

Compliance with
OPERATING RULES

AND

SAFETY RULES

INSURES

**SAFE and EFFICIENT
Operation**

In Case of DOUBT or UNCERTAINTY
the SAFE COURSE MUST BE TAKEN

**IMPACT FORCE AT VARIOUS
STRIKING SPEEDS**

CAR COUPLED AT (MPH)		IMPACT FORCE
SAFE	1	1
	2	4
	3	9
	4	16
DAMAGING	5	25
	6	36
	7	49
	8	64
	9	81
	10	100

**THE BALTIMORE AND OHIO
RAILROAD COMPANY**
WESTERN REGION

Safety Above Everything



**TOLEDO-INDIANAPOLIS
DIVISION**

TIME TABLE No. 81

Effective 3:01 A. M. Eastern Standard Time
Effective 2:01 A. M. Central Standard Time

SUNDAY, APRIL 30, 1967

DESTROY ALL TIMETABLES OF PREVIOUS DATE

Read The Instructions

FOR INFORMATION OF EMPLOYEES ONLY

E. C. MOORMAN,
Superintendent.

A. W. JOHNSTON,
General Manager.

DIVISION OFFICERS

TOLEDO-INDIANAPOLIS DIVISION

E. C. Moorman	Superintendent	Dayton, Ohio
D. P. Murphy	Ass't Superintendent	Indianapolis, Ind.
G. Perko	Divn. Engr.	Dayton, Ohio
<hr/>		
B. A. Dickerson	TM	Dayton, Ohio
W. D. Treadway	TM	Indianapolis, Ind.
W. G. Waggoner	TM	Toledo, Ohio
D. C. Eubank	ATM	Tuscola, Ill.
A. Browning, Jr.	ATM	Middletown, Ohio
W. O. Reynolds	TTM	Hamilton, Ohio
J. B. Armentrout	ATTM	Dayton, Ohio
H. L. Bowen	ATTM	Dayton, Ohio
R. J. Mahoney	ATTM	Lima, Ohio
G. J. Hendrlon	ATTM	Lima, Ohio
L. G. Howland	ATTM	Toledo, Ohio
A. C. Douglas	ATTM	Toledo, Ohio
L. Flannery	ATTM	Hamilton, Ohio
R. L. Postlewalte	ATTM	Hamilton, Ohio
P. E. Washam	ATTM	Indianapolis, Ind.
V. E. Gogerty	ATTM	Decatur, Ill.
J. D. Davidson	RFE	Dayton, Ohio
E. H. Coulson	ARFE	Toledo, Ohio
R. L. Sunderland	ARFE	Indianapolis, Ind.
J. R. McAllister	CTD	Dayton, Ohio
E. O. Howard	CTD	Indianapolis, Ind.
C. R. Stevens	Asst. Divn. Engr.	Dayton, Ohio
W. D. Almy	Asst. Divn. Engr.	Indianapolis, Ind.

Assistant Chief Train Dispatchers

O. R. Fogle	J. W. Dungan	O. A. Richter
R. R. Mundy	D. L. Jackson	

Train Dispatchers

C. V. Donald	B. R. Klutts	J. A. Douglas
W. J. Farmer	W. B. Pinkston	D. G. Barker
W. J. Fraley	J. D. Freeman	R. M. Miller
D. L. Morris	E. J. Pace	P. F. Friedrich
G. H. Thompson	G. T. Davis	F. C. Neal

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Note.—Additional instructions, distances, passing sidings, office hours, junctions, etc., may be found on Schedule and Station pages 2 to 11.

FIRST, SECOND AND

TIMETABLE No. 81	NORTHWARD FIRST CLASS			
	70 Sat. only	54 Daily	190 Daily	58 Daily
<i>Cincinnati CUT</i>	L 15.0	PM L 900	AM 1215	AM L 1215
Glendale	10.4	931	1245	1245
Hamilton	1.1	S 947	F 1258	F 1258
Old River Jct.	5.9	949	101	101
Trent (NEDT)	5.1	955	106	106
Middletown	17.4	S 1002	112	112
SD Cabin (SEDT)	4.3	1019	130	130
Dayton	3.2	A 1025 L 1040	A 138 L 148	A 138 L 148
North Dayton (NEDT)	16.8	1048	156	156
Troy	8.1	S 1107	F 212	F 212
Piqua Crossing	9.2	S 1118	223	223
Sidney Jct. (SEDT)	1.3	1128	234	234
Sidney	4.8	S 1139	F 236	F 236
SW Cabin (NEDT)	15.1	1145	241	241
Wapakoneta	11.5	S 1159	F 259	F 259
Erie Jct. (SEDT)	1.5	1213	317	317
Lima	3.0	A 1216 L 1231	A 320 L 340	A 320 L 340
North Lima (NEDT)	31.1	1235	345	345
Deshler	16.8	L 140 A 107 L 117	A 510 L 525	A 430 L 435
Tontogany	12.0	214	F 545	500
Perry (SEDT)	2.9	238	600	516
Bates (NEDT)	5.0	244	604	521
Toledo		300	620	540
		A PM A PM A AM A AM		

Times shown in Italics convey no timetable authority and are for information only.

THIRD SUBDIVISIONS

NORTHWARD SECOND CLASS		SOUTHWARD FIRST CLASS				SOUTHWARD SECOND CLASS	
92 Daily	94 Daily	57 Daily	53 Daily	71 Sat. only	201 Daily	99 Daily	93 Daily
L 15.0	PM L 600	AM 550	PM A 550	PM A 550	PM A 550	PM A 550	PM A 550
102	730	527	512	1030	455	1030	455
119	820	F 514	S 457	1005	415	1005	415
		510	450				
		502	445				
		F 454	F 439				
		433	421				
		L 425	L 415				
		A 420	A 405				
		411	358				
		F 350	S 339				
		340	S 328				
		330	319				
		F 328	S 315				
		317	302				
		F 259	S 242				
		244	227				
		L 240	L 223				
		A 220	A 215				
		210	204				
		L 120	L 132	755	L 832		
		A 115	A 122	A 820			
		1256	105	721	F 801		
		1243	1253	655	749		
645	450	1240	1250	649	744	430	900
		1230	1240	635	735		
A PM A AM L AM L PM L PM L PM L PM							

WESTWARD

HAMILTON SUBDIVISION

EASTWARD

SECOND CLASS		TIMETABLE No. 81 In Effect 3:01 a.m. (E.S.T.) April 30, 1967	SECOND CLASS			
90 Daily	96 Daily		91 Daily	95 Daily		
L	PM		A	PM	A	AM
	350	HAMILTON	1.5	915		325
	358	Belt Jct.	6.3	907		317
	418	McGonigle	15.0	858		307
	447	Cottage Grove	14.7	835		243
	514	Lyonsville	4.4	810		217
	522	Connersville	1.5	800		210
	528	Salters	6.9	757		208
	543	Hurricane	3.3	747		158
	548	Mauzy	6.1	742		148 96
	600	Rushville	7.0	730		139
	611	Arlington	6.9	719		128
	622	Morristown	4.6	709		118
	630	Fountaintown	9.9	702		111
	647 91	Julietta	8.4	647 90		1256
	705	Pine Jct.	0.5	630		1240
	.....	State Street	2.1	.....		.....
	.....	Indianapolis	2.1	.....		.....
	805	Moorefield		530		1140
A	PM		L	PM	L	PM

Times shown in italics convey no timetable authority and are for information only.

WESTWARD

DECATUR SUBDIVISION

EASTWARD

SECOND CLASS		TIMETABLE No. 81 In Effect 2:01 a.m. (C.S.T.) April 30, 1967	SECOND CLASS			
96 Daily	90 Daily		91 Daily	95 Daily		
L	AM		A	AM	A	PM
	945	MOOREFIELD	6.0	415		540
	1005	Mitchellville	27.2	401		529
	1100	Roachdale	9.7	313		441
	1123	Russellville	9.1	251		417
	1138	Bethany	2.3	226		351
	1143	Marshall	11.0	221		346
	1202	Montezuma	0.8	147 90		316
	1204	Hillsdale	6.5	144		314
	1219	Dana	1.6	134		301
	1222	West Dana	8.2	131		258
	1239	Chrisman	6.9	119		243
	1254	Metcalf	3.4	107		231
	101	Hume	2.8	102		225
	107	McCown	3.3	1258		220
	114	Newman	4.8	1252		215
	124	Murdock	4.8	1244		208
	133	Camargo	6.4	1236		201
	150 95	Tuscola	3.6	1225		150 96
	159	Ficklin	3.7	1217		145
	206	Garrett	2.0	1157		139
	209	Atwood	6.9	1153		136
	223	Hammond	6.6	1139		123
	235	La Place	7.9	1126		112
	249	Antioch	5.2	1111		1256
	355	Decatur	8.3	1100		1245
	.....	Boody	11.4	952		.....
	.....	Mt. Auburn	18.9	928		.....
	.....	SANGAMON JCT.		851		.....
A	PM		L	PM	L	PM

NORTHWARD STATIONS, ETC.

