X		WINTON PLACE (B. & O.)	5.5			
				EAST NORWOOD	9.4			
				NORWOOD	10.0			
X				OAKLEY	10.6			
X				MC CULLOUGH	10.9			
				NORWOOD HEIGHTS	11.7			120
X				READING	15.1			
X				CRESCENTVILLE	20.4			134
X				WEST CRESCENTVILLE	21.7			
				RIALTO	22.4			
X				MOSLER	28.8	57	88	
				HAMILTON	30.7			
X	X	X		OLD RIVER JCT. (B. & O.)	31.5			
				NEW RIVER	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			
				EATON	58.3			
X				EAST CAMPBELLSTOWN	64.4			
X				CAMPBELLSTOWN	65.3	87	125	
X	X	X		GLEN	72.4			
X	X	X		RICHMOND (Cols. Div.)	74.6			
				NEWMAN	74.9			
			X	GREENS FORK	83.6			
		X		NS	85.6			54
				HAGERSTOWN	90.3			
				MILLVILLE	95.6			128
				NEW CASTLE	101.5			21
X	X	X		BROAD	101.9			
X		X		FOLEY	104.1			
			X	FAYNE	105.0			70
				SULPHUR SPRINGS	108.5			128
				HONEY CREEK	111.5			
		X		MIDDLETOWN	115.3			58
X	X	X		GRIDLEY	121.4			
X	X	X		DELCO	122.2			57
				ANDERSON	123.0			
X	X	X		DOW	124.8	84	76	
X	X	X		FRANKTON	132.8			63
				ELWOOD	137.8			53
				CURTISVILLE	142.1			128
		X		WINDFALL	146.4			58
				HEMLOCK	152.4			
				CENTER	153.9			
		X	X	KOKOMO	159.5	130	58	
		X		GALVESTON	165.9			57
				LINCOLN	168.8			
				WALTON	172.2			61
				DIVISION POST (Logan. Div.)	177.0			
X	X	X		ANOKA (Logan. Div.)	177.4			
				LOGANSPOUT (Div.)	182.2			

NOTE—X indicates in service.

Block Stations open continuously, except:

Hagerstown	Closed	Daily except Sunday 4.30 P. M. to 9.30 A. M. Sunday.
Middletown (Ind.)	Closed	Daily except Sunday 1.30 P. M. to 8.30 A. M. Sunday.
Windfall	Closed	Daily except Sunday 6.00 P. M. to 11.00 A. M. Sunday.
Kokomo	Closed	3.30 A. M. to 10.15 A. M. 6.15 P. M. to 7.30 P. M.
Galveston	Closed	Daily except Sunday 4.30 P. M. to 11.30 A. M. Sunday.

Block-Limit stations controlled by open block stations:

Block-Limit Stations	Controlled by
NS	Newman
Sulphur Springs	Broad
Kokomo	Anoka— 3.30 A. M. to 10.15 A. M. 6.15 P. M. to 7.30 P. M.

RICHMOND BRANCH — Continued

Block Stations — Remote controlled by open block stations:

Block Station	Controlled by
Foley	Broad

Interlockings — Remote controlled, operated from:

Interlocking	Operated from
Oakley	Clare
Norwood Heights	Clare
Crescentville	Hamilton
West Crescentville	Hamilton
Mosler	Hamilton
Seven Mile	Hamilton
West Seven Mile	Hamilton
Camden	Hamilton
West Camden	Hamilton
East Campbellstown	Hamilton
Campbellstown	Hamilton
Foley	Broad

Employees in Charge of Sidings of
Assigned Directions as Follows:

Siding	Employee in Charge	NOTE
Mosler— { Eastward Westward	Signalman Hamilton	
Campbellstown— { Eastward Westward	Signalman Hamilton	
Dow { Eastward Westward	Signalman Dow	
Kokomo { Eastward Westward	Signalman Kokomo— 10.15 A.M. to 6.15 P.M. 7.30 P.M. to 3.30 A.M. Anoka— 3.30 A.M. to 10.15 A.M. 6.15 P.M. to 7.30 P.M.	

FORT WAYNE BRANCH

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from Richmond	Sidings Assigned direction Car Capacity 45 ft. cars
						East West Both
X	X	X		RICHMOND (Cols. Div.)		
X	X	X		NEWMAN	0.3	
X	X	X		FOUNTAIN CITY	8.8	
X	X	X		LYNN	15.3	60
X	X	X		WINCHESTER	24.5	24
X	X	X		RIDGEVILLE	33.0	60
		X		PORTLAND	43.2	63 53
		X		BRIANT	50.3	50
		X		GENEVA	54.2	58
		X		BERNE	58.8	46
		X		MONROE	64.8	52
X	X	X		DECATUR (Erle Cr.)	70.4	
		X	X	DECATUR	70.7	125
		X	X	HOAGLAND	79.6	54
X	X	X		ADAMS	86.6	
		X		FT. WAYNE	91.9	

NOTE—X indicates in service.

FORT WAYNE BRANCH — Continued

Block stations open continuously, except:

Geneva	Closed	Daily except Sunday 5.00 P. M. to 11.00 A. M. Sunday.
Berne	Closed	Daily except Sunday 6.00 P. M. to 11.00 A. M. Sunday.
Decatur	Closed	Daily except Sunday 4.40 A. M. to 12.40 P. M. Sunday 4.40 A. M. to 8.40 P. M.

Block-Limit stations controlled by open block stations:

Block-Limit Station	Controlled by
Decatur	Adams—Daily except Sunday 4.40 A. M. to 12.40 P. M. Sunday 4.40 A. M. to 8.40 P. M.

Employees in Charge of Sidings of
Assigned Directions as Follows:

Siding	Employee in Charge	Note
Portland { Eastward Westward	Signalman Portland	

MUNCIE—MATTHEWS SECONDARY TRACK

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from Vance
X	X			VANCE	
X	X			MUNCIE	1.0
				DREW	3.0
				ANTHONY	8.1
				STOCKPORT	9.5
				WHEELING	12.5
				MATTHEWS	14.7

NOTE—X indicates in service.

LYTLE—CINCINNATI SECONDARY TRACK

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from Dayton
				LYTLE (Cols. Div.)	15.7
				LEBANON	26.6
				HAGEMAN	31.4
				MASON	34.7
				BLUE ASH	44.4
				ROSSMOYNE	45.7
				DEER PARK	46.9
				SILVERTON	47.4
				KENNEDY HEIGHTS	48.6
				PLEASANT RIDGE	49.3
X	X			MC CULLOUGH	49.8
				EAST NORWOOD	50.6
				NORWOOD	50.9
				IDLEWILD	52.3
				AVONDALE	53.8
				ELSINORE	55.5
				CINCINNATI	56.0

NOTE—X indicates in service.

**MIDDLETOWN—MIDDLETOWN JCT.
SECONDARY TRACK**

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from Middletown
X	X			MIDDLETOWN	
				BIG 4 CROSSING	0.8
				OAKLAND	4.9
				UNION VILLAGE	7.0
				HAGEMAN	11.8
				MIDDLETOWN JCT.	14.4

NOTE—X indicates in service.

STATIONS	FIRST CLASS			
	◇ 227	N.&W. 3	◇ 41	N.&W. 23
	DAILY	DAILY	DAILY	DAILY
	A. M.	A. M.	A. M.	A. M.
Leave				
XENIA..... (Cols. Div.)	S 5.30		R 6.50	
GREENE.....	5.31		6.51	
ROXANNA.....	5.41		7.00	
OREGONIA.....	5.53		7.11	
MORROW.....	6.05		7.23	
KINGS MILLS.....				
FOSTER.....	6.20		7.36	
LOVELAND.....	S 6.28		7.42	
MIAMIVILLE.....				
MILFORD.....				
TERRACE PARK.....			T 7.55	
CLARE.....	6.49	7.35	8.00	8.10
RED BANK.....	6.51	7.37	8.02	8.12
VALLEY.....	6.52	7.38	8.03	8.13
OAKLEY.....	6.56	7.42	8.07	8.17
NORWOOD.....	D 6.59	D 7.44	D 8.10	D 8.19
EAST NORWOOD.....	7.01	7.46	8.12	8.21
WINTON PLACE.....	D 7.09	D 7.54	D 8.19	D 8.29
CINCINNATI.....	S 7.20	S 8.05	S 8.30	S 8.40
Arrive	A. M.	A. M.	A. M.	A. M.
	227	N.&W. 3	41	N.&W. 23

CINCINNATI TO XENIA

STATIONS	FIRST CLASS		
	N.&W. 26	212	N.&W. 16
	A. M.	A. M.	A. M.
	Arrive		
XENIA..... (Cols. Div.)		S 11.20	
GREENE.....		11.16	
ROXANNA.....		11.07	
OREGONIA.....		10.56	
MORROW.....	E 10.44		
KINGS MILLS.....			
FOSTER.....		10.26	
LOVELAND.....	S 10.20		
MIAMIVILLE.....			
MILFORD.....	F 10.06		
TERRACE PARK.....			
CLARE.....	8.50	9.57	S 11.15
RED BANK.....	8.48	9.55	11.12
VALLEY.....	8.47	9.54	11.11
OAKLEY.....	8.43	9.51	11.07
NORWOOD.....	S 8.40	S 9.50	S 11.05
EAST NORWOOD.....	S 8.37	9.47	11.03
WINTON PLACE.....	S 8.30	S 9.40	S 10.55
CINCINNATI.....	S 8.20	S 9.30	S 10.45
Leave	A. M.	A. M.	A. M.
	DAILY	DAILY	DAILY
	N.&W. 26	212	N.&W. 16

FIRST CLASS			
◇ 267	N.&W. 15	213	N.&W. 25
DAILY	DAILY	DAILY	DAILY
P. M.	P. M.	P. M.	P. M.
S 8.30		S ⊕ 7.33	
8.31		7.34	
8.40		7.43	
8.51		7.54	
S 4.04		S ⊕ 8.07	
4.19		8.22	
S 4.27		8.28	
4.48			
4.51	S 7.45	8.46	10.45
4.53	7.47	8.48	10.47
4.54	7.48	8.49	10.48
4.58	7.52	8.52	10.52
D 5.00	D 7.54	D ⊕ 8.54	D 10.54
5.02	7.56	8.56	10.56
D 5.09	D 8.04	D ⊕ 9.03	D 11.03
S 5.20	S 8.15	S 9.15	S 11.15
P. M.	P. M.	P. M.	P. M.
267	N.&W. 15	213	N.&W. 25