Distance	Passing Siding Capacity in Cars (45 ft.)	FIRST SUBDIVISION	OFFICE HOURS		Office Call	Jct. or Crossing
			From	To		
0.0	Yard	CINCINNATI (SED)	15.0		GC	CUT
15.0	106	Glendale	6.9		G	Cintf.-Term SD
21.9	Yard	Wayne	3.5			
25.4	Yard	Hamilton	1.1	C	HD	Hamilton SD
26.5		Old River Jct.	1.5		DJ	PRR
28.0	202 Yard	New River Jct.	2.4	C	WR	Middle-town SD PRR
30.4		Overpeck Jct.	2.0			
32.4		Trent (NEDT)	1.4			
33.8		Trenton	3.7		RN	
37.5		Middletown	6.5			
44.0	275	Carlisle	4.9		CR	NYC
48.9		Miamisburg	6.0		MG	
54.9		SD Cabin (SED)	3.6			
58.5		Miami Citv Jct.	0.7		A	DU RR
59.2	Yard	DAYTON			DE	DU RR

SECOND SUBDIVISION

59.2	Yard	DAYTON	0.8		DE	DU RR
60.0		Second Street	2.4			DU RR
62.4	Yard	North Dayton (NEDT)	1.0	C	BC	
63.4	205	Needmore	4.5			
67.9	N 176 S 198	Vandalia	6.1		BU	
74.0	124	Tipp City	5.2		US	
79.2	146 Yard	Troy	8.1		RY	P&T SD NYC
87.3	N 145 S 142 Yard	Piqua Crossing	5.2	C	NA	PRR
92.5		Kirkwood	4.0		KR	
96.5		Sidney Jct. (SED)	1.3			
97.8		Sidney	4.8		SD	
102.6		SW Cabin (NEDT)	2.9		SW	
105.5		Anna	5.0		AY	
110.5	95	Botkins	6.6		BO	
117.1	172	AK Tower	0.6		AK	NYC
117.7		Wapakoneta	6.3		BK	
124.0	N 87 S 93	Cridersville	5.2		CV	
129.2	210	Erie Jct. (SED)	1.5	C	BY	EL-N&W
130.7	Yard	LIMA		C	NS	PRR-N&W

C-Continuous.

NORTHWARD STATIONS, ETC.

Distance	Passing Siding Capacity in Cars (45 ft.)	THIRD SUBDIVISION	OFFICE HOURS		Office Call	Jct. or Crossing
			From	To		
130.7	Yard	LIMA	3.0	C	NS	PRR-N&W
133.7		North Lima (NEDT)	0.8		NY	
134.5		DT&I Jct.	2.1			DT&I
136.6	N 144 S 149	Cairo	5.9		CA	
142.5	147	CG Tower	0.5	C	CG	AC&Y
143.0		Columbus Grove	6.9			
149.9	N 152 S 161	Ottawa	1.6			
151.5		Kleman	3.7			
155.2	157	XN Tower	1.6		XN	DT&I
156.8	155	Leipsic Jct.	8.0	C	RO	N&W
164.6	N 145 S 158	Deshler	6.2	C	DR	Findlay SD Akron-Chgo Div.
171.0	152	Custar	4.8		S	
175.6	154	Weston	5.8		RA	
181.6	181	Tontogany	3.6	C	W	Bowling Green SD
185.2	154	Haskins	7.6		HN	
192.8		Perrysburg	0.8		P	
193.6		Perry (SED)	2.9			
196.5		Bates (NEDT)	3.5	C	BS	Fol. Term.
200.0		PRR Jct.	0.4			
200.4		NYC Jct.	1.1			NYC
201.5	Yard	TOLEDO		C	XD	

MIDDLETOWN SUBDIVISION

0.0		MIDDLETOWN JCT.				1st SD HC&I
1.3		HM Jct.	1.3			
2.8		Woodsdale Jct.	1.6			
4.4		Rockdale	1.4			
5.8		LeSourdsville	2.6			
8.4		South Excello	0.5			
8.9		North Excello	0.6	*C	C	NX
9.5		Armco Jct.	1.9			
11.4		EAST MIDDLETOWN				PRR

C-Continuous.

*-Except 7:00 a.m. to 3:00 p.m. Sunday.

EASTWARD

STATIONS, ETC.

Distance	Passing Siding Capacity in Cars (4.5 ft.)	WELLSTON SUBDIVISION	OFFICE HOURS		Office Call	Jct. or Crossing
			From	To		
.....	.....	DAYTON	0.8	.....	DE	DU RR
0.0	.....	Second Street	0.9	.....	.....	DU RR
0.9	Yard	East Dayton	1.9	.....	.....	.....
2.8	.....	Tates Point	3.8	C	SI	.....
6.6	85	Lebanon Jct.	10.8	.....	.....	.....
17.4	21	Cemetery	0.9	.....	.....	.....
18.3	.....	WY Tower	0.3	C	WY	PRR
18.6	.....	Xenia	4.1	.....	X	.....
22.7	150	MN Siding	2.9	.....	.....	.....
25.6	.....	New Jasper	4.2	.....	.....	.....
29.8	.....	Jamestown	8.9	*700 A	400 P	JA
38.7	.....	Milledgeville	5.5	.....	.....	.....
44.2	151	Fayne	3.4	.....	.....	.....
47.6	Yard	Washington C. H.	.....	C	C	WH
.....	.....	.....	1.8	.....	.....	Ohio Nwk Div. PRR-DT&I
49.4	76	Carlton	6.8	.....	.....	.....
56.2	73	Fairview	6.2	.....	.....	.....
62.4	110	Austin	3.5	.....	AU	.....
65.9	.....	Frankfort	3.3	.....	FR	.....
69.2	.....	MUSSELMAN	.....	C	C	MS
.....	.....	.....	.....	.....	.....	Ohio Nwk Div.

DAYTON AND UNION SUBDIVISION

0.0	.....	GREENVILLE	6.2	.....	.....	PRR
6.2	.....	Delisle	2.2	.....	.....	.....
8.4	.....	Arcanum	0.3	.....	.....	.....
8.7	.....	P. & E. Crossing	4.5	.....	.....	NYC
13.2	.....	Gordon	2.2	.....	.....	.....
15.4	.....	Verona	5.1	.....	.....	.....
20.5	.....	Dodson	14.0	.....	.....	PRR
34.5	.....	MIAMI CITY JCT.	.....	.....	.....	PRR-DURR

C-Continuous.

*-Daily except Saturday and Sunday.

NORTHWARD

STATIONS, ETC.

Distance	Passing Siding Capacity in Cars (4.5 ft.)	BOWLING GREEN SUBDIVISION	OFFICE HOURS		Office Call	Jct. or Crossing
			From	To		
.....	STATIONS	.....	.....	.....	.....
0.0	NORTH BALTIMORE	8.0	.....	BI	Akron-Chgo Div.
8.0	Rudolph	3.7	.....	RU	.....
11.7	130	Christy	1.8	.....	.....	.....
13.5	Bowling Green	5.4	*700 A	400 P	BG
18.9	TONTOGANY	.....	C	C	W
.....	Third SD

FINDLAY SUBDIVISION

0.0	.....	FINDLAY	8.7	.....	.....	FN
8.7	.....	McComb	4.6	.....	.....	N&W
13.3	.....	Hancock	4.3	.....	.....	.....
17.6	.....	Deshler Jct.	0.4	.....	.....	.....
18.0	.....	DESHLER	.....	C	C	DR
.....	.....	.....	.....	.....	.....	Akron-Chgo. Div. Third SD

P. and T. SUBDIVISION

0.0	.....	TROY	.....	.....	RY	2nd SD NYC
3.9	.....	Eldean	4.6	.....	.....	.....
8.5	.....	PIQUA	.....	.....	.....	.....

C-Continuous.

*-Daily except Saturday and Sunday.

WESTWARD

STATIONS, ETC.

Distance from Cincinnati	Passing Siding Capacity in Cars (45 ft.)	HAMILTON SUBDIVISION	OFFICE HOURS		Office Call	Jct. or Crossing	
			From	To			
25.4	Yard	HAMILTON	1.5	C	C	HD	First SD
26.9		Belt Jct.	6.3				
33.2	E 60 W 23	McGonigle	6.3			MN	
39.5		Oxford	3.3	*700 A	400 P	OX	
42.8		Donald	2.2				
45.0		College Corner	3.2			AN	
48.2	36	Cottage Grove	4.8			CG	C&O
53.0		Liberty	6.1	*700 A	400 P	BR	
59.1		Brownsville	3.8			RN	
62.9	82	Lyonsville	4.4			NS	
67.3	43 Yard	Connersville	1.5	*800 A #600 P	500 P 300 A	CV	
68.8	80	Salters	6.9			SA	
75.7	70	Hurricane	1.3			HU	
77.0		Glenwood	2.0			GN	
79.0	80	Mauzy	6.1			F	
85.1	31	Rushville	7.0	*700 A	400 P	RS	PRR-NYC N&W
92.1	86	Arlington	4.1			AR	
96.2		Gwynneville	2.8			GI	
99.0	43	Morristown	4.6	*700 A	400 P	MS	
103.6	56	Fountaintown	2.4			FO	
106.0		Reedville	3.7			RD	
109.7		New Palestine	3.8			P	
113.5	95	Julietta	6.2			JU	
119.7		Irvington	2.2			IR	
121.9		Pine Jct.	0.5				IU RR
122.4	Yard	State St.	2.1	615 P	315 A	AD	
124.5		Indianapolis	2.1			DS	
126.6	Yard	MOOREFIELD		C	C	W	IU RR Dec. SD

DECATUR SUBDIVISION

Distance from Cincinnati	Passing Siding Capacity in Cars (45 ft.)	MOOREFIELD	OFFICE HOURS		Office Call	Jct. or Crossing	
			From	To			
126.6	Yard	MOOREFIELD	6.0	C	C	W	Hamilton SD
132.6	56	Mitchellville	7.3			MV	
139.9		Tilden	3.8			KY	
143.7		Maplewood	7.8				
151.5		North Salem	2.8			NS	
154.3		Barnard	5.5			BD	
159.8	55	Roachdale	4.7	*600 A	300 P	RD	Monon
164.5		Raccoon	5.0			RA	
169.5		Russellville	2.9	*600 A	300 P	RV	
172.4		MILLIGAN	6.2			Q	

C-Continuous.

*-Daily except Saturday and Sunday.

#-Daily Except Sunday and Monday.

WESTWARD

STATIONS, ETC.

Distance from Cincinnati	Passing Siding Capacity in Cars (45 ft.)	DECATUR SUBDIVISION — Continued	OFFICE HOURS		Office Call	Jct. or Crossing	
			From	To			
178.6	56	BETHANY	2.3				
180.9		Marshall	3.5	*700 A	400 P	MR	
184.4		Bloomington	7.5			BO	
191.9	Yard	Montezuma	0.8	*800 A	500 P	MO	
192.7		Hillsdale	6.5			H	C&E
199.2		Dana	1.6			DA	
200.8	62	West Dana	4.1	C	C	XN	Milw.
204.9		Scotland	4.1				
209.0	55	Chrisman	2.5			C	NYC
211.5		Cherry Point	2.7			CP	
214.2		Garnes	1.7				
215.9		Metcalf	3.4			CF	N&W
219.3	33	Hume	2.8			HU	
222.1		McCown	3.3				
225.4	32	Newman	4.8	*800 A	500 P	NE	
230.2		Murdock	4.8			CK	
235.0		Camargo	6.4			CM	
241.4	44	Tuscola	0.2			SK	
241.6		TY Tower	3.4	C	C	TY	C&E-IC
245.0	Yard	Ficklin	3.7			FK	
248.7		Garrett	2.0			GR	
250.7	29	Atwood	3.5	*700 A	400 P	A	
254.2		Pierson	3.4			S	
257.6		Hammond	2.0	*700 A	400 P	HX	N&W
259.6		Burrowsville	2.0			BY	
261.6		Lintner	2.6				
264.2		La Place	4.0	*700 A	400 P	AS	
268.2		Casner	2.7				
270.9		Long Creek	1.2				
272.1		Antioch	5.2				
277.3	Yard	Decatur	8.3	**800 A 600 P	400 P 200 A	DC	N&W IC-PRR
285.6		Boody	3.0			BY	N&W
288.6		Blackland	3.9				
292.5		Osbornville	4.5			SF	
297.0	36	Mt. Auburn	7.5	*700 A	400 P	AU	
304.5		Roby	2.6			RO	
307.1		Buckhart	4.8			BU	
311.9		Derry Farm	4.0				
315.9		SANGAMON JCT.					St. Louis Div.

C-Continuous.

*-Daily except Saturday and Sunday.

**-Daily except Sunday.

SPECIAL INSTRUCTIONS

TIMETABLE ABBREVIATIONS:

TT.....Timetable
 SI.....Special Instructions
 TO.....Train Order
 SD.....Subdivision

Any reference to "Rule/s" in Special Instructions refers to "Operating Rule/s" unless otherwise noted.

1.—SUPERIORITY OF TRAINS.

On single track, Northward trains are superior to Southward trains and Eastward trains are superior to Westward trains, of the same class, except on single track on Hamilton and Decatur Subdivisions, Westward trains are superior to Eastward trains of the same class.

1-A.—DESIGNATION AND USE OF MAIN TRACKS.

TOLEDO PORTION—Between:

SUBDIVISION OR TRACK SECTION BETWEEN	RULES IN EFFECT	TRACK/S
Glendale and Old River Jct.	505-519	2
Old River Jct. and Trent	676	2
Trent and SD Cabin	676	Single
SD Cabin and Miami City Jct.	251-254	2
Miami City Jct. and Second Street	DU RR	Multiple
Second Street and North Dayton	251-254	2
North Dayton and Sidney Jct.	676	Single
Sidney Jct. and SW Cabin	676	2
SW Cabin and Erie Jct.	676	Single
Erie Jct. and North Lima	251-254	2
North Lima and Perry	676	Single
Perry and Bates	676	2
Bates and NYC Jct.	676	Single
NYC Jct. and Toledo	NYC	2
Dayton and Tates Point	93	Single
North Dayton and Tates Point	317 and 321	Single
Tates Point and Musselman	301-304	Single
Middletown Jct. and East Middletown	301-304 (See Note 2)	Single
North Baltimore and Tontogany	305-330	Single
Deshler and Findlay	301-304	Single
P&T SD	93	Single
Miami City Jct. and Dodson	PRR	Single
Dodson and Greenville	301-304	Single

1-A.—Concluded.

INDIANAPOLIS PORTION—Between:

SUBDIVISION OR TRACK SECTION BETWEEN	RULES IN EFFECT	TRACK/S
Hamilton and Belt Jct.	676	Single
Belt Jct. and Davidson St.	505-519	Single
Davidson St. and West St.	IURR	2
West St. and Moorefield	NYC	2
Moorefield and Decatur	301-304	Single
Decatur and Boody	N&W	2
Boody and Sangamon Jct.	301-304	Single

Note 1.—Where Rules 251-254 are in effect Rules 505-519, inclusive, are also in effect.

Note 2.—*Middletown Subdivision.*—Rule 93 in effect between Oxford State Road, North Excello and East Middletown.

Note 3.—Where two main tracks are in service the west track is designated as No. 1 track and the east track as No. 2 track.

Except where Rule 676 is in effect, current of traffic is:

No. 1 track.....Southward
 No. 2 track.....Northward

JOINT USE OF TRACKS

1-B.—Baltimore and Ohio trains and engines will use the tracks of other railroads in accordance with their timetables, rules and regulations between the points shown below:

Cincinnati Union Station and Terminal Jct.....CUT
 Miami City Jct. and Second Street.....DURR
 Bates and Hallett.....TTRR
 NYC Jct. and Toledo.....NYC
 Miami City Jct. and Dodson.....PRR
 Davidson St. and West St., Indianapolis.....IURR
 West St. and Moorefield.....NYC
 Decatur and Boody.....N&W

1-C.—Trains and engines of other railroads will be governed by Baltimore and Ohio timetables, rules and regulations when using the tracks designated as follows:

Old River Jct. and New River Jct.....PRR
 Erie Jct. and Lima.....N&W
 DT&I Jct. and XN Tower.....DT&I

1-D.—TIMETABLES IN EFFECT.

TIMETABLE	IN EFFECT BETWEEN
Cincinnati Terminal SD	Glendale South.
NYC	NYC Jct. and Toledo.
PRR	Miami City Jct. and Dodson.
NYC	West St., Indianapolis and Moorefield.
N&W	Decatur and Boody.
St. Louis Division	Sangamon Jct. and Avenue.

2.—LOCATION—STANDARD CLOCKS, BULLETIN BOARDS, GENERAL ORDERS AND WATCH COMPARISON FORMS:

STATION	LOCATION OF CLOCK AND WATCH REGISTER FORMS	GENERAL ORDERS, ETC.
Hamilton	Wayne Yard Office	Wayne Yard Office
	Pit Yard Office	Pit Yard Office
	TO Office	TO Office
	Enginehouse	Enginehouse
	.....	New River Yard Office
	.....	Locker Room Champion Paper Co.
East Middletown	Agent's Office	Agent's Office
East Dayton	Crew Caller's Office	Crew Caller's Office
North Dayton	TO Office	TO Office
Piqua	Agent's Office	Agent's Office
Lima	Crew Caller's Office	Crew Caller's Office
North Lima	Trainmen's Register Room	Trainmen's Register Room
Deshler	TO Office	TO Office
Tontogany	TO Office	.....
Toledo	Hump Yard Office	Hump Yard Office
	Oregon Road Office	Oregon Road Office
	Crew Caller's Office	Crew Caller's Office
	Union Station Baggage Room	Union Station Baggage Room
Connersville	TO Office	TO Office
State Street	.....	Yard Office
Moorefield	TO Office	.....
	TO Office	TO Office
Tuscola	Chief Caller's Office	Chief Caller's Office
	Depot	Depot
Decatur	TO Office	TO Office

3.—TRAIN REGISTER STATIONS.

STATION	LOCATION	TRAINS REQUIRED TO REGISTER
State Street	Yard Office	All trains
Tuscola	Depot	Trains originating and terminating
Decatur	TO Office	All trains

4.—CLEARANCE CARD FORM A.

(a).—Rules 6, 55 and 111 are modified to permit trains to leave the stations designated below without Clearance Card Form A except when train order signal is displayed for orders.

TOLEDO PORTION

Station	Trains
Glendale.....	Northward trains
Overpeck Jct.....	Northward trains or engines moving from connection track
Dayton.....	Through trains
East Dayton.....	Wellston SD trains
North Dayton.....	Through trains
Erie Jct.....	Through trains
Lima.....	Through trains and southward trains originating at Lima
South End Ottawa.....	Southward Trains
Kleman	Northward Trains
Dodson.....	Westward trains
Greenville.....	Eastward trains
Findlay.....	Northward trains
North Baltimore.....	Northward trains
Tontogany.....	Northward trains from Bowling Green SD

INDIANAPOLIS PORTION

Station	Trains
Hamilton.....	Yard engines using main track between Hamilton and Belt Jct.
State Street.....	Westward trains and engines
State Street.....	All trains (when office closed)
Decatur.....	All trains (when office closed)
Boody.....	All trains
Sangamon Jct.....	All trains

(b).—In complying with Rule 111, trains are required to get Clearance Card Form A before leaving stations designated below:

TOLEDO PORTION

Station	Trains
Winton Jct.....	Toledo-Indianapolis Division trains
Dayton Union Station..	Trains originating (Train Director's Office)
North Dayton.....	Trains originating at North Dayton and East Dayton (see Note 1)
Erie Jct.....	Southward trains originating at Lima
Lima.....	Northward trains originating at Lima and North Lima
DT&I Sugar St. Station	
Lima	Northward DT&I Trains
KN Tower, Leipsic,	
Ohio	Southward DT&I Trains
Bates	Southward Trains Except First Class and Passenger Extras
Toledo	First Class and Passenger Extras
Tates Point.....	Wellston SD trains and trains from Wellston SD enroute to First SD

4-(h).—Continued.