EASTWARD

FIRST CLASS				
222	40	N.&W. 4	N.&W. 24	202
P. M.	P. M.	P. M.	P. M.	A. M.
S 2.28	6.52			S 1.10
2.23	6.51			1.07
2.13	6.42			12.54
2.02	6.31			12.42
1.50	6.19			12.30
1.37	6.06			12.16
1.31	6.00			12.09
1.13	5.42	10.50	11.15	11.50
1.11	5.40	10.48	11.12	11.48
1.10	5.39	10.45	11.11	11.47
1.06	5.36	10.42	11.07	11.42
S 1.05	S 5.34	S 10.40	S 11.05	S 11.40
1.02	5.32	10.37	11.02	11.38
S 12.55	S 5.25	S 10.30	S 10.55	S 11.30
S 12.45	S 5.15	S 10.20	S 10.45	S 11.20
P. M.	P. M.	P. M.	P. M.	P. M.
DAILY	DAILY	DAILY	DAILY	DAILY
◇ 222	◇ 40	N.&W. 4	N.&W. 24	◇ 202

STATIONS	FIRST CLASS		
	◇ 501	215	◇ 207
	DAILY	DAILY	DAILY
Leave	A. M.	A. M.	P. M.
CINCINNATI.....(C.B.)		\$ 9.10	\$ 3.00
WINTON PLACE.....(C.B.)		\$ 9.20	\$ 3.10
EAST NORWOOD.....(C.B.)		9.27	3.17
NORWOOD.....		\$ 9.29	\$ 3.19
OAKLEY.....		9.30	3.20
NORWOOD HEIGHTS.....		9.32	3.23
CRESCENTVILLE.....		9.42	3.32
MOSLER.....		9.51	3.41
HAMILTON.....	\$	9.54	\$ 3.43
OLD RIVER JCT.....		9.56	3.45
NEW RIVER.. (B.&O.)		9.59	3.48
SEVEN MILE.....		10.04	3.57
CAMDEN.....	F	10.19	4.12
EATON.....	\$	10.31	
CAMPBELLSTOWN.....		10.40	4.29
GLEN.....(Cols. Div.)		10.50	4.38
RICHMOND.....	\$	10.54	\$ 4.43
RICHMOND.....	\$ 1.45	10.02	# 3.48
NEWMAN.....	1.47	10.04	3.50
LYNN.....	2.05		
WINCHESTER.....	2.17		
RIDGEVILLE.....	2.26		
PORTLAND.....	2.37		
GENEVA.....			
BERNE.....			
DECATUR.....	3.08		
ADAMS.....(Fl.W. Div.)	\$ 3.30		
FORT WAYNE .. Div.)	\$ 3.45		
NS.....		10.16	4.02
HAGERSTOWN.....	F	10.22	4.08
NEW CASTLE.....	\$	10.36	\$ 4.24
BROAD.....		10.37	4.25
FOLEY.....		10.40	4.28
SULPHUR SPGS.....		10.45	4.34
MIDDLETOWN.....		10.52	
DELCO.....		11.00	4.49
ANDERSON.....	\$	11.05	\$ 4.55
DOW.....		11.08	5.00
ELWOOD.....	\$	11.25	\$ 5.21
WINDFALL.....		11.36	5.32
KOKOMO.....	\$	11.57	\$ 5.50
GALVESTON.....		12.08	
ANOKA.....(Logan. Div.)		12.35	6.10
LOGANSPOUT.....	\$	12.45	\$ 6.18
Arrive	A. M.	P. M.	P. M.
	501	215	207

FIRST CLASS		
◇ 519	237	◇ 201
DAILY	DAILY	DAILY
P. M.	P. M.	P. M.
\$ 5.40	\$ 11.00	\$ 11.35
\$ 5.50	11.10	11.45
5.57	11.17	11.52
\$ 6.00	\$ 11.19	\$ 11.54
6.01	11.20	11.56
6.04	11.23	11.59
6.13	11.32	12.09
6.22	11.41	12.18
\$ 6.25	\$ 11.45	\$ 12.22
6.27	11.48	12.24
6.30	11.51	12.27
6.35	11.56	12.33
6.48	12.09	12.48
7.08	12.29	1.08
7.25	12.40	1.18
\$ 7.30	\$ 12.45	\$ 1.25
7.40	12.05	2.15
7.42	12.07	2.17
8.03		2.37
Y 8.14		2.47
8.23		2.59
Y 8.35		
9.02		
Y 9.23		
\$ 9.35		
	12.19	
	\$ 12.39	
	12.40	
	12.43	
	12.48	
	1.03	
	\$ 1.07	
	1.12	
	\$ 1.30	
	\$ 2.15	
	2.40	
	\$ 2.50	
P. M.	A. M.	A. M.
519	237	201

STATIONS	FIRST CLASS		
	236	200	500
	A. M.	A. M.	A. M.
Arrive			
CINCINNATI..... ⁶ ₃	S 6.05	S 7.40	
WINTON PLACE..... ⁵ ₂	5.54	D 7.29	
EAST NORWOOD..... ⁴ ₀	5.47	7.21	
NORWOOD.....	5.45	D 7.19	
OAKLEY.....	5.44	7.16	
NORWOOD HEIGHTS.....	5.42	7.14	
CRESCENTVILLE.....	5.31	7.05	
MOSLER.....	5.22	6.56	
HAMILTON.....	S 5.18	S 6.52	
OLD RIVER JOT.....	5.10	6.47	
NEW RIVER.....(B. & O.)	5.08	6.44	
SEVEN MILE.....	5.03	6.38	
CAMDEN.....	4.50	6.25	
EATON.....			
CAMPBELLSTOWN.....	4.33	6.08	
GLEN.....(Col. Div.)	4.25	6.00	
RICHMOND.....	4.20	5.55	
RICHMOND.....	S 3.09	S 5.15	S 5.35
NEWMAN.....	3.07	5.08	5.30
LYNN.....		4.47	5.09
WINCHESTER.....		4.35	4.48
RIDGEVILLE.....		4.25	4.36
PORTLAND.....			4.24
GENEVA.....			
BERNE.....			
DECATUR.....			3.52
ADAMS.....(Ft.W. Div.)			S 3.33
FORT WAYNE.....			S 3.10
NS.....	2.53		
HAGERSTOWN.....			
NEW CASTLE..... ² ₀	S 2.30		
BROAD.....	2.27		
FOLEY.....	2.24		
SULPHUR SPGS.....	2.18		
MIDDLETOWN.....			
DELCO.....	2.03		
ANDERSON.....	S 2.00		
DOW.....	1.50		
ELWOOD.....	S 1.30		
WINDFALL.....			
KOKOMO.....	S 1.00		
GALVESTON.....			
ANOKA.....(Logan. Div.)	12.30		
LOGANSPOUT.....	S 12.20		
Leave			
	A. M.	A. M.	A. M.
	DAILY	DAILY	DAILY
	▼236	▲200	◇500

FIRST CLASS		
520	216	208
A. M.	P. M.	P. M.
S 8.35	S 5.00	S 8.35
D 8.24	D 4.50	D 8.24
8.17	4.42	8.17
D 8.15	D 4.40	D 8.15
8.12	4.38	8.13
8.10	4.36	8.11
7.59	4.26	8.02
7.49	4.17	7.53
S 7.45	S 4.13	S 7.50
7.41	4.07	7.46
7.38	4.04	7.43
7.33	3.57	7.38
7.20	F 3.42	7.25
Will Run	S 3.31	
May 31,	3.21	7.08
6.55	3.13	7.00
6.50	3.08	6.55
S 6.43	S 1.58	S 5.50
6.41	1.56	5.48
6.22		
Y 6.10		
6.00		
Y 5.48		
August 1, 3, 5, 8, 10, 12, 15, 17, 19, 22, 24, 26, 29, 31,		
4.58		
S 4.45		
Sept. 2, 6, 7, 9, 12, 19, 26,		
Oct. 3 1949.		
	1.44	5.36
	F 1.37	
	S 1.22	S 5.18
	1.18	5.15
	1.15	5.12
	1.10	5.05
	1.08	
	12.55	4.49
	S 12.53	S 4.46
	12.45	4.39
	S 12.28	S 4.21
	12.16	4.11
	S 11.57	S 3.54
	11.47	3.43
	11.35	3.31
	S 11.25	S 3.20
A. M.	A. M.	P. M.
▲520	▼216	▲208

TICKET OFFICES OPEN FOR SALE OF TICKETS

Daily except Sunday		STATIONS	Sunday	
Open for Train No.	Close after Train No.		Open for Train No.	Close after Train No.
All trains		Morrow.....	All trains	
212	267	Loveland.....		
212	212	Milford.....		
All trains		Norwood.....	All trains	
All trains		Winton Place.....	All trains	
All trains		Cincinnati.....	All trains	
200	201	Hamilton.....	200	201
215	216	Camden.....		
215	216	Eaton.....		
215	216	Hagerstown.....		
215	208	New Castle.....	215	208
All trains		Anderson.....	All trains	
All trains		Elwood.....	All trains	
All trains		Kokomo.....	All trains	

TRAINS WAIT FOR CONNECTIONS

JUNCTION	TRAIN	DUE	MINS. WAIT	CONNECTION FROM	DUE	REMARKS
CINCINNATI	No. 215	9.10 A. M.	15	FOREIGN LINES	12.05 P. M.	When passengers are reported.
	No. 212	9.30 A. M.	10	FOREIGN LINES		
	No. 222	12.45 P. M.	30	L. & N. No. 4, 10 min. other trains		
	No. 207	3.00 P. M.	10	FOREIGN LINES	5.00 P. M.	
	No. 40	5.15 P. M.	30	L. & N. No. 8, 10 min. other trains		
	No. 519	5.40 P. M.	10	FOREIGN LINES		
	No. 237	11.00 P. M.	30	L. & N. No. 32, 10 min. other trains	9.45 P. M.	
	No. 202	11.20 P. M.				
	No. 201	11.40 P. M.				
RICHMOND	No. 501	1.45 A. M.	20	No. 26	11.10 P. M.	For Passengers or U. S. Mail When Passengers are reported.
	No. 207	3.43 P. M.	20	No. 32 No. 107	11.55 P. M. 4.15 P. M.	