TOLEDO PORTION—Concluded

Stations	Trains
Tates Point— North Dayton.....	Trains and engines moving between Tates Point and North Dayton are controlled by operators at these points under supervision of the Train Dispatcher. Before entering block at either point, trains and engines will receive Clearance Card Form A from operator.
Fostoria	Westward Trains Enroute Bowling Green S D. See TTSI 4(g).
Washington C. H.....	All trains

Note 1.—Trains dispatched from East Dayton to First SD and Dayton and Union SD will receive Clearance Card Form A over telephone from operator at North Dayton.

INDIANAPOLIS PORTION

Station	Trains
State Street.....	Eastward trains (when office open)
Moorefield.....	All trains
Decatur.....	All trains (when office open)
Wabic Tower.....	All trains (when Decatur TO Office closed)

(c).—*WY Tower*.—Rule 289 indication displayed on approach signals, indicates that the crossing is lined for B&O movement, that Rule 289 is also displayed on the Home Signal, and that Train Order Signal Rule 280 is displayed. Trains receiving this indication must get Clearance Card Form A. Rule 222 modified.

(d).—*Hamilton*.—Train Order Board on Southwest corner of Passenger Station for movements to and from Hamilton SD. Train Order Board on east side of passenger station for movement on the First SD.

(e).—*Lima*.—Train Order Board located on East side of NS Tower for N&W movements only. Train Order Boards located on the North and South ends of NS Tower are for B&O movements only.

(f).—*Tontogany*.—Train Order Board located on track side in front of station will be used for delivery of train orders for trains moving on Third SD. Train Order Board located on north end of station will be used for delivery of train orders for trains moving to Bowling Green SD. Train Order Board located south end of concrete bungalow south of station will be used for delivery of train orders for trains moving from Bowling Green SD.

(g).—*North Baltimore*.—Northward trains having proper train orders at North Baltimore will be permitted to occupy the main track after the arrival of opposing trains with line 3 of Clearance Card Form "A" filled out as follows:

- Manual block is clear (or occupied) after the arrival of _____ at North Baltimore.

Operating Rules 317 and 321 modified.

(h).—*North Excello and Washington Court House*.—There are no fixed signals. A red flag by day, and in addition, a red

4-(h).—Concluded

light by night will be used to stop trains for the delivery of Train Order Form 31. A yellow flag by day, and in addition, a yellow light by night, will be used for the delivery of Train Order Form 19. A train must not pass a signal so displayed unless authorized by Clearance Card Form A. Rule 221 modified.

5.—MAXIMUM AUTHORIZED SPEED.

Definition: *Maximum Authorized Speed*.—The maximum speed authorized by timetable, or by special instructions, for a subdivision or a portion of a subdivision, subject to designated speed restrictions.

TOLEDO PORTION:

BETWEEN	PSGR. TRAINS	MFST TRAINS	OTHER FRT.
	MPH	MPH	MPH
Woodlawn and Toledo	70	50	50
Middletown SD	25	25	25
Dayton and Union SD	20	20	20
Wellston SD	40	40	40
P and T SD	20	20	20
Findlay SD	10	10	10
Bowling Green SD	40	35	35

INDIANAPOLIS PORTION:

Hamilton and East City Limits of Indianapolis	50	50	40
East City Limits of Indianapolis and Sangamon Jct.	40	40	40

Note 1.—Trains with thirty or more open-top loads of coal, sand, stone and ore will be governed by speed restrictions applying to "Other Freight" trains but will not be operated in excess of forty miles per hour.

Note 2.—Unless otherwise restricted shop car trains will not be operated in excess of 25 miles per hour.

5-A.—SPEEDS—DIESEL UNITS.

Unless otherwise restricted to lower speeds, diesel units must not exceed the speed designated below. When units are intermixed in multiple control, the lowest speed applicable to any of the units must be observed.

DIESEL UNITS	MPH
1408-1413, 1415-1430, 1433-1457, 2407-2419, RDC 1900-1910, 1951, 1960, 1961, 1970	79
RDC 9082	75
2234-2249, 3500-3575, 3684-3699, 6700-6701, 6900-6976, 7400-7499	70
1826-1840, 4106-4110, 4128-4137, 4467-4499, 4500-4599, 4600-4654, 5420-5499, 5500-5537, 6400-6499, 6500-6599, 6600-6618, 6693-6699, 6702-6708, 7032-7093, 7503-7546, 8500-8506, 9400-9428, 9600-9621	65
9000-9099, 9100-9144, 9150-9155, 9200-9278, 9376-9399, 9500-9551, 9700-9726	60
8400-8422	45
8301-8302	35

5-B.—CHECKING SPEED RECORDERS.

Engineers will check speed recorder between posts located one mile apart at following points:

First SD.....	Mile Post 21 and 22
2nd and 3rd SD.....	{ Mile Post 121 and 122 Pole 138-40 and 139-40 Mile Post 183 and 184
Wellston SD.....	{ Pole 12-17 and 13-17 Pole 67-24 and 68-24
Hamilton SD.....	{ Pole 36-20 and 37-20 Pole 111-20 and 112-20
Decatur SD.....	{ Mile Post 137 and 138 Mile Post 272 and 273 Mile Post 313 and 314

5-1.—SPEED RESTRICTIONS.

TOLEDO PORTION:

LOCATION AND CONDITION	PSGR. TRAINS	MFST TRAINS	OTHER FRT.
	MPH	MPH	MPH
<i>First Subdivision:</i>			
Mile Post 14—Woodlawn and Sharon Ave., Glendale	60	35	35
Laurel Ave. Hamilton and Old River Jct.	25	25	25
Hamilton Belt	15	15	15
Overpeck Jct. and HM Jct.	10	10	10
Trent—Entering or leaving double track	60	50	40
Pole 48-44 and Pole 49-24	45	45	40
Pole 52-13 and Mile Post 53	65	50	40
SD Cabin—Entering or leaving double track	60	50	40
Pole 56-46 and Washington St.	40	40	40
Washington St. and Miami City Jct.	25	25	25
<i>Second Subdivision:</i>			
Second St. and Keowee St.	30	30	30
Keowee St. and Leo St.	40	40	40
North Dayton—Entering double track	25	25	20
Pole 73-14 and Pole 74-10	25	25	25
Pole 75-20 and Pole 76-24	50	50	40
Pole 78-30 and Pole 79-42	20	20	20
Pole 79-42 and Pole 80-13	35	35	35
Pole 87-21 and Pole 88-6	45	45	40
Sidney Jct—Entering or leaving No. 1 track	30	30	20
Miami River Bridge Sidney Jct. and Sidney Station	55	50	40
SW Cabin—Entering or leaving No. 1 track	30	30	20
AK Tower and Pole 117-38	20	20	20
Breese Rd. and 4th St. Lima	45	45	45
4th St. Lima and Lima	25	25	25

5-1.—Continued.

LOCATION AND CONDITION	PSGR. TRAINS	MFST TRAINS	OTHER FRT.
	MPH	MPH	MPH
<i>Third Subdivision:</i>			
Lima and Robb Ave.	25	25	20
North Lima—Leaving double track	30	30	20
CG Tower and Columbus Grove	35	35	35
Pole 149-04 and Pole 150-24	35	35	35
Pole 155-36 and Pole 156-22	35	35	35
Deshler—Wye tracks	10	10	10
Deshler—Approaching Akron-Chicago Division crossing	35	35	35
Pole 192-03 and Pole 193-26	25	25	25
Perry—Entering or leaving No. 1 track	30	30	20
Bates—Entering double track	25	25	20
Bates—Wye tracks	10	10	10
Bates and Dock Jct.	45	30	30
Dock Jct. and NYC Jct.	25	25	25
NYC Jct.—Through turnout	10	10	10
<i>Middletown Subdivision:</i>			
LeSourdsville—Over crossing	10	10	10
<i>Dayton and Union Subdivision:</i>			
Through Greenville	8	8	8
<i>Wellston Subdivision:</i>			
North Dayton Cut-off	15	15	15
DU RR and Pole 4-20	10	10	10
Pole 4-20 and Pole 6-15	30	30	30
Pole 15-06 and East Switch Cemetery	20	20	20
Pole 17-22 and Pole 19-04	10	10	10
MN Siding—Spring switch, eastward movement	20	20	20
Pole 47-4 and Pole 48-30	10	10	10
Pole 58-32 and Pole 59-6	20	20	20
Austin Siding—Spring switch, eastward movement	20	20	20
Musselman—Through crossovers	25	25	25
<i>Bowling Green Subdivision:</i>			
North Baltimore—Wye Track	10	10	10
Pole 18-13 and Pole 18-22	25	20	20
Pole 5-02 and Pole 6-15	25	20	20
Tontogany—Wye track	10	10	10
<i>INDIANAPOLIS PORTION:</i>			
<i>Hamilton Subdivision:</i>			
Hamilton and West End Bridge No. 2	15	15	15
West End Bridge No. 2 and Belt Jct.	20	20	20
Belt Jct. and Mile Post 30	35	35	35
Pole 52-20 and Pole 53-10	35	35	35
Pole 56-29 and Pole 56-37	45	45	40

5-1.—Concluded.

LOCATION AND CONDITIONS	PSGR. TRAINS	MFST TRAINS	OTHER FRT.
	MPH	MPH	MPH
Hamilton Subdivision—Concluded:			
Mile Post 59 and Pole 60-21	35	35	35
Pole 66-01 and Pole 68-02	15	15	15
Mile Post 71 and Mile Post 73	35	35	35
Pole 84-20 and Pole 85-20	15	15	15
State St. and Belmont Ave.	15	15	15

Decatur Subdivision:			
Montezuma—Bridge 165	10	10	10
Mile Post 225 and Pole 225-27	15	15	15
Pole 242-30 and Pole 245-10	25	25	25
N&W crossing, Hammond	10	10	10
Boody and Pole 314-33	30	30	30
Pole 314-33 and Sangamon Jct.	20	20	20
Sangamon Jct.—Entering or leaving Toledo-Indianapolis Division	10	10	10

5-1(a).—GENERAL—ALL SUBDIVISIONS.

UNLESS OTHERWISE RESTRICTED TO LOWER SPEEDS:	PSGR. TRAINS	MFST TRAINS	OTHER FRT.
	MPH	MPH	MPH
Entering, leaving, or through passing sidings or crossovers except those designated below	10	10	10
PRR trains entering or leaving Old River Jct. and New River Jct.	10	10	10
Entering or leaving south end and through siding at Carlisle	30	30	30
Entering or leaving north end of siding at Carlisle	25	25	25
Leaving passing siding south end of Troy, North and South ends and Center crossovers at Piqua Crossing, North and South end Botkins, North and South end AK Tower, North and South ends both sidings at Cridersville and South end of Erie Junction	25	25	25
Entering or leaving B&O main track at DT&I Jct.	30	30	30
Entering B&O main track at DT&I connection XN Tower	20	20	20
Leaving B&O main track at DT&I connection XN Tower	30	30	30
Entering or leaving B&O tracks Kleman	10	10	10
Entering or leaving B&O tracks south end Ottawa Loop	10	10	10
Entering or leaving and through passing sidings, Cairo to Haskins, inclusive, except north switch Tontogany	25	25	25
Picking up Clearance Card Form A or train orders	30	30	30

5-1(b).—SPEED RESTRICTIONS LIGHT ENGINES.—Unless otherwise restricted to lower speeds, light diesel units operating in multiple control will not exceed the speeds shown below:

TOLEDO PORTION:

SUBDIVISION	MPH
First, Second and Third SD	60
Middletown SD	25
Dayton and Union SD	20
Wellston SD	40
P and T SD	20
Findlay SD	10
Bowling Green SD	35

INDIANAPOLIS PORTION:

Hamilton SD	50
Decatur SD	40

SINGLE UNITS.

UNLESS OTHERWISE RESTRICTED	MPH
Single Diesel Unit	30
Single Budd Car Unit	30

5-1(c).—TRAINS HANDLING RELIEF CRANES.

TOLEDO PORTION:

UNLESS OTHERWISE RESTRICTED	FORWARD MOVT.	PUSHING TRAIN OR CRANE AHEAD OF ENGINE
	MPH	MPH
First, Second and Third SD	35	20
Middletown SD	25	20
Dayton and Union SD	20	15
Wellston SD	25	20
P and T SD	20	15
Findlay SD	10	10
Bowling Green SD	25	20

INDIANAPOLIS PORTION:

Hamilton SD	35	20
Decatur SD	35	20

Note.—Trains Handling Relief Cranes will check Clearance before passing under PRR Bridge at Barrs Station, MP 5, Wellston SD.

5-2.—SPEED RESTRICTIONS—EQUIPMENT.

Unless Otherwise Restricted	MPH
Other than B&O Relief (Wreck) Cranes, unless otherwise restricted by Train Order, derrick cars, power shovels, cranes, ditchers and similar pivoted machinery moving on their own wheels.	On tangents.. 20
	On curves..... 15
Foreign Line Short ore cars	On tangents.. 30
	On curves..... 20

5-2(a).—PIVOTED CRANES.

Except relief or work trains, trains handling cranes moving on own wheels must have boom secured in trailing position.

6-3.—ENGINE AND EQUIPMENT RESTRICTIONS—GENERAL.

(a).—*Hauling Dead or Disabled Engine in Train.*—Dead or Disabled engines must not be dispatched or moved in any train, without authority of the Chief Train Dispatcher, who will secure instructions from the proper Mechanical Department Officer before authorizing movement. When for any reason lower speeds than specified in timetable are required, such speeds will be requested before engine is dispatched. When enroute and conditions require further speed restrictions, Chief Train Dispatcher should be so notified, who will advise whether to set engine out or reduce speed.

(b).—*Scale Tracks.*—Unless otherwise provided, engines must not be operated over live rail of scale tracks.

Cars with gross weight exceeding 220,000 lbs. must not be moved on track scales with capacity of less than 200 tons unless otherwise provided.

(c).—*Handling Defective Cars in Train.*—Unless otherwise authorized by the Superintendent, cars with broken center sills, defective drawbars, draft gears, or similar defects must be handled on rear behind the caboose of freight trains other than manifest. Air brakes must be cut in and in proper working condition.

If air brakes are inoperative or if there is question of drawbar standing the pull, such car must be chained to the caboose.

Mechanical Department employe reporting such defective equipment ready for movement will designate the speed required for safe movement.

(d).—*Heavy Cars.*—Cars with gross weight exceeding 263,000 lbs. must not be operated without authority of Superintendent, except that between Tuscola and Ficklin cars with gross weight not exceeding 280,000 lbs. may be operated. (See TTSI 6-3(x)).

(e).—*Handling Loaded Welded or Continuously Jointed Rail Cars.*—Cars loaded with welded or continuously jointed rail must be handled in through trains as follows:

A loaded hopper car as a buffer must be placed on each end of the rail cars. Except for cars relating to the welded rail such as unloading cars, etc., no other equipment will be handled in this type train, and speed must not exceed 30 MPH except through tunnels and over truss bridges where speed must not exceed 10 MPH.

6-3.—Continued.

(f).—*Scale Test Cars.*—In regular service must be handled three cars ahead of caboose and train must have 85% operative air brakes. Train on which handled must not exceed maximum speed of 35 miles per hour. First paragraph, Rule C-229, of Form CDT-30 modified accordingly.

(g).—*Pullman Standard PS-2CD 4000 or greater Cubic Foot Capacity 100 Ton Covered Hoppers.*—Trains handling these cars on six degree or sharper curves must maintain speed in excess of 25 miles per hour. Trains not being able to maintain a speed greater than 25 miles per hour must reduce to a speed not to exceed 10 miles per hour. Train and engine crews should observe these cars frequently enroute and where excessive rocking is noted, crews should promptly reduce speed below the 10 miles per hour limit.

Location of all six degree or sharper curves are listed in General Notice.

Train and engine crews will be given train order notifying them when their train contains any of these cars.

(h).—*Handling Hydrocyanic Acid (HCN) Tank Cars.*—Tank cars containing Hydrocyanic Acid (HCN) painted white with horizontal and vertical red stripes placarded on both sides and ends of cars must be handled according to the following instructions.

1. To be handled only when authorized by message over the signature of the Chief Dispatcher.
2. Notify Chief Dispatcher immediately of any occurrence that may be hazardous.
3. In case of suspected leakage, isolate car and keep all except authorized persons away.
4. Under no circumstances should other than authorized persons get close to car in case of derailment.
5. Read carefully the placarded instructions posted in yard offices, cabooses and work force bunk cars involving the handling of these cars.
6. Instructions attached to each waybill and boarded instructions on each car must be complied with.
7. These instructions are applicable to empty cars as well as loaded cars.

(i).—*DODX and USNX 28000 Series 50-ton, 50-foot DX Box Cars.*—Must be handled not more than 16 cars ahead of occupied caboose when length of train permits, complying with Section 74.589(g), ICC regulations for transportation of explosives and other dangerous articles, etc., dated April 10, 1961. **THESE CARS MUST NOT BE HANDLED IN TRAINS REQUIRING HELPER SERVICE.**

(j).—*Reachers.*—Reachers must be used in switching tracks or portions of tracks not safe for engines.

(k).—*Handling of Loaded Bi-Level and Tri-Level Cars.*—Loaded bi-level and tri-level cars must not be placed directly behind open gondola or hopper cars loaded with sand, gravel, coal or similar commodity.

(l).—*Loaded Foreign Line Cars.*—Loaded foreign line cars of 70 tons or greater capacity with length of 37 feet 9 inches or less between pulling faces of coupler knuckles must not be operated without authority of the Superintendent.

(m).—*Air Dump Cars*.—Will be handled in local freight trains only and speed must not exceed 30 MPH.

(x).—ENGINE AND/OR EQUIPMENT RESTRICTIONS.

Unless otherwise authorized by the Superintendent, engines and/or equipment are restricted in use of tracks, bridges, trestles, etc., as designated below:

STATION, TRACK, BRIDGE, ETC.	ENGINE OR EQUIPMENT	RESTRICTION
<i>Crestvue:</i> Dundee Cement Co. Unloading Pit	Cars with gross weight exceeding 240,000 lbs.	Must not operate on.
<i>Hamilton:</i> Black and Clawson Sdg.—Unloading Pit inside building	1838, 3684-3699, 7400-7499 Cars with gross weight exceeding 220,000 lbs.	
<i>New River Jct.:</i> Hamilton Coke & Iron Co. Unloading Trestle on Hill Track 1 and 2	1838, 3684-3699, 7400-7499 Cars with gross weight exceeding 220,000 lbs.	
<i>Wapakoneta:</i> House Track	Engines	
<i>Lima:</i> Power House Coal Trestle	Cars with gross weight exceeding 240,000 lbs.	
<i>Rossford:</i> Engine Terminal Coal Trestle to Power Plant	Cars with gross weight exceeding 240,000 lbs.	
<i>Hamilton Belt Railway</i>	Cars with gross weight exceeding 240,000 lbs.	
<i>Champion Paper Co.</i> Sdg., South, 100 Ft. of Trestle, River Track 1 and 2	1826-1840, 3684-3699, 7400-7499 Cars with gross weight exceeding 210,000 lbs.	
<i>Dayton:</i> Stillwater Branch	Cars with gross weight exceeding 240,000 lbs.	
<i>Dayton and Union SD:</i> Dodson to Greenville	Cars with gross weight exceeding 220,000 lbs.	
<i>East Dayton:</i> William Focke Sons Co.—Unloading Pit	Engines other than 8010-8015, 8301-8302, 8400-8421 Cars with gross weight exceeding 160,000 lbs.	
<i>Xenia:</i> Trestle on Freight House Tracks	Engines Cars with gross weight exceeding 160,000 lbs.	