U. S. MAIL WORK

STATIONS	Westward					Eastward				
	227	41	267			222	40			
Oregonia	D	CD	CD			CD				
Morrow	D	CD				CD	CD			
South Lebanon		CD				CD				
Kings Mills		CD	D			CD	C			
Foster		CD	CD			CD	C			
Loveland		O				CD	C			
Branch Hill	D		CD			CD	CD			
Miamiville	CD		CD				CD			
Camp Dennison	D		CD			CD	CD			
Milford	CD	CD				CD	CD			
Terrace Park		CD				CD	CD			
Plainville		CD	CD			CD	CD			
Winton Place		E	R							

U. S. MAIL WORK

STATIONS	Westward					Eastward				
	215	501				500	216	236		
Seven Mile	CD						CD	D		
Collinsville	CD						CD	D		
Somerville	CD						CD	D		
Camden	CD						CD	D		
Eaton								D		
Campbellstown	CD						CD	D		
Lynn		D				D				
Winchester		CL				CL				
Ridgeville		CD				CD				
Portland		L				CL				
Geneva		D								
Berne		CL								
Decatur		O				O				
Greens Fork	CD						CD			
Hagerstown	CD						CD			
Sulphur Springs	CD						CD			
Honey Creek	CD						CD			
Middletown	CD						CD			
Frankton	CD						CD			
Curtisville	CD						CD			
Windfall	CD						CD			
Hemlock	CD						CD			
Center	CD						CD			
Galveston	CD						CD			
Lincoln	CD						CD			
Walton	CD						CD			

C—Mail caught from crane only.
 D—Mail delivered only.
 CD—Mail caught and delivered.
 E—Train stops, mail received or delivered, or both.
 I—Stop on Signal to receive or deliver U. S. Parcel Post mail.
 J—Reduce speed to 20 miles per hour to discharge News-papers on Sunday only.
 L—Reduce speed to 20 miles per hour to discharge mail.
 N—Regular stop, daily except Sunday, to exchange mail.
 O—Reduce speed to 6 miles per hour to exchange mail.
 P—Train stops daily, except Sunday, Monday and holidays to exchange mail.
 R—When one hour or more late stop to discharge mail for B. & O. or N. & W.
 Trains delivering U. S. Mail at stations where they do not stop, will reduce speed or stop for that purpose when a passing train interferes with the safe delivery of the mail.
 NOTE—Letters and characters as used on this page have no reference to their application as provided for in special instruction ★1201 or 1202.

ARRANGED FREIGHT TRAIN SERVICE—WESTWARD

The time shown conveys no time-table authority.

STATIONS	LM-5 (1)	CIN-1 (1)	FC-1 (1)	DC-9 (1)					CN-9 (2)	CN-5 (4)	CN-37 (2)	
Leave	A. M.	A. M.	P. M.	P. M.					P. M.	P. M.	P. M.	
LEBANON									1.00			
XENIA	2.15	6.00	2.15	2.15						1.00		
MORROW	3.10									3.45		
MIDDLETOWN											8.30	
MIDDLETOWN JOT.											9.30	
LOVELAND	3.35									6.30		
CINCINNATI	4.30	8.30	5.00	5.00P					3.00	8.30	10.45	
Arrive	A. M.	A. M.	P. M.	P. M.					P. M.	P. M.	P. M.	

(1) Daily. (2) Daily Except Sunday. (3) Daily Except Monday (4) Monday, Wednesday and Friday.

ARRANGED FREIGHT TRAIN SERVICE—EASTWARD

The time shown conveys no time-table authority.

STATIONS	FC-8 (1)	LM-6 (1)	LM-4 (1)	FC-2 (1)	DC-8 (1)	CIN-2 (1)				CN-10 (2)	CN-6 (4)	CN-38 (2)	
Arrive	A. M.	A. M.	A. M.	P. M.	P. M.	A. M.				A. M.	P. M.	P. M.	
LEBANON										11.30			
XENIA	3.00	6.00	9.45	3.00	3.00	12.30					4.30		
MORROW			8.15	1.45	2.10								
MIDDLETOWN												7.30	
MIDDLETOWN JOT.												6.30	
LOVELAND			7.15	1.20	1.45								
CINCINNATI	12.30	2.30	6.30	12.45	1.15	10.00			8.00	9.30	5.30		
Leave	A. M.	A. M.	A. M.	P. M.	P. M.	P. M.			A. M.	A. M.	P. M.	P. M.	

(1) Daily. (2) Daily Except Sunday. (4) Monday, Wednesday and Friday.

ARRANGED FREIGHT TRAIN SERVICE—WESTWARD

The time shown conveys no time-table authority.

STATIONS	GR-7 (1)	CO-3 (1)	CI-3 (1)	CO-1 (1)	CIH-1 (1)						RH-1 (2)	RH-19 (2)	RH-3 (2)	RH-21 (2)	RH-5 (4)
Leave	A. M.	P. M.	P. M.	P. M.	P. M.						A. M.	P. M.	A. M.	A. M.	A. M.
CINCINNATI	8.30	12.45	3.00	6.00										9.30	
READING		2.00		7.15										11.00	
HAMILTON		4.00	6.00	9.00											11.30
RICHMOND	12.30														2.30
RICHMOND	5.30	4.00			7.30								6.30		
RIDGEVILLE		5.20			1.00								1.30		
ADAMS	9.30														
RICHMOND				9.00							4.00				
MUNCIE											7.30				
ANDERSON				10.30							9.00				
KOKOMO											2.30				
ANOKA				12.15							8.30				
Arrive	P. M.	P. M.	P. M.	A. M.	A. M.						P. M.	P. M.	P. M.	A. M.	P. M.

(1) Daily. (2) Daily, Except Sunday. (4) Monday, Wednesday and Friday.

ARRANGED FREIGHT TRAIN SERVICE—EASTWARD

The time shown conveys no time-table authority.

STATIONS	CO-2 (1)	CIH-2 (1)	CO-8 (1)	GR-6 (1)	CI-4 (1)							RH-2 (2)	RH-6 (4)	RH-4 (2)	RH-20 (2)	RH-22 (2)
Arrive	A. M.	P. M.	P. M.	P. M.	P. M.							A. M.	A. M.	P. M.	P. M.	P. M.
CINCINNATI	8.00				11.59											
READING																
HAMILTON	6.45												11.00			11.30
RICHMOND	5.00				9.00							7.00				10.00
RICHMOND	4.30	12.01		3.00												
RIDGEVILLE	3.30			1.45										1.30		
ADAMS		7.00		10.45									6.30			
RICHMOND			6.00													
MUNCIE											7.00				2.30	
ANDERSON			3.00								2.00				1.30	
KOKOMO			12.01								1.30					
ANOKA			11.00								8.30					
Leave	A. M.	A. M.	A. M.	A. M.	P. M.						A. M.	A. M.	A. M.	P. M.	P. M.	P. M.

(1) Daily. (2) Daily Except Sunday. (4) Monday, Wednesday and Friday.

SPECIAL INSTRUCTIONS.

Note—Five-point star symbol (★) indicates Special Instruction of System application.

STANDARD TIME.

★1101. Eastern—Central Standard Time applies on this Division.

LETTERS AND CHARACTERS

★1201. 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—rail motor car.
 - * —Passenger train—with passenger and freight equipment.
 - ◇ —Passenger train—No train baggageman.
 - ⚡ —Will not run on specified dates or Holidays shown on schedule pages.
- 1202.**
- △ —No Train baggageman between Richmond and Logansport or Richmond and Fort Wayne.
 - ▽ —No Train baggageman between Richmond and Cincinnati.
 - R** —Regular stop week days; stop on signal Sundays to receive or discharge passengers.
 - T** —Stop on signal to receive or discharge passengers to or from Pittsburgh or beyond.
 - W** —Stop on signal to discharge passengers, Saturday only.
 - Y** —Stop on signal to receive or discharge passengers to or from points north of Grand Rapids.
 - # —Train may leave in advance of time-table scheduled leaving time when station work is completed but not earlier than time-table scheduled arrival time.

COLOR SIGNALS

1301. Referring to Instruction 4035 of Supplemental Instructions to Operating, Signal and Interlocking Rules, the requirements of Instruction 4035 will be considered as having been complied with when Western Region standard slow and resume boards are used instead of yellow and green flags. Yellow and green lights will be used.

HAND, FLAG AND LAMP SIGNALS

1401. An oil lamp must be used for the red light prescribed by Rule 35, Night Signals—to be used by flagman.

TRAIN SIGNALS

1701. Night signals will be displayed on rear of trains and engines while passing through tunnels.

1702. Trains of foreign railroads may display train signals as required by the operating rules of their respective railroads when on this Division.

USE OF SIGNALS

Fusees And Torpedoes

1801. On account of fire hazard lighted fusees must not be displayed on bridges or trestles unless necessary to prevent an accident.

1802. Minimum number of fusees and torpedoes which must be carried as part of equipment in services indicated:

	Fusees	Torpedoes
Passenger Service	8	10
Freight Service	12	18
Engines in Road Service	4	4
Engines in Shifting Service	2	4
Track Cars	4	6

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.

SUPERIORITY OF TRAINS

★1901. Eastward trains are superior by direction to trains of the same class in the opposite direction, unless otherwise specified.

GENERAL ORDERS, BULLETIN BOARDS, EMPLOYES' REGISTERS, STANDARD CLOCKS

★2001. Location of Bulletin Boards on this Division and other railroads where General Orders of this Division will be posted and delivered, locations of Employees' Registers and Standard Clocks on this Division, also locations on this Division where General Orders of other Divisions will be posted and delivered:

Bulletin Board	Employees' Register	Standard Clock	Location	Other Divisions
X	X	.....	Undercliff Yard—East End of Yard	.....
X	X	X	Yard Office	Columbus Fort Wayne Indianapolis Logansport B. & O. R. R.
X	X	X	Pendleton Shop—Crew Dispatcher's Office	Columbus Fort Wayne Indianapolis Logansport B. & O. R. R.
X	X	X	Cincinnati—Fulton Yard Office	.....
X	X	X	Court Street, Telegraph Office	Columbus
X	X	X	Union Terminal, Telegraph Office	Columbus Fort Wayne Indianapolis Logansport B. & O. R. R.
X	X	X	Union Terminal, Enginehouse	Columbus Fort Wayne Indianapolis Logansport B. & O. R. R.
X	X	.....	Hamilton—Locker Room, Engine track	B. & O. R. R. Columbus
X	.....	.....	B. & O. R. R. Hamilton—Yard Master's Office	Cincinnati
X	X	.....	Decatur—Locker Room, Engine track	Columbus Fort Wayne
X	X	.....	Anderson—Locker Room, Engine track	Columbus Logansport
X	X	.....	Kokomo—N. K. P. Locker Room, Engine track	Columbus Logansport
X	X	.....	Middletown, Ohio—Enginehouse	Columbus
X	X	X	McCullough—Yard Office	Columbus
X	.....	.....	N. & W. Ry. Clare Yard Office	Cincinnati
X	.....	.....	Portsmouth—Passenger Station	Cincinnati
X	.....	.....	Bond Hill—Yard Office	Cincinnati
X	.....	.....	Southern R. R. McLean Ave. Cin'tl.—Yard Office	Cincinnati
X	.....	.....	L. & N. R. R. Decorsey Ky.—Yard Office and Enginehouse	Cincinnati
X	.....	.....	C. & O. R. R. Covington Ky.—Enginehouse and Yard Office	Cincinnati
X	.....	.....	Stevens Yard—Yard Office's	.....
X	.....	.....	N. Y. C. R. R. Harriet St. Cinti.—Yard Office	Cincinnati

NOTE—X indicates in service.

2002. Standard Clocks At Other Points:
Train Dispatcher's Office.
Block Stations

GENERAL ORDER ZONES

★2101. General Order Zones of this Division are as follows:

Zone A—

Between:

Division Post, Columbus Division, 939 feet West of Greene and Plainville.

Zone B—

Between:

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

Court St. Cincinnati and Lytle.

Middletown and Middletown Jct.

Zone C—

Between:

Norwood Heights and Division Post, Columbus Division, 20 feet East of Glen; Division Post, Columbus Division, 50 feet West of Newman and Division Post, Logansport Division, 710 feet East of Anoka; Vance and Matthews.

Zone D—

Between:

Division Post, Columbus Division, 50 feet West of Newman and Adams.

Qualification of Conductor Or Engineman

2102. A conductor or an engineman who has not made a trip, either in service or a special trip in such manner as to keep posted on the physical characteristics of his own division, or a part of it, or over connecting divisions used in interdivisional service within a period of six months, must not be used on such portions of the road until he has made one or more trips. In such cases it will be necessary to go over the portion of the division involved, be examined and qualified by the proper division officer.

When a conductor or engineman makes a trip (not in service) for the purpose of retaining his qualifications he must notify the Superintendent in writing, giving necessary details, and have conductor or engineman witness his certification.

Conductors or enginemen extending their qualifications by making trips (not in service) must be reexamined after the expiration of one year.

TRACK ASSIGNMENTS

2201.

Single Track

Track	Between	And
Main Line	Division Post (Cols. Div.)	Foster
	Red Bank	East Norwood
Undercliff Branch	Rendcomb Jct.	Valley
Richmond Branch	Oakley	Old River Jct.
	New River	Glen
	Newman	Anoka
Fort Wayne Branch	Newman	Adams

2202.

Two or More Tracks

Current of traffic is as follows:

Main Line Between:	No. 2 Track	No. 1 Track
Foster and Red Bank	Westward	Eastward
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.

2203. Secondary Tracks of Assigned Direction

Track	From	To	Assigned Direction	Controlled by	Reverse Movements on Permission from	Note
No. 1	Elsinore Ave.	East Norwood	Eastward	Yardmaster McCullough	Yardmaster McCullough	
No. 2	East Norwood	Elsinore Ave.	Westward	Yardmaster McCullough	Yardmaster McCullough	

2204. Secondary Tracks of No Assigned Direction

Track	Between	And	Controlled by	Note
Lytle (W)	Lytle	McCullough	Signalman Loveland	
McCullough (W)	McCullough	East Norwood	Yardmaster McCullough	
Elsinore Ave. (W)	Elsinore Ave.	Cincinnati	Yardmaster McCullough	
Middletown (W)	Middletown	Middletown Jct.	Signalman Loveland	
Muncie (W)	Muncie	Matthews	Station Agent Muncie	

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

MOVEMENT OF TRACK CARS

2301. Track cars will be governed as specified by Rule 80 on portions of the division as follows:

All main tracks, secondary tracks and sidings.

2302. Track cars will display night signals while passing through tunnels.

MOVEMENT OF TRAINS

2401. Location of Train Dispatchers—
Cincinnati

NOTE—Movements on portions of the main tracks of Connecting Divisions as listed below will be in charge of Train Dispatcher of this Division:

Between—

Greene and Division Post located 939 feet west thereof and Anoka and Division Post 710 feet east thereof; and orders issued over signature of the Superintendent of this Division.

★2402. 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 signalman at initial stations, junctions or where trains pass from one of two or more tracks to single track or by train orders if furnished to trains before arrival at the points mentioned.

★2403. 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 signalman at initial stations or junctions.

2409. Signalmen in charge of main track hand-operated switches when block station is open:

Location	Switches
Undercliff	Crossovers between main tracks and lead track.
Pendleton	Crossover; Lead to Enginehouse tracks.
Cincinnati	Crossovers between main tracks: Leads to yard tracks; Eggleston Ave. track; L. & N. tracks; Street Connection track.

Trains and engines may occupy Crossovers at Undercliff, Pendleton and Cincinnati without observing Rule 152.

Hand-Operated Switches Equipped With Electric Locks

2411. The following switches are equipped with electric lock; permission to unlock must be obtained from signalman:

Location	Switch	Controlled By
Foster	West Switch of Siding	Loveland
Valley	Switch to Trailmobile Co. track	Clare
Madisonville	Switch to Steel Materials Corp. track	Clare
Rendcomb Jct.	East and West Switch Storage Track	Clare
Oakley	American Compressed Steel Co. Rich Ladder Co.	Clare
McCullough	Switch to Yard Lead	Clare
Reading	East and West end Storage track, House track and Derail, Reisenberg Co. track, Co-operative Mill, International Minerals & Chemical Corp., Vaughan Yard Lead, Drackett Co. track, Sharonville track	Hamilton
Mosler	East Switch Westward Siding West Switch Eastward Siding	Hamilton
Hamilton	Main track switches to yard tracks. B. and O. Connection track	Hamilton
Seven Mile	Elevator and Farm Bureau tracks	Hamilton
Somerville	East and West end Siding	Hamilton
Eaton	East End Siding East and West end Crossover, Barron St., White Star Crossover	Hamilton
Campbelltown	West end of Eastward Siding	Hamilton
Glen	East and West switch Gravel Pit Track	Glen
New Castle	East and West end Scale track East and West end Big 4 Conn Trainor Spring Co. track	Broad
Elwood	East Switch & Derail to Sta. track Switch to Heffner track	Elwood
Portland	N.K.P. Interchange track	Portland

The following switches are equipped with electric lock, not controlled by signalman:

Location	Switch
Clare	East Switch N. & W. Connection track
Norwood Heights	P. V. Shoe Co. track Highway Equipment Co. track Parkview Markets Inc. & Eagle-Picher Co. tracks
Camden	Team track

NOTE—The switch lock on these switches must not be removed from keeper until after permission has been obtained from signalman. Instructions for operation of switches will be posted in telephone box or at other convenient location adjacent to switch.

Yards and Yard Instructions

2417. Yards indicated by yard limit boards located at:

Richmond Branch—

Reading.....4800 feet West of Mile Post 13 to 1600 feet West of Mile Post 16

Hamilton.....3700 feet West of Mile Post 27 to 2600 feet West of Mile Post 31

Glen.....2100 feet West of Mile Post 68 to Glen

Newman.....Newman to 3700 feet West of Mile Post 75

New Castle 2100 feet West of Mile Post 100 to 2600 feet West of Mile Post 102
 Anderson 3700 feet West of Mile Post 120 to 2600 feet West of Mile Post 126
 Elwood 1600 feet West of Mile Post 136 to 2600 feet West of Mile Post 139
 Kokomo 500 feet West of Mile Post 157 to 1100 feet West of Mile Post 161
 Ft. Wayne Branch—
 Newman Newman to 1600 feet West of Mile Post 2
 Winchester 3700 feet West of Mile Post 23 to 3200 feet West of Mile Post 25
 Ridgeville 500 feet West of Mile Post 32 to 500 feet West of Mile Post 34
 Portland 4800 feet West of Mile Post 41 to 2600 feet West of Mile Post 44
 Decatur Mile Post 70 to 2600 feet West of Mile Post 72

2418. Rule D-93 in effect as follows:

Track	Between	And
No. 1 and No. 2	Red Bank	Rendcomb Jct.
No. 2	Rendcomb Jct.	Undercliff
No. 1 and No. 2	Undercliff	Cincinnati

Oscillating Red and White Lights

2419. Oscillating Red Lights — Front and rear of train on Single or Two Tracks

When a train is equipped with an oscillating red light on either engine or rear car and a sudden or severe application of the brakes takes place or an equipment failure occurs which may obstruct adjoining tracks, the oscillating light or lights shall be turned on immediately.

Trains approaching from either direction must stop and must not proceed until it is ascertained that it is safe to do so.

All Operating, Signal and Interlocking Rules remain in force.

Oscillating White Light — Front of train on Single, Two or More Tracks

When a train is equipped with an oscillating white light on front of train, the oscillating white light will be turned on from sunset to sunrise and when day signals cannot be plainly seen approaching public crossings at grade; non-interlocked railroad crossings at grade; also when view is obscured approaching points where men may be at work.

All Operating, Signal and Interlocking Rules remain in force.

Operation of Pusher Engines In State of Ohio

2420. 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, employes 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.

2421. The movement of trains through the gauntlet at tunnels Nos. 1 and 2, Avondale, in assigned direction is governed by fixed signals located at the clearance points of the gauntlet at west end of tunnel No. 1 and at east end of tunnel No. 2, which operate automatically. When signals are inoperative, or trains are operating in un-assigned direction, movements through the gauntlet must be made under proper flag protection.

Dwarf signals located at each end of the gauntlet indicate the clearance points when operating in un-assigned direction.

2422. Cars must not be left standing on Drackett Co. track, Reading, between Main track switch and clearance point of switch leading to plant tracks.

Non-interlocked Railroad Crossings At Grade

2427. Movement of trains or engines on tracks of this division 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		
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.	
Anderson Belt: Central Ind. Ry.	Stop Boards	Stop	Stop. It must be known that crossing is clear before using.	
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.	
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.	
Middletown, Ohio: B. & O. R. R.	Stop Boards	Stop	Stop. It must be known that crossing is clear before using.	
Hageman:	Stop Boards	Stop	Stop. It must be known that crossing is clear before using.	
Idlewild: N. & W. Ry.	Target and Stop Boards	Target Diagonal	Stop. Proceed indication—Target diagonal. Red lights diagonal by night. Normal position of target is against movement on N. & W. Ry.	
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.	