STATION, TRACK, BRIDGE, ETC.	ENGINE OR EQUIPMENT	RESTRICTION
<i>Frankfort:</i> Cellar Lumber Track	Engines	Must not be operated beyond Unloading Pit.
<i>East Middletown:</i> Fairbanks Fibre Box Coal Unloading Pit	Cars with gross weight exceeding 240,000 lbs.	Must not operate on.
<i>Findlay Branch:</i> Deshler to Findlay	Cars with gross weight exceeding 251,000 lbs.	
<i>Rushville:</i> Lumber Track	Engines	See Note 2
Moorefield to Decatur	20,000 gal. capacity Tank Cars	
Moorefield to Hillsdale	1838, 3684-3699, 7400-7499 Cars with gross weight exceeding 220,000 lbs.	
Moorefield to Hillsdale	Relief Crane: X-215 to X-219	Must not exceed 15 m.p.h.
Montezuma— Bridge 165	All equipment	Must not exceed 10 m.p.h.
Montezuma Gravel Pit Track	Engines	Must not operate south of loading tipple in gravel pit.
Hillsdale to Chrisman Bridges 172, 173, 180, 181 and 183	Cars with gross weight of 240,000 lbs. or more	Must not exceed 20 m.p.h.
Ficklin to Sangamon Jct.—BR 239 and 254	1826-1840, 3684-3699, 7400-7499	Must not exceed 25 m.p.h.
<i>Hume:</i> Hume Lumber Track	Engines	Must not operate beyond 3 car lengths east of clearance point.

Note 1.—Movement over all industrial trestles and bridges must not exceed 10 miles per hour.

Note 2.—AESX 21,000 series, SHPX 12,000 series, GATX 39,000 series, GATX 80,000 series, GATX 85,000 series, GATX 86,000 series, GATX 99,000 series tank cars may be operated east of Decatur, Illinois, when gross weight does not exceed 230,000 lbs., and preceded and followed by cars or engines not in excess of 180,000 lbs., gross weight and 10 M.P.H. speed restriction over bridges 165, 135, 125 and 110.

8.—USE OF ELECTRIC LOCKED SWITCHES.

Traffic Control System

(a).—*Entering Sidings and Industrial Tracks.*—To enter side tracks equipped with electric locks, movement must stop within 100 feet of switch. After obtaining permission from Train Dispatcher or Operator, remove switch lock. After indicator light is lit operate foot treadle to release electric lock.

8.—Concluded.

(b).—*Entering Main Track.*—To enter main track from siding at electric locked switch, obtain permission from Train Dispatcher or Operator, then remove switch lock. After indicator light is lit, operate foot treadle to release electric lock.

(c).—*Indicator Light Failure.*—If indicator light fails to light after lock is removed, wait 8 mins. for time release. If time release fails to unlock switch, Dispatcher must be immediately notified. Switches and derails must be restored and locked in normal position after use and Dispatcher notified.

(d).—Following switches and derails equipped with electric locks under direction of Operator:

North Dayton.....Crossovers at Wagner Ford Road
 Erie Jct.....Crossover switches north end east siding, switch and derail, south end of east siding. Crossover switches at Fourth St. and Adgate Road.

8-1.—USE OF NON-ELECTRIC-LOCKED SWITCHES.

Traffic Control System

(a).—Following switches not equipped with electric locks. Trains and engines are prohibited from clearing in these tracks:

Station	Track
Trenton.....	{ Trenton Lumber Company Team Track
Middletown.....	Team Track
Carlisle.....	{ NYC Interchange Gross Lumber Company
Troy.....	Power Plant No. 2
Piqua Crossing.....	{ Decker Siding Miami Industries
Erie Jct.....	Ohio Steel Foundry
Cairo.....	Cashway Lumber Company
Roachton.....	Alfalfa Mill
Perrysburg.....	{ Ohio Fuel Gas Company Crossover to House Team Track
Perry.....	Elevator Track

9.—ADDITIONAL INSTRUCTIONS AUTOMATIC BLOCK SYSTEM.

(a).—*Crossing Over or Occupying Main Tracks.*—In automatic block territory, hand-operated switches must be opened 5 minutes before fouling main or crossover tracks.

(b).—*Protection—Single Budd Car Units: General—All Subdivisions: Single Budd Car Units.*—Where Rules 505-519, inclusive, are in effect when handling single Budd Car Unit, after initial stop is made, the unit must immediately be moved forward at least ten (10) feet and a second stop made without the use of sand.

Passengers must not be permitted to entrain or detrain until second stop has been made.

9.—Concluded.

If second stop cannot be made, flagman will immediately go back a sufficient distance to stop a following train moving at maximum authorized speed. Rule 99 modified.

(c).—*SD Cabin and North Lima.*—When movements are to be made against the current of traffic at end of double track, signal will remain in *Stop* position. Conductor or Engineer will call Train Dispatcher who will store code for signal. Conductor or Engineer will then operate push button in telephone booth in order to receive the signal.

(d).—*Hamilton SD.*—Signal circuits are arranged for westward traffic as superior movement. When eastward trains or engines occupy the main track to the east end of siding and arrive at a meeting point before westward opposing train has entered the route, a member of the crew must immediately operate the push button located at the east end of all siding tracks, with the exception of Rushville and Connersville, in order to clear opposing absolute block signal for the westward train.

(e).—*Dayton.*—Northward signal located west side of southward main track, Leo Street.

(f).—*CG Tower.*—Southward home signal located east side of main track.

9-1.—ADDITIONAL INSTRUCTIONS MANUAL BLOCK SYSTEM.

(a).—*“Meeting Trains.*—Unless otherwise instructed, trains taking siding to meet or be passed by other trains will not report clear of main track or obtain permission to re-enter the main track after complying with train order but will proceed on their train order superiority and the provisions of Clearance Card Form A, line 3, received at entrance to the block. Operating Rules 321 and 323 modified.”

10.—FIXED SIGNALS NOT IN CONFORMITY WITH THE BOOK OF RULES.

(a).—Square end blades may be used in place of round end blades as illustrated in Rules 281-H, 289-E and 292-G.

(b).—Reflectorized targets may be used in place of lamps on derails. Rules 272 and 296 modified.

10-1.—HAND SIGNALS—FLAGGING.

(a).—Rule 99 is modified as follows:

Unless otherwise provided, trains, engines and other on Track Equipment must be given flag protection as follows:

When moving: Lighted fuseses must be dropped at proper intervals to insure full protection when moving under circumstances in which may be overtaken.

When standing: A member of crew must go back immediately with proper flagging equipment a sufficient distance to insure full protection, placing two torpedoes on rail, and when necessary, displaying lighted fusee. When recalled, if safety will permit, he may return, leaving lighted fusee and torpedoes when conditions require.

10-1.—Concluded.

When necessary, head end must be protected in the same manner.

Stop signals must be answered promptly. Flagging signals will be repeated until answered.

Exception.—When operating under Automatic Block System Rules 505 to 519, inclusive, rear end flag protection for *Trains or Engines* is not required against following movements on the same track, except as provided by Rules 98 (B), 511, 512, 514 and 515. (Does not apply to other On Track equipment or where Special Instructions require otherwise.)

(b).—*Flagging Equipment.*—Rule 11-A is modified to eliminate red and white lanterns on engines.

(c).—*Flag Protection.*—Rule 99 is modified to eliminate flag protection against following trains on the same main track as specified below except when notified by train order that Rule 99 is in effect:

Subdivision

Between

Dayton and Union SD. Dodson and Greenville

Findlay SD. Deshler Jct. and Findlay

This will not relieve trains or engines of providing flag protection where other rules, conditions or specific instructions require flag protection to be provided.

(d).—*Use of Yellow Fuseses.*—Yellow fuseses will be used for passing signals where view of hand or lantern signals is restricted. Red fuseses must not be used for any other purpose than to give stop signals.

(e).—*Running Tracks Within Yard Limits.*—In compliance with Ohio State Law, passenger or freight cars must not be left standing on running tracks within yard limits unless protected by a flagman, or red light is displayed on end of car. Red light must be displayed at least 30 minutes before sunset and not removed until at least 30 minutes after sunrise.

10-2.—HAND-OPERATED SWITCHES.

(a).—Unless otherwise provided, hand signal from operators or operator-switchtenders will govern movements over the hand-operated switches at Pine Jct.

11.—MARKERS—GENERAL.

(a).—Last paragraph of Rule 28 is modified to permit trains of other railroads to display markers as prescribed by that railroad when operating on Baltimore and Ohio rails.

(b).—*Freight Trains.*—In accordance with Rule 28 the use of reflectorized markers is permitted.

(c).—*Light Engines.*—Red classification lights may be used as markers. Rule 28 modified.

11-1.—CLASSIFICATION SIGNALS.

Rules 24(A) and 27 are modified to permit trains to continue the display of the same classification signals (as before required) when operating over the territory not requiring the display of classification signals.

12.—USE OF SIDINGS AND SPECIFIED TRACKS.

(a).—*Industrial Tracks.*—Crews performing work at industries equipped with gates or doors manually or electrically operated and protected by a derail (or lock) will not remove derail (or lock) until gates or doors are fully opened, except where derail (or lock) controls operation of gate or door, movement must not be made until it is known gate or door is fully opened and secured.

Gates and doors must be closed and secured and derails (where provided) replaced after work is completed.