Automatic Highway Crossing Signals

★2450. Automatic highway crossing signals at grade crossings indicate the approach of a train. These signals do not relieve engineman from complying with Rules 14 (I) and 30. They operate when trains approach crossings with or against the current of traffic on main tracks only.

Trains approaching a highway crossing on a siding or yard track, adjacent to tracks crossing a highway protected by automatic highway crossing signals, will run carefully sounding the warning as prescribed by Rules 14 (I) and 30.

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

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

When shifting movements are made in the vicinity of a highway crossing protected by automatic highway crossing signals, or when a train is stopped, thereby operating the signals unnecessarily, every effort must be made by trainmen to avoid delay to highway traffic. When it is known that no trains or engines are approaching on other tracks and it is safe for vehicles or pedestrians to cross, the trainman will say "all right" and beckon to cross.

At the following location a device is provided to cut out the operation of the automatic highway crossing signals by trainmen:

Track	Crossing	Location	Control Device Located	Movements
Main	Main St.	Reading	Instrument Case east side of Main St.	Eastward and Westward

When such device is used, no movement may be made over the crossing by their train until protection is provided as prescribed by **Rule 103a**, or the automatic operation of these signals has been restored.

Employees should observe the operation of automatic highway crossing signals and report promptly to the Superintendent any failures to operate properly.

2451. At the following location a device is provided for the operation of the automatic highway crossing signals by trainmen:

Track	Crossing	Location	Control Device Located	Movements
No. 1 Secondary Track	Smith Rd. Washington St.	Norwood	In shelter box East of Smith Rd.	Eastward Westward

No movement may be made over these crossings on this track until protection is provided as prescribed by **Rule 103a**, or the device is cut in.

Protection For Public Highway Crossing At Grade

2455. Trains or engines must stop before passing over the following public highway crossing 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
Secondary Track	Dana Ave.	Idlewild	11:00 p. m. and 7:00 a. m.	

2456. 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
Secondary	Montgomery Road	Silverton
Secondary	Woodburn Ave.	Idlewild
Secondary	Melish Ave.	Avondale

2457. Westward Freight Trains taking water at Morrow must leave train clear of Mill Street Crossing east of Bridge 82.95.

MOVEMENT BY TRAIN ORDERS

2501. A train must not leave its initial station without reporting for train orders.

2502. At Cincinnati (C. U. T.), enginemen of passenger trains are relieved from reporting for train orders. Conductors 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 the train departs.

MOVEMENT OF TRAINS IN THE SAME DIRECTION BY BLOCK SIGNALS

★**2601.** Rules 251, 253 and 254 in effect:

	Track	Between	And
Main Line	Single	Division Post (Cols. Div.)	Foster
	No. 1 and No. 2	Foster	Clare
Undercliff Branch	No. 2	Rendcomb Jet.	Undercliff
	No. 1 and No. 2	Undercliff	Cincinnati
Ft. Wayne Branch	Single	Ridgeville	Winchester

On two or more tracks signal indication or permission of the signalman will be authority for a train to proceed as an extra.

When a train is to run as a Passenger Extra it will be notified by the signalman, except:

At Cincinnati Union Terminal, by Operator, GC office.

OPPOSING AND FOLLOWING MOVEMENT OF TRAINS BY BLOCK SIGNALS

★**2602.** Rules 261, 262, 263 and 264 in effect:

	Track	Between	And
Main Line	No. 1 and No. 2	Clare	Red Bank
	Single	Red Bank	East Norwood
Undercliff Branch	No. 1 and No. 2	Red Bank	Rendcomb Jet.
	Single	Rendcomb Jet.	Valley
Richmond Branch	Single	Oakley New River Broad	Old River Glen Foley

Signal indication or permission of the signalman will be authority for a train to proceed as an extra.

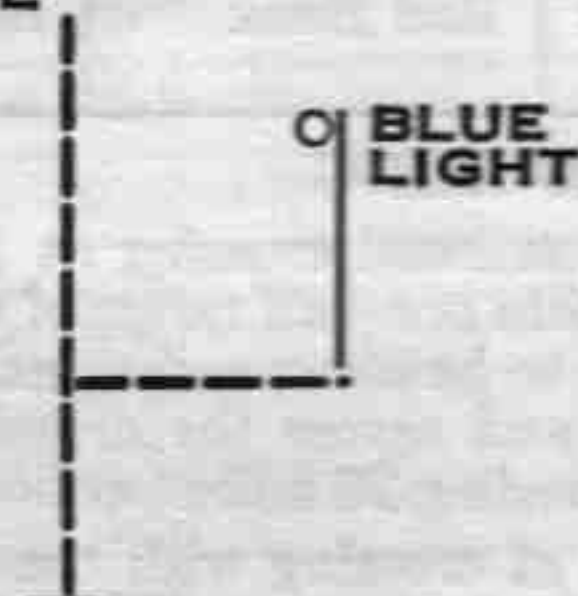
When a train is to run as a Passenger Extra it will be notified by the signalman, except:

At Cincinnati Union Terminal, by Operator, GC office.

FIXED SIGNALS

2701. Signal aspects not in conformity with the typical aspects, in service:

SIGNAL



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

Location—Delco.



Indication — Stop
 Name — Stop Board
 Location — Anderson Belt:
 Central Ind. Ry.
 Kokomo:
 Nickel Plate R. R.
 (Clover Leaf Dist.)
 Kokomo:
 Nickel Plate R. R.
 (L.E. & W. Dist.)
 Middletown, Ohio:
 B. & O. R. R.
 Hageman:
 Idlewild:
 N. & W. Ry.

MANUAL BLOCK SYSTEM.

2801. Rules 305 to 373, inclusive, are in effect as follows, except that Rules 316 and 317 will apply only on portions of the Division as specified:

	Track	Between	And
Richmond Branch	Single	Newman	Anoka
Ft. Wayne Branch	Single	Newman Ridgeville	Winchester Adams

2802. Rule 316 will apply:

Between—
 Broad and Foley.

2803. Rule 317 will apply:

Between—
 Newman and Broad:
 Foley and Anoka.
 Newman and Winchester:
 Ridgeville and Adams.

Two or more tracks movement against current of traffic, except where Rule 261 is in effect.

AUTOMATIC BLOCK SYSTEM

2901. Rules 501 to 512, inclusive, are in effect on portions of the Division as follows:

For movement with current of traffic and on single track.

	Track	Between	And
Main Line	Single	Division Post (Cols. Div.)	Foster
	Single	Red Bank	East Norwood
	No. 1 and No. 2	Foster	Red Bank
Undercliff Branch	Single	Rendcomb Jct.	Valley
	No. 1 and No. 2	Red Bank	Rendcomb Jct.
	No. 2	Rendcomb Jct.	Undercliff
Richmond Branch	No. 1 and No. 2	Undercliff	Cincinnati
	Single	Oakley	Old River Jct.
Ft. Wayne Branch	Single	New River	Glen
	Single	Winchester	Ridgeville

For movements against current of traffic

Main Line	No. 1 and No. 2	Clare	Red Bank
Undercliff Branch	No. 1 and No. 2	Red Bank	Rendcomb Jct.

INTERLOCKING

3003. Trains must approach railroad crossing at Lynn under full control, prepared to stop within one-half range of clear vision. When crossing is seen or known to be clear and signals are properly set, train may proceed on and across the crossing without coming to a full stop, but not exceeding 20 miles per hour.

3004. Interlocking in service at crossing with the C. C. C. & St. L. 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 signalman at KY Tower on the C. C. C. & St. L. R. R., and will operate the interlocking for the movement. When movement is completed the interlocking will be restored for movement on the C. C. C. & St. L. R. R.

SPEEDS SPEED TABLE.

★3101.

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

3102. MAXIMUM SPEEDS, UNLESS OTHERWISE SPECIFIED PASSENGER TRAINS AND FREIGHT TRAINS

	Single Track		No. 2 Track		No. 1 Track	
	Pgr.	Ft.	Pgr.	Ft.	Pgr.	Ft.
MAIN LINE						
BETWEEN:						
Division Post (Cols. Div.) and Waynesville	70	40				
Waynesville and Foster	60	40				
Foster and Red Bank			60	40	60	40
Red Bank and East Norwood	60	40				
Richmond Branch						
Between:						
East Norwood and Old River Junction	65	40				
New River and Mile Post 39	50	40				
Mile Post 39 and Glen	65	40				
Newman and Mile Post 76	55	40				
Mile Post 76 and Mile Post 100	60	40				
Mile Post 100 and Mile Post 103	55	40				
Mile Post 103 and Mile Post 120	60	40				
Mile Post 120 and Mile Post 127	55	40				
Mile Post 127 and Mile Post 136	60	40				
Mile Post 136 and Mile Post 140	55	40				
Mile Post 140 and Mile Post 157	60	40				
Mile Post 157 and Mile Post 162	55	40				
Mile Post 162 and Anoka	60	40				
Fort Wayne Branch						
Between:						
Newman and Mile Post 3	55	40				
Mile Post 3 and Mile Post 23	60	40				
Mile Post 23 and Winchester	55	40				
Winchester and Mile Post 33	60	40				
Mile Post 33 and Mile Post 35	55	40				
Mile Post 35 and Mile Post 41	60	40				
Mile Post 41 and Mile Post 45	55	40				
Mile Post 45 and Mile Post 70	60	40				
Mile Post 70 and Mile Post 73	55	40				
Mile Post 73 and Adams	60	40				
Undercliff Branch						
Between:						
Red Bank, Valley and Rendcomb Jct.	30	30				
Rendcomb Jct. and Undercliff			30	30		
Undercliff and Cincinnati					30	30

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

WRECK TRAINS

	Boom Trailing	Boom Forward
	Miles per Hour	
Main Line Between: Division Post (Cols. Div.) and East Norwood.....	40	30
Richmond Branch Between: Norwood Heights and Glen..... Newman and Anoka.....	35 35	25 25
Ft. Wayne Branch Between: Newman and Adams.....	35	25
Undercliff Branch Between: Red Bank, Valley and Cincinnati.....	30	20
Secondary Tracks Between: Muncie and Matthews.....	15	10
Middletown and Middletown Jct.....	30	20
Lytle and Cincinnati.....	20	15