(b).—*Team Tracks.*—When switching industrial or team tracks, Conductors and Yard Foremen will assure themselves that there are no brow plates, conveyors, pipe connections, all weather doors fouling equipment or persons in or about cars to be coupled into or moved.

Crews doing work on sidings will determine that engine and equipment will clear building, tipples and elevator spouts.

(c).—*Hamilton—PRR Tracks.*—Trains or engines using PRR tracks must run at restricted speed. When necessary to use PRR main track, permission must be received from C. T. C. Operator west end of PRR Passenger Station. Switches are electrically locked and derail connected with switch. Conductor or Engineer must report in clear of main track to C. T. C. Operator after using.

(d).—*HM Jct. and Overpeck Jct.*—Connection track between Overpeck Jct. and HM Jct.: Trains or engines will secure permission from Train Dispatcher through Operator at New River Jct., before entering or leaving connection track at HM Jct. Trains or engines may enter or leave connection track at Overpeck Jct. by signal indication.

(e).—*Miami City Jct. and Second Street.*—Trains or engines leaving lead track at Washington Street, Dayton, will not enter No. 1 track without permission of the Train Director, DU RR.

(f).—*East Dayton—Tates Point.*—Trains and engines enroute to Tates Point from East Dayton will secure permission from Operator at Tates Point.

(g).—*Musselman—Trains Enroute From Toledo-Indianapolis Division to Ohio-Newark Division.*—Trains enroute from Toledo-Indianapolis Division finding signal in stop position will communicate with Operator. Should they be unable to contact Operator, trains will not occupy the Ohio-Newark Division main tracks. Operating Rule 633 modified.

(h).—*Decatur—Eastward Trains Enroute From N&W Tracks.*—Eastward Trains enroute from N&W to B&O tracks may proceed at restricted speed to Eldorado Street without knowledge of overdue or opposing trains. Operating Rule 6 modified.

(i).—*Boody—N&W Tracks.*—Eastward trains will secure permission before fouling N&W tracks, and Westward trains will report clear to N&W Train Dispatcher.

12-1.—DIRECTIONAL PASSING SIDINGS.

(a).—Passing sidings of an assigned direction are located as shown below and their use is governed by Rule 60, unless otherwise provided:

McGonigle..... { North Track as Westward Passing Siding
South Track as Eastward Passing Siding

14.—SPRING SWITCHES.

(a).—Spring switches are in service at the following locations:

MN Siding..... West switch
Austin Siding..... West switch

15.—INTERLOCKINGS.

(a).—*Interlockings.*—Rules 605-633, inclusive, are in effect at Railroad Crossings designated below:

Carlisle..... NYC
Troy—Second SD..... NYC
Troy—P and T SD..... NYC
Piqua Crossing..... PRR
AK Tower..... NYC
Erie Jet..... EL
Lima..... PRR
CG Tower..... AC&Y
Leipsic Jet..... N&W
Deshler..... Akron-Chicago Division
Bates..... Toledo Terminal
McComb..... N&W
Armco..... NYC
Tates Point..... NYC-EL
WY Tower..... PRR
Washington CH..... PRR-DT&I
Greenville..... PRR
West Dana..... MILW
TY Tower..... IC-C&EI
Decatur..... IC-PRR

Note 1.—Closed Interlocking Stations.—During the period that an Interlocking Station is closed, under provisions of Rule 631, the movement of trains within interlocking limits must be confined to through movements on main track. The use of crossovers, junction switches and sidings within interlocking limits, including outlet switches, is prohibited unless Operator is called and on duty to control movement.

15-1.—AUTOMATIC AND SEMI-AUTOMATIC RAILROAD CROSSINGS.

(a).—Before a train or engine moves over railroad crossings shown below, when absolute block signal governing movement over crossing displays Stop-Indication, in addition to complying with Stop Signal Rules in effect the movement must be protected against opposing or conflicting movements in compliance with the instructions posted in telephone booths or in boxes attached to signal masts.

15-1.—Concluded.

Station	Automatic	R. R.
		Crossing
Cottage Grove.....		C&O
Roachdale.....		Monon
Hillsdale.....		C&EI
Chrisman.....		NYC
Metcalf.....		N&W

Station	Semi-Automatic	R. R.
		Crossing
Lima Belt Crossing.....		N&W
Rushville.....		PRR
Rushville.....		N&W-NYC

15-2.—NON-INTERLOCKED CROSSINGS.

(a).—Instructions applying to Non-interlocked Railroad Grade Crossings located as designated below:

STATION	CROSSING	POSITION OF TILTING TARGET, GATE OR OTHER PROTECTION
Middletown Jct.	HC&I	Vertical (See Note 1)
East Middletown	PRR	Trainmen Flag Crossing
Washington C. H.	Ohio-Newark Division	Vertical
P&E Crossing	NYC	Gate clear of track
Hammond	N&W	Target vertical and gate clear of track (See Note 2)

Note 1.—Middletown Subdivision.—Trains and engines will approach HC&I crossing located 1200 feet North of Middletown Junction prepared to stop unless target indicates proceed and track is clear. HC&I trains operating over crossing must stop, set target for their movement over crossing, and after using, restore target to vertical position for Middletown SD trains.

Note 2.—Hammond, Illinois.—B&O-N&W Crossing protected with target gate. Vertical position of target indicates clear route for movement on B&O track. B&O trains and engines may proceed over N&W crossing, without stopping, not exceeding 10 miles per hour when crossing is clear and target gate is in proper position.

15-4.—RAILROAD CROSSINGS AND DRAWBRIDGES.

In the State of Ohio, at railroad crossings and drawbridges not equipped with approved interlocking, all trains or engines will stop not less than 200 feet or more than 800 feet from the crossing or drawbridge, and in the State of Indiana not less than 40 feet nor more than 500 feet from the crossing, and in the State of Illinois within 800 feet from the crossing, and will not proceed until the route is clear.

16.—YARDS.

Rule 93 is modified or supplemented in the yards designated below:

TOLEDO.

(a).—*Dock Jct. and Hump Yard.*—Trains, engines or yard cuts using the Yard Main between Dock Junction and the Hump

16.—Concluded.

Yard Office will first secure permission from the Yardmaster at the Hump Office.

(b).—*Lakefront Dock.*—While in service at the Lakefront Dock and Railroad Terminal Company, employes of the Baltimore & Ohio Railroad will be governed by Rules and special instructions of the Baltimore & Ohio Railroad Company.

INDIANAPOLIS.

Yard engines are not required to protect against second-class trains. Second-class trains within yard limits will operate prepared to stop unless the main track is seen or known to be clear. Rule 93 modified.

MOOREFIELD.

Trains and engines must move at restricted speed between Tibbs Avenue and Holmes-Michigan Avenues, and before using main track between Holmes-Michigan Avenues and Belmont Avenue will get permission from the Yardmaster.

DECATUR.

(a).—*Eldorado St.-N&W Passenger Station.*—Trains and engines must move at restricted speed between Eldorado Street and N&W Passenger Station.

(b).—Yard engines are not required to protect against second-class trains. Second-class trains within yard limits will operate prepared to stop unless the main track is seen to be clear. Rule 93 modified.

18.—DISPATCHING MAIL FROM TRAINS.

Engineers of trains handling U. S. Mail will sound one long blast of engine whistle approaching mail cranes. Care must be exercised when throwing mail and newspapers from moving trains.

20.—WHISTLE SIGNALS.

(a).—Rules 14(da) and 14(ea) are in effect on the following subdivisions:

Wellston	P & T
Dayton & Union	Findlay
Middletown	Bowling Green

21.—HIGHWAY AND STREET CROSSINGS.

In addition to complying with Rule 109, trains and engines will stop before moving over the highway and/or street crossings designated below:

SUBDIVISION	LOCATION	HIGHWAY OR STREET
First	Dayton	Home Ave.
		Germantown St.
		West Third St.

21.—Concluded.

SUBDIVISION	LOCATION	HIGHWAY OR STREET
Second	Lima	Old State Route 25 (Ordinance Depot Track)
		Old State Route 25 (Lima Belt)
Third	Rossford	Glenwood Road (Tracks One to Eight, inclusive)
Dayton & Union	Jays	Route 49
Middletown	South Excello	Old State Route 4 (Arceo Trains only)
Findlay	Findlay	Broad St.
P&T	Troy	West Main St.
Hamilton	Hamilton (Hamilton Belt)	Main St.
	Liberty	State Route 44 (Passing Siding and House Track)
	Glenwood	Main St. (House Track)
	New Palestine	Depot St. (House Track)
	Indianapolis	Ritter Ave. (Passing Siding and Team Track)
		Mitchellville Rd. (Passing Siding)
Decatur	Atwood	West St.
		Main St. (House Track)

21-1.—In addition to complying with Rule 109(A), the movement of trains and engines will be governed as follows:

LOCATION AND STREET	INSTRUCTIONS
Rossford (Glenwood Rd.)	Tracks 1 to 8 inclusive and northward moves on new outbound track must stop and protect highway traffic if more than 2 minutes are consumed from a point 1100 feet south of crossing.
Toledo (Oakdale Ave.)	Northward movements on yard main will not exceed 5 miles per hour from a point 100 ft. south of Oakdale Ave., and until engine or leading car have passed Oakdale Ave.
Hamilton (Front St.)	Eastward movements start flasher at Front Street 1500 feet west of crossing. Track circuit 386 feet in length immediately west of Front Street is timed out to stop flasher operation in approximately 90 seconds after it is occupied if train does not get to the center circuit at Front Street in that length of time. If flashers time out before the train or engine occupies the crossing, a member of the crew will precede the movements over the crossing, protecting highway traffic.

21-1.—Concluded.