WORK TRAINS

	Boom Trailing	Boom Forward	On Curves
	Miles per Hour		
Main Line Between: Division Post (Cols. Div.) and East Norwood.....	30	20	20
Richmond Branch Between: Norwood Heights and Glen..... Newman and Anoka.....	30 30	20 20	20 20
Ft. Wayne Branch Between: Newman and Adams.....	30	20	20
Undercliff Branch Between: Red Bank, Valley and Cincinnati.....	30	20	20
Secondary Tracks Lytle and Cincinnati.....	20	15	15
Middletown and Middletown Jct.....	30	20	20
Muncie and Matthews.....	15	10	10

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

VARIOUS

MAIN LINE	Miles per Hour
Circus Trains.....	30
Revenue trains handling machinery of rotary or swinging type, such as cranes, derricks, steam shovels, etc.; moving on own wheels — see Supplemental Instruction to Operating, Signal and Interlocking Rules, 4135. —on straight track..... —on curves.....	30 20
Snow Plows in service.....	25
Snow Flangers in service.....	20
Passing station platforms and trains on adjacent tracks..	5
NOTE—When operating over territory other than Main Line, shown above, conform to maximum speeds for freight trains in such territory, but not exceeding the speed indicated above.	
Operating against current of traffic, except where Rule 261 is in effect.....	
Main Line:	
—Passenger Trains.....	50
—Freight Trains.....	40
Undercliff Branch:	
—Passenger Trains.....	30
—Freight Trains.....	30
Trains consisting of 50 per cent or more P. R. R. cars of MP-54 and MBM-62 types or Long Island Rail Road cars of P-54 type.....	65
NOTE—For purpose of identification, P.R.R. Suburban Cars of MP-54 and MBM-62 types are shorter than the through service cars, and are not equipped with buffer diaphragms. Long Island Rail Road Suburban Cars of P-54 type are shorter than the through service cars, but are equipped with buffer diaphragms and may be identified by means of the description on board located in toilet. When handling such cars, conductors must know that enginemen have been so advised.	
Passenger train assisted by an engine on rear and air brake controlled by leading engine.....	30
Pushing Cars—Passenger Trains.....	
—Freight Trains.....	20
Track Cars—unless otherwise restricted.....	
—when hauling track cars or trailers.....	10
—hand cars operated under Rule 80.....	8
—through crossovers and turnouts, and over highway and railroad crossings.....	5

Cars Carrying Major Calibre Gun Barrels

Cars carrying major calibre gun barrels shall be placed on front end of train and the movement of such cars restricted to not exceeding the following speeds:

	Breech End Forward	Breech End Trailing
	Miles per Hour	
Main Line		
Between:		
Division Post (Cols. Div.) and East Norwood	40	20
Richmond Branch		
Between:		
Norwood Heights and Glen	40	20
Newman and Anoka	40	20
Ft. Wayne Branch		
Between:		
Newman and Adams	40	20
Undercliff Branch		
Between:		
Red Bank, Valley and Cincinnati ..	30	20
Secondary Tracks		
Between:		
Muncie and Matthews	15	10
Middletown and Middletown Jet.	30	20
Lytle and Cincinnati	20	15

When conditions require, speed restrictions of less than those specified above shall be made effective by local instructions. When handling such cars, conductors must know that engine-men have been so advised

3103. MAXIMUM SPEEDS, UNLESS OTHERWISE SPECIFIED TURNOUTS

ENTIRE DIVISION		
		Miles per Hour
Non-Interlocked turnouts—diverging movements, except class I, J, K, M, Q, S and T engines over No. 8 crossovers and turnouts		15
	Miles per Hour	
	Forward	Backward
Class I, J, K, M, Q, S and T engines through No. 8 crossovers or turnouts must not exceed speed indicated:	10	5

This will apply to all hand-operated crossovers and turnouts.

3104. MAXIMUM SPEEDS, UNLESS OTHERWISE SPECIFIED CURVES, BRIDGES, ETC.

MAIN LINE	Miles per Hour
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 Morrow Station	15
Between Morrow Sta. and second St. Crossing west	15
Curves Mile Post 86 to west of Mile Post 87, east of South Lebanon	40
Curves So. Lebanon to $\frac{3}{4}$ mile 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
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
Between a point 4000 feet east of Mile Post 109 and a point 500 feet east of Mile Post 108, No. 1 track	30
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
Richmond Branch:	
Curves Norwood and East Switch, Oakley to Mile Post 12, west of Norwood Heights	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 Jet	15
Curve Passenger Station and High St., Hamilton, J, M, Q, S and T engines running forward and K4, N2 and T engines, running backward	5
I, K2 and K3 engines running forward	10
I, J, K2, K3, M, Q, and S engines running backward prohibited.	
Over street crossings, Hamilton, not protected by watchman or flasher lights	15
Over crossings so protected	25
Over street crossings, Eaton	30
Curve Mile Post 69, three miles east of Glen	50
Over temporary runaround 2600 feet west of Mile Post 70 to Mile Post 71, east of Glen	30
Curves Mile Post 89 to Mile Post 91 Hagerstown	50
Curves east of Mile Post 101, east of New Castle to Broad	40
Curve east of Mile Post 122, east of Delco	40
Over street crossings, Anderson	30
Curve at Dow, C. C. C. & St. L. Crossing	40
Curves Westward Home Signal and Main St., 1000 feet West of Elwood Passenger Station	30
Over street crossings, Kokomo	10
Fort Wayne Branch:	
Curve at Mile Post 1, west of Newman	40
Over Big Four R. R. Crossing, Lynn	20
First Curve east of Mile Post 24, east of Winchester	40
Curves west of Mile Post 24, Winchester	15
Curves Mile Post 33, Ridgeville	25
First Curve west of Mile Post 43, Portland	40
Curve over Erie and N. K. P. Crossing, Decatur	30

	Miles per Hour
Secondary Track Lytle — Cincinnati	
Curves Mile Post 16, Lytle to Mile Post 27, Lebanon...	15
Curves Mile Post 29 to Mile Post 31, east of Hageman..	15
Curves Mile Post 38 to Mile Post 39, west of Mason....	15
Curves Mile Post 47, Deer Park to Mile Post 50, McCullough.....	15
Over Main Street Crossing Norwood.....	5

3105. MAXIMUM SPEEDS, UNLESS OTHERWISE RESTRICTED ENGINES

Class Steam Engines	Miles per Hour		
	Backward	Forward— Light	Forward— with train
A.....	15	15	15
B.....	20	20	20
C.....	20	20	20
D.....	25	50	70
E.....	25	50	70
G.....	35	50	70
H.....	35	40	50
I.....	25	40	50
J.....	25	40	50
K.....	35	50	70
L.....	25	40	50
M.....	35	50	60
N.....	25	40	50
Q.....	25	40	50
S-2.....	10	50	70
T.....	25	50	70
Rail Motor Cars	50	50	50

Class Diesel Engines	Miles per Hour	
	Forward—Light	Forward—with train
Road		
AP-3.....	50	70
BP-1.....	50	70
BP-3.....	50	70
EP-3.....	50	70
AF-4.....	40	40
BF-4.....	40	40
EF-4.....	40	40
FF-3.....	40	40
Yard		
AS-6.....	40	40
BS-6.....	40	40
ES-6.....	40	40
AS-10.....	40	40
BS-10.....	40	40
ES-10.....	40	40
FS-10.....	40	40
FS-20.....	40	40

NOTE —

Road Diesel Engines

The first letter indicates the builder; i.e., "A" — American Locomotive Company, "B" — Baldwin Locomotive Works, "E" — Electro-Motive Division, General Motors Corporation, "F" — Fairbanks, Morse & Company.

The second letter indicates the service to which assigned; i.e., "P" — Passenger, "F" — Freight.

The numeral indicates the number of units in the engine. The "BP-1" is the Baldwin passenger engine — 6000 horsepower, which is semi-permanently connected and is considered as one unit.

Yard Diesel Engines

The first letter indicates the same as for Road Diesel Engines.

The second letter indicates the service (shifting).

The numeral indicates the horsepower.

For example:

"A" — American Locomotive Company.

"S" — Shifting Service.

"6" — 600 or 660 horsepower.

3106. MAXIMUM SPEEDS, UNLESS OTHERWISE SPECIFIED SECONDARY TRACKS AND SIDINGS

Track	Between	And	Miles per Hour
1.....	Elsinore Avenue	East Norwood.....	20
2.....	East Norwood..	Elsinore Avenue....	20
Lytle.....	Lytle.....	East Norwood.....	20
Elsinore Avenue	Elsinore Avenue	Cincinnati.....	20
Middletown....	Middletown....	Middletown Junction	30
Muncie.....	Muncie.....	Matthews.....	15
All Sidings....	.....	.....	15

★3107. Movements on tracks, other than main, secondary and sidings must be made at Restricted speed.

ENGINE RESTRICTIONS

3108. ENGINES 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—Operation of engines coupled restricted to speed indicated.
 R—Restricted account of light rail.
 O—Prohibited except in detour or emergency service.

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

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

LOCATION	CLASS OF ENGINES																		Engines with Tender Capacity of Over 15,000 Gallons with 6 wheel trucks
	B, AS, BS, ES, FS	BP-1	AP-3, BP-3, EP-3	AF-4, BF-4, EF-4, FF-3	CC2	E-G5	H6	H8-H10	I1-C1	J1-Q	K2	K3	K4	L1	M1	N1	N2	S2-T1	
Main Line																			
Between Division Post (Col. Div.) and East Norwood																			
SPRING VALLEY:																			
Canning Factory track.....	X	X	X	X	X					40						O	O		
Coal track.....	X	X	X	X	X					O									
WAYNESVILLE:																			
Elevator track.....	X	X	X	X	X					X	X	X	X	X	X	X	X	X	X
MORROW:																			
Bridge 82.95.....	30	45	45	X	40	40	30	15	O	40	30	30	30	O	O	30	E10	20	15
Feed & Supply Co.....	X	X	X	X	X				X	X	X	X	X	X	X	X	X	X	X
Van Camps Storage tracks 1 and 2, sand tipple to scale, Barrett track, mixer to west end of track.....	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
MIDDLETOWN JCT:																			
Turnout from west end of No. 3 track to No. 4 track at Bridge 13.95.....	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
KINGS MILLS:																			
Hill track.....	X	X	X	X	X				X	X	X	X	X	X	X	X	X	X	X
King Powder Co. Trestle.....	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
LOVELAND:																			
Hill track and B. & O. Conn. tracks East of Broadway St.....				X	X				X	X	X	X	X	X	X	X	X	X	X
DONNELLY:																			
Queen City Co. track.....	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
VALLEY to NORWOOD:																			
All team and industrial tracks..	X	X	X	X	X				X	X	X	X	X	X	X	X	X	X	X
Richmond Branch:																			
Between Oakley and Glen																			
NORWOOD HEIGHTS:																			
All team and industrial tracks between Mile Post 11 and 14	X	X	X	X	X				40	35				40	O	X			
READING:																			
All station and industrial tracks between M. P. 14 and 20.	X	X	X	X	X				X	X	X	X	X	X	X	X	X	X	X
Co-operative Mill over Track Scales.....	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
HAMILTON:																			
Connection B. & O. R. R.....	X	X	X	X	X				X	X	X	X	X	X	X	X	X	X	X
SEVEN MILE:																			
Elevator track.....	X	X	X	X	X				X	X	X	X	X	X	X	X	X	X	X
COLLINSVILLE:																			
Elevator track.....	X	X	X	X	X				X	X	X	X	X	X	X	X	X	X	X
BRIDGE 43.47:																			
East of Somerville.....																		60	X
SOMERVILLE:																			
Storage track.....	X	X	X	X	X				X	X	X	X	X	X	X	X	X	X	X
Bridge 44.77.....																		60	X

LOCATION	CLASS OF ENGINES																		Engines with Tender Capacity of Over 15,000 Gallons with 6 wheel trucks
	B, AS, BS, ES, FS	BP-1	AP-3, BP-3, EP-3	AF-4, BF-4, EF-4, FF-3	CC2	E-G5	H6	H8-H10	I1-C-1	J1-Q	K2	K3	K4	L1	M1	N1	N2	S2-T1	
BRIDGE 48.55: East of Camden.....																		60	X
CAMDEN: House and Team tracks.....	X	X	X	X	X					X	X	X	X	X	X	X	X	X	X
EATON: Glick & Eastman tracks.....	X	X	X	X	X					X	X	X	X	X	X	X	X	X	X
Between Newman and Anoka.....					X				30 30 O O						40 O X				
HAGERSTOWN: Elevator track.....	X	X	X	X	X					X	X	X	X	X	X	X	X	X	X
BRIDGE 90.48: West of Hagerstown.....	40			X					30 30			40 40	40 30	X	40	30			30
NEW CASTLE: Farm Bureau track.....	X	X	X	X	X					X	X	X	X	X	X	X	X	X	X
Big 4 wye.....	X	X	X	X	X					X	X	X	X	A	X	X	X	X	X
Engs. can make for'd movement.....	X	X	X	X	X					X	X	X	X	A	X	X	X	X	X
BRIDGE 102.84: West of Broad.....									30 30						40 X		40		30
BRIDGE 103.55: East of Foley.....				X					30 30			40 40			40 X	40			30
HONEY CREEK: Elevator track.....	X	X	X	X	X					X	X	X	X	X	X	X	X	X	X
MIDDLETOWN (IND.): Station track.....	X	X	X	X	X					X	X	X	X	X	X	X	X	X	X
ANDERSON: West leg wye.....				X						X	X	X	X		X X		X		X
East leg wye.....				X	A					X	X	X	X	A	X X	A	X		X
FRANKTON: Canning Factory track.....	X	X	X	X	X					X	X	X	X	X	X	X	X	X	X
BRIDGE 136.88: East of Elwood.....				X					20 20			55 55			35 X	40	35		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					X	X	X	X	X	X	X	X	X	X
Indiana Box, Sellers loading and platform tracks, Monticello, Shovel Co., and Pitts- burgh Plate Glass Co., track 1.....	X	X	X	X	X					X	X	X	X	X	X	X	X	X	X
Home Ice.....	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
BRIDGE 158.28: East of Kokomo.....				X					20 20			50 50			35 X	40	35		20
BRIDGE 158.64: East of Kokomo.....	15	15	15	X	15	15	15	10	10	15	15	15	15	15	10	X	15	10	10
KOKOMO: Over Scales in Scale track.....				X						X	X	X	X	X	X	X	X	X	X
WALTON: North & South Elevator and Lumber tracks.....	X	X	X	X	X					X	X	X	X	X	X	X	X	X	X
Fort Wayne Branch: Between Newman and Adams.....				X					30 30 O O						40 O X				
BRIDGE 8.10: East of Fountain City.....									30 30						40			60	
WINCHESTER: Old wye track.....	X	X	X	X	X					X	X	X	X	X	X	X	X	X	X
Interchange tracks.....	X	X	X	X	X					X	X	X	X	X	X	X	X	X	X
150 ft. west of Big 4 Conn....	X	X	X	X	X					X	X	X	X	X	X	X	X	X	X
RIDGEVILLE: House track.....	X	X	X	X	X					X	X	X	X	X	X	X	X	X	X
North-west wye track.....	X	X	X	X	X					X	X	X	X		X X		X		X
South-west wye track.....	X	X	X	X	X					X	X	X	X		X X		X		X
BRIDGE 42.00: East of Portland.....	40	40	40	20	40	40	40	30	30	40	40	40	40	40	30	30	40	30	15

LOCATION	CLASS OF ENGINES																	Engines with Tender Capacity of Over 15,000 Gallons with 6 wheel trucks	
	B, AS, BS, ES, FS	BP-1	AP-3, BP-3, EP-3	AF-4, BF-4, EF-4, FF-3	CC2	E-G5	H6	H8-H10	I1-C1	J1-Q	K2	K3	K4	L1	M1	N1	N2		S2-T1
BRIDGE 43.02: East of Portland.....	40	40	40		20	40	40	40	30	30	40	40	40	40	30	30	40	30	15
PORTLAND: Bimmel track.....	}	X	X	X	X	X			X	X	X	X	X	X	X	X	X	X	X
Holmes, Haynes.....		X	X	X	X	X			X	X	X	X	X	X	X	X	X	X	X
No. 4 House track.....		X	X	X	X	X			X	X	X	X	X	X	X	X	X	X	....
Tile Track.....		X	X	X	X	X			X	X	X	X	X	X	X	X	X	X	....
BRIDGE 52.49: East of Geneva.....									30	30					40			60	....
BRIDGE 53.64: East of Geneva.....									30	30					40			50	....
BRIDGE 55.93: West of Geneva.....	45	60	40	X					20	15		50	50		35	X	40	20	20
DECATUR: N. K. P. wye.....	}	X	X	X	X	X			X	X	X	X	X	X	X	X	X	X	X
Smith track.....		X	X	X	X	X			X	X	X	X	X	X	X	X	X	X	X
Central Soya Bean track.....		X	X	X	X	X			X	X	X	X	X	X	X	X	X	X	X
General Electric track.....		X	X	X	X	X			X	X	X	X	X	X	X	X	X	X	X
BRIDGE 72.04: West of Decatur.....	45	60	40	X					20	15		50	50		30	X	35	20	20
Undercliff Branch: Red Bank, Valley and Cincinnati.....				X					30						30	30		30	....
BP-1, AP-3, BP3, EP-3 J, M, N1, Q, S, T engines can operate on main track only.				X					30						30	30		30	....
BRIDGE 117.32: West of Pendleton.....				X					30	30					30	30		30	30
Secondary Tracks																			
LYTLE—CINCINNATI																			
Between Lytle and Mile Post 25.	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
Between Mile Post 25 and McCullough.....		X			X	X			X	X	X	X	X	X	X	X	X	X	X
Between McCullough and Cin'ti.					X				X	X					X	X		X	X
LEBANON: East End Coal Co. trestle.....	}	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
Lewis & Drake Co. trestle.....		X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
BRIDGE 26.83: West of Lebanon.....	X	15	15	X	X			15	X	X	X	X	X	X	X	X	X	X	X
BRIDGES 35.28 AND 41.61: West of Mason.....				X	X			10	X	X	X	X	X	X	X	X	X	X	X
BETWEEN MUNCIE AND MATTHEWS.....				X	X				X	X	X	X	X	X	X	X	X	X	X
BRIDGE 29.82: West of Wheeling.....				X	X				X	X	X	X	X	X	X	X	X	X	X
BETWEEN MIDDLETOWN AND MIDDLETOWN JCT. ...	}	X	15	15	X				X	X					X	X		X	....
BRIDGES 3.28 AND 4.77: East of Oakland.....	X	15	15	X	30			20	X	X	30	20	20	20	X	X	15	X	15
BRIDGES 9.75 AND 10.03: East of Hageman.....	X	15	15	X	30			30	X	X	30	30	30	30	X	X	30	X	30
BRIDGE 13.95: Middletown Jct.....	X	10	10	X	10			5	X	X	10	5	5	5	X	X	5	X	5
Engines must not make coupling on bridge.																			

NOTE: All classes of Nickel Plate R. R. engines may operate between Broad and Foley.
All classes of N. & W. R. R. engines may operate between Clare and East Norwood and between Idlewild and Court St., Cincinnati.
Foreign railroad engines not larger than P. R. R. class N-2 may be operated over the Undercliff Branch between Cincinnati and Red Bank.

OTHER EQUIPMENT RESTRICTIONS

3116. Trains with 250-ton wrecking derricks are prohibited on tracks, bridges and in territory etc. as follows:

Main Line or Branch	Between	And	Bridge	Note
Secondary Track	Lytle	Cincinnati		
Secondary Track	Middletown	Middletown Jct.		
Secondary Track	Muncie	Matthews		

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 must be separated from the engine by at least two cars, which may be loaded.

USE OF TELEPHONES

3501. Train and engine service employees using telephones in connection with the movement of their train will identify themselves to the signalman giving their name, occupation, identification and location of train involved. Operators and signalmen when answering phone will identify themselves by name and station.

3502. Trains doing work on sidings or to be met or passed by another train or trains must place a man within hearing distance of the telephone bell in order that instructions may be given if desired.

GENERAL INSTRUCTIONS

Overhead Clearance

*3601. 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:

Bridges or Structures	Location
Main Line:	
Bridge 82.95.....	0.25 mi. east of Morrow Terrace Park
Bridge 106.32.....	0.56 mi. east of Plainville
Bridge 109.34.....	0.2 mi. west of Madisonville
Bridge 8.86.....	
Undercliff Branch:	
Signal Bridge.....	0.1 mi. east of Rendcomb Jct.
Signal Bridge.....	0.1 mi. west of Rendcomb Jct.
Westward Home Signal Bridge	Undercliff
Signal Bridge 1171.....	0.7 mi. west of Pendleton
Signal Bridge 1189.....	0.8 mi. east of Cincinnati
Bridge 0.84.....	(Street Tracks—Cincinnati
Bridge 1.38.....	Water and Front Sta.
Bridge 113.46.....	Beechmont Ave.
Richmond Branch:	
Bridge 8.86.....	Madisonville
Bridge 11.13.....	Norwood Heights
Ft. Wayne Branch:	
Bridge 8.10.....	0.70 mi. east of Fountain City
Bridge 55.93.....	1.73 mi. west of Geneva
Bridge 72.04.....	1.33 mi. west of Decatur
Secondary Tracks Lytle—Cincinnati	
Bridge 28.73.....	2.18 mi. west of Lebanon
Bridge 48.40.....	0.20 mi. east of Kennedy Heights
Bridge 53.71.....	0.09 mi. east of Avondale
Bridge 53.80.....	0.01 mi. east of Avondale
Bridge 54.03.....	0.23 mi. west of Avondale
Tunnels No. 1 and 2.....	West of Avondale
Bridge 54.89.....	1.09 mi. west of Avondale
Middletown—Middletown Jct.	
Bridge 13.95.....	0.45 mi. east of Middletown Jct

3602. Trainmen must not pass over container cars while cars are in motion.

3603. On account of close clearance of tracks under Wehrman Avenue Bridge, just east of Avondale, train and enginemen are warned to not 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 by flagman.

Diesel Engines Operating in Tunnels or Confined Locations

3604. When stopped in tunnels, engines and steam heat generators on all Diesel engine units shall be shut down unless it is known that Diesel engine will proceed within five minutes.

Engines and steam heat generators on Diesel engine units shall not be allowed to run for extended periods of time in buildings or shops unless proper ventilation is provided.

Extinguishing Fires on Diesel Engines

3606. The Carbon-Dioxide fire extinguishing apparatus with which Diesel engines are equipped shall be used on all fires on the inside and outside of Diesel engines.

Water shall not be used except as last resort and then preferably with fog nozzles.

Fire departments assisting in extinguishing fires on Diesel engines shall be informed of these instructions.

Operation of Carbon-Dioxide systems —

- (1) Inside pull boxes and hose racks are located near doors and ends of each unit and outside pull boxes are located at sill at each end of each unit.

To operate, open a pull box and pull handle hard; then go to the hose rack to be used and throw lever of valve to left; take hose discharge horn as close to fire as possible. Squeeze horn control valve releasing carbon-dioxide gas; drive back smoke and then direct the gas at base of flames until extinguished and heat dissipated.

- (2) The pulling of the handle in a pull box discharges 2 of 4 cylinders; to obtain carbon-dioxide gas from other cylinders pull additional handles in pull boxes; if this is not enough go to the valve at the adjoining end of the next Diesel engine unit and turn it to left and then again operate pull boxes as heretofore described; repeat with each succeeding Diesel engine unit as may be necessary.

- (3) After any fire has been extinguished, return all valve levers to closed position; bleed hose line of gas by squeezing valve at horn.

(Note) — Baldwin Class BP-1 Diesel engines have no valves between units. In Alco Diesel engines the main electrical cabinet is connected to carbon-dioxide system. In case of fire in these cabinets, operate pull boxes as heretofore described and throw valve lever at cabinet to left.

Operation of Dry Powder Extinguishers —

- (1) Dry Powder Extinguishers, two of which are provided on each Diesel engine unit, shall be used primarily for fires on outside, but may be used inside if fire is not extinguished by the Carbon-Dioxide system. To operate Dry Powder Extinguisher, remove extinguisher from holder; remove ring pin from lever and push lever down hard; direct nozzle at base of flames squeezing nozzle handle and releasing extinguishing agent on fire.

Occurrence of fires and use of extinguishing apparatus shall be reported on form MP-62-DE."

PERSONAL INJURIES

3702. Medical Examiners and Company Surgeons

Location	Name and Address	Telephone Number
Xenia.....	Dr. Irvin Black Office in Freight Station First and Third Thursday: 10.45 A. M. to 2.15 P. M.	No Phone
	Dr. Paul D. Espey Office and Residence, 122 North Detroit Street.....	55-R
Richmond.....	Dr. Irvin Black Office, Passenger Station Tuesday, { 8.00 A. M. to 12 Noon { 1.30 P. M. to 3.00 P. M.	No Phone
	Dr. F. P. Buche Office and Residence, No. 106 South Seventh Street.....	1997
	Dr. H. E. Allen (Oculist) Office, 301 Medical Arts Building Residence, 235 South Eleventh St.....	2422 39872
Cincinnati.....	Dr. Irvin Black Office, 444 East Court St..... Monday, Wednesday, { 8.30 A. M. to 12.00 Noon { 1.00 P. M. to 3.30 P. M. and Friday.	DUnbar 3700
	Dr. Ralph G. Carothers Office, 409 Broadway..... Call Physicians Exchange Residence, 3006 Vernon Place.....	MAin 4453 Parkway 2845 AVon 1805
	Dr. Robert Carothers Office, 409 Broadway.....	MAin 4453
	Dr. John F. Lyons Office, 409 Broadway..... Residence, 7339 Montgomery Rd.....	MAin 4453 or—4454 MElrose 2542
	Dr. H. W. Reid (Oculist) Office, Union Central Bldg..... Residence, Red Fox, Indian Hill.....	Parkway 7500 LOcust 7423
	Dr. Walter Aye Office, 412 East Melbourne Ave. Monday and { 8.00 A. M. to 11.30 A. M. Wednesday, { 1.00 P. M. to 3.00 P. M. Friday, { 8.00 A. M. to 11.30 A. M. { 1.00 P. M. to 4.30 P. M. Saturday, 8.00 A. M. to 12.00 Noon	Penna Exc. 37
Logansport.....	Dr. J. Carl Jones Office, 422 North St. Residence, 1300 Michigan Ave.....	4560 4221
	Dr. E. W. Bailey (Surgeon) Office 212-214 5th St..... Residence, 2522 North St.....	4469 4498
	Dr. M. S. Adamski (Oculist) Office, 408-410 North St. Residence, 614 17th St.....	4440 3736
Morrow.....	Dr. Leonard Mounts Office, Railroad Street Residence.....	Valley 21-R2 Valley 29
Ridgeville.....	Dr. G. H. Schenk Office and Residence, 115 So. Walnut St.	80
Portland.....	Dr. Mark M. Moran Office, Moran Building, Corner West Main and Commerce Streets Residence, 403 East Walnut St.....	96 23

Location	Name and Address	Telephone Number
Fort Wayne.....	Dr. D. R. Benninghoff Office, 207 Wayne Pharmacal Bldg..... Residence, 2725 West Drive.....	A-5334 A-79923
	Dr. Eugene L. Bulson (Oculist) 102 Wayne Pharmacal Bldg..... Residence, 4301 Pembroke.....	A-9431 H-34333
	Dr. Walter Aye, Medical Examiner Office, 1536 S. Clinton St. Mon.-Wed. } 8.00 A. M. to 5.00 P. M. and Fri. } Saturday, 8.00 A. M. to 12.00 Noon	A-6441 PRR-221
Anderson.....	Dr. C. L. Willson Office, 2003 Meridian St. Residence, 2003 Meridian St.	22613 25451
New Castle.....	Dr. Clyde C. Bitler Office, Clinic Bldg., 1319 Church St..... Residence, 603 South 11th Street.....	970 1692
Kokomo.....	Dr. H. M. Rhorer Office, 113½-115½ W. Mulberry St..... Residence, 1224 W. Sycamore St.....	2705 355
	Dr. C. J. Adams Office, Room 618 Armstrong-Landon Building..... Residence.....	468-W 6531
Middletown, O.....	Dr. E. T. Storer Office and Residence, 1331 First Ave.....	25591 23321 Phys. Exc.

3703. Locations of Hospitals.

Location	Name and Address	Telephone Number
Xenia.....	Espey's Hospital 122 North Detroit Street.....	Main 55-R
	McClellan Hospital Roger Street.....	Main 61
Richmond.....	Reid Memorial Hospital On Chester Pike, one-half mile north of Passenger Station	2424
Cincinnati.....	Good Samaritan Hospital Clifton and Dixmyth Avenue.....	UNiversity 1400
Hamilton.....	Mercy Hospital 116 Dayton St.....	2340
Winchester.....	Randolph County Hospital Greenville Avenue.....	436
Portland.....	Jay County Hospital West Arch St.....	38
Decatur.....	Adams County Memorial Hospital Cor. Mercer and Grant Sts.....	791
Fort Wayne.....	Methodist Hospital West Lewis St.....	A-3111
New Castle.....	New Castle Clinic 1319 Church St.....	971
Anderson.....	St. John's Hospital 20th and Jackson Sts.....	1378
Elwood.....	Mercy Hospital 1131 South A St.....	42
Kokomo.....	Good Samaritan Hospital Vail Avenue.....	226
Logansport.....	St. Joseph Hospital 26th and High St.....	4145
	Memorial Hospital North Michigan Ave.....	3117
Middletown, O.....	Middletown Hospital Park Drive.....	2000

3704. First-Aid Boxes and Stretchers:

First-Aid Boxes, location of:
 Passenger, baggage, mail and cabin cars.
 Passenger and freight stations and yard offices.
 Engine houses and M. of E. shops.
 Wreck trains.
 Power plants and substations.
 Car inspectors' offices.
 M. W. cabins, tool houses and camp cars.
 Block and interlocking stations.
 Track cars.
 Stretchers:
 Combined cars, baggage cars, and on each passenger train.
 Yard offices.
 Engine houses and M. of E. shops.
 Wreck Trains.

[illegible]

THE PENNSYLVANIA RAILROAD
CINCINNATI DIVISION

Cincinnati, Ohio, April 17, 1949

GENERAL ORDER No. 1201

Effective { 1.01 A.M., E.S.T. } Sunday, April 24, 1949
 { 12.01 A.M., C.S.T. }

Applies in All Zones

- (a) Time-Table No. 12 in effect. It contains the necessary instructions issued in general orders up to and including No. 1112, all of which must be removed from bulletin boards.

Each employe must examine each page of Time-Table No. 12 to see that his copy is complete, pages properly lined up, and note changes.

Employees must turn in Time-Table No. 11 to bulletin board attendant, after Time-Table No. 12 takes effect.

This General Order is printed in Time Table No. 12 and will not be issued in sticker form.

J. F. HENRY,
Superintendent.

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