LOCATION AND STREET	INSTRUCTIONS
Hamilton (Second and Third Streets)	Circuits for Second and Third Streets are so arranged that any movement westward from depot, not clearing Front Street and reversed to eastward movement, the flashers at Second or Third Streets will not operate until center circuits of these streets are occupied. Therefore, eastward movements under the above conditions must be preceded by flagman protecting highway traffic.
Oxford Connersville Rushville Indianapolis (Miley Ave.) Indianapolis (Concord St.) Tuscola Decatur	At crossings protected by flasher signals, timing circuits have been installed to stop unnecessary flashing after a time interval. When trains or engines are stopped and are ready to proceed, they must use 20 seconds to reach the crossing in order to cause flashers to operate in sufficient time to warn traffic.
Decatur (Eldorado St.)	CPL Signal located west of Eldorado Street governs eastward train movement over highway crossing. Special instructions covering operation of signal and highway protection are posted in Register Room, Decatur Yard Office and in box located on CPL Signal Mast.
Irvington (Arlington Ave.)	Circuits for flashers at Arlington Ave. are so arranged that any movement eastward, not clearing Post Road and reversed westward, flashers will not operate until center circuits of Arlington Ave. are occupied. Therefore, Westward movements under the above conditions must be preceded by flagman protecting Highway traffic.

22.—MISCELLANEOUS.

- (a).—Employes are prohibited from riding or walking on roofs of any moving cars.
- (b).—Employes are prohibited from riding footboards of engines.
- (c).—*Holidays*:—New Year's Day, Washington's Birthday, Decoration Day, Fourth of July, Labor Day, Thanksgiving Day and Christmas Day.
- (d).—Use of privately owned and licensed citizens band radios for operating purposes is forbidden.
- (e).—*Temporary Speed Signs*.—Temporary speed restrictions shall be covered by Train Order or General Order and designated by portable signs, Rule 298, Figure A, to be placed on both sides of the restriction sufficient distance to permit reduction from maximum authorized speed to the reduced speed specified in Train Order or General Order. Rule 298-A Modified.
- (f).—*Murdock Mine*.—Account close clearances employes are prohibited from performing switching operations, riding

22.—Concluded.

sides of cars and operating engines in the area between east end of scale and warning signs on Empty Tracks 1, 2 and 3.

(g).—*Ficklin: U.S.I. Plant*.—Engines shall not approach any loading rack closer than 3 car lengths.

(h).—*Telephone Numbers*: Chief Dispatcher Dayton, Ohio Area 513-222-5821; Indianapolis Area 317-632-3371 Daily from 8:00 A.M. to 5:00 P.M. except Saturday, Sunday and Holidays. At other times 632-3123.

23.—ACCIDENTS.

When physically able to do so, employes sustaining injury, no matter how minor, will report it to supervisor before leaving company premises.

The supervisor must arrange prompt first-aid for the injured; then, as soon as possible, place him under the care of a Company's Surgeon. He must also report the injury promptly on the prescribed forms however minor it may appear.

In case of fatal accident on line of road, the nearest state or local police should be promptly notified. If such police cannot be promptly contacted and brought to the scene within a short time, train will proceed without further delay, a member of the crew or other agent of the Company being left at the scene to notify the police and make sure that the body is placed in the hands of the proper authority.

24.—MOVEMENT OF MofW CARS.

Motor Car Rules governing use of High Railers, Rail Detector Cars, Push, and Trailer Cars, Velocipedes, and other M of W equipment in effect March 1, 1967. These rules supersede all rules or special instructions not consistent therewith.

(a).—Motor Car movement may be made on verbal permission as follows:

TRACK SECTION BETWEEN	AUTHORITY FOR CAR MOVEMENT
TOLEDO PORTION:	
NYC Jct. and Bates	Verbal permission of Operator at Bates. (Operator will consult Train Dispatcher for information of through train movements before issuing permission.) Car Operator will be protected against yard engines between these points.
Lima and Erie Jct.	Verbal permission of Operator at Lima or Erie Jct. (Operators will consult each other before authorizing movement.) Car Operator will be protected against yard engines between these points.
North End Needmore Siding and North Dayton	Verbal permission of Operator North Dayton. Car Operator will be protected against yard engines between these points.
North Dayton and Tates Point	

TRACK SECTION BETWEEN	AUTHORITY FOR CAR MOVEMENT
New River and Old River	Verbal permission of Operator New River. Car Operator will be protected against yard engines between these points.
Overpeck Jct. and HM Jct.	Verbal permission of Operator New River. (Operator will consult Train Dispatcher for information of through train movements before issuing permission.) Car Operator will be protected against yard engines between these points.
P&T SUBDIVISION:	
Piqua and Troy	Authority of Train Dispatcher and Yardmaster not required. Movement will be made under flag protection as may be necessary prepared to stop within one half range of vision.
INDIANAPOLIS PORTION:	
Hamilton and Belt Jct.	Verbal permission of Operator Hamilton. (Operator will consult Train Dispatcher at Indianapolis for information on through train movements before issuing permission.) Car Operator will be protected against yard engines between these points.

(b).—Permission of Yardmaster is not required for main track movement through or within yard limits between NYC Jct. and yard limit Dayton. Motor Car Rule 4 (c) modified.

(c).—Permission of Yardmaster is not required for main track movement through or within yard limits Dayton and between Dayton and Glendale. Car Operator must protect against yard engines. Motor Car Rule 4 (c) modified.

(d).—Permission of Yardmaster is not required for main track movement through or within yard limits Hamilton and between Belt Jct. and Sangamon Jct. Car Operator must protect against yard engines. Motor Car Rule 4 (c) modified.

MEDICAL DEPARTMENT

I. KAPLAN, M. D., Medical and Surgical Director

COMPANY'S SURGEONS

Hamilton, Ohio.....	Dr. R. J. Glins, Oculist Dr. Neil Millikin Dr. W. F. Hume
Middletown, Ohio.....	Dr. W. A. Reese Dr. J. W. Barnes
Carlisle, Ohio.....	Dr. J. A. Nock
Miamisburg, Ohio.....	Dr. G. I. Martin
Dayton, Ohio.....	Dr. Neal C. Perkins Dr. Edw. R. Thomas, Oculist Dr. R. A. Pfarrer Dr. R. C. Rounds
Tipp City, Ohio.....	Dr. M. C. Kiser
Piqua, Ohio.....	Dr. Wm. W. Weis
Sidney, Ohio.....	Dr. Edw. P. Sparks, Jr.
Wapakoneta, Ohio.....	Dr. C. W. Berry
Lima, Ohio.....	Dr. R. R. Snowball Dr. W. E. Noble Dr. Robert Page, Oculist
Columbus Grove, Ohio.....	Dr. H. N. Trumbull
Leipsic, Ohio.....	Dr. W. W. Donahue
Deshler, Ohio.....	Dr. R. J. Blough
Perrysburg, Ohio.....	Dr. P. F. Orr
Toledo, Ohio.....	Dr. F. S. Skopek Dr. E. A. Orwig, Oculist Dr. J. F. Whitacre Dr. G. S. Bova Dr. F. E. Foss**
Findlay, Ohio.....	Dr. R. S. Rilling
Bowling Green, Ohio.....	Dr. D. L. Gamble
North Baltimore, Ohio.....	Dr. E. J. Lloyd
Washington C. H., Ohio.....	Dr. J. H. Persinger
Liberty, Indiana.....	Dr. W. B. McWilliams
Connersville, Indiana.....	Dr. B. W. Sanders
Rushville, Indiana.....	Dr. F. H. Green
Indianapolis, Indiana.....	Dr. David Sluss Dr. H. D. Aldrich, Oculist
Rockville, Indiana.....	Dr. R. S. Bloomer
Montezuma, Indiana.....	Dr. W. D. Britton
Tuscola, Illinois.....	Dr. W. G. Steiner
Decatur, Illinois.....	Dr. D. A. Pence Dr. W. F. Hubble, Oculist
Brazil, Indiana.....	Dr. C. E. McClelland, Oculist and Aurist Dr. R. M. Maurer

(**)—By appointment only 11:00 A.M. to 5:00 P.M., Mon. through Fri. (Examination of applicants for employment, periodic physical examination SH&C, observation examinations and issue of return to duty slips. Will also examine and treat injured employees.)

HOSPITALS

Hamilton, Ohio.....	Mercy
Middletown, Ohio.....	Middletown Hospital Ass'n.
Dayton, Ohio.....	Miami Valley, St. Elizabeth
Troy, Ohio.....	Stouder Memorial
Lima, Ohio.....	St. Rita's, Lima Memorial

HOSPITALS—Continued.

Toledo, Ohio.....Mercy
 Washington C. H., Ohio.....Fayette County Memorial
 Chillicothe, Ohio.....Chillicothe
 Connersville, Ind.....Fayette Memorial
 Indianapolis, Ind.....St. Vincent, Methodist
 Tuscola, Ill.....Sarah Jarman
 Decatur, Ill.....Macon County, St.Mary's

FIRST AID CLINIC—CINCINNATI

Room 4, Railway Express Building, York and McLean Streets. 9:00 A.M. to 12 Noon
 —1:00 P.M. to 4:00 P.M. Daily (except Saturday, Sunday and Holidays).

EXAMINING POINTS AND HOURS

CINCINNATI—Room 4, Railway Express Building, York and McLean Streets,
 9:00 A.M. to 12 Noon and 1:00 P.M. to 4:00 P.M. Daily (except Saturday,
 Sunday and Holidays).

HAMILTON—4th Thursday each month, 1:00 P.M. to 4:00 P.M.

CHILLICOTHE—1st, 2nd & 3rd Thursday of each month, also 5th Thursday when
 occurring, 11:00 A.M. to 2:00 P.M.

DAYTON (Union Depot)—1st & 3rd Tuesday each month, 10:00 A.M. to 1:00 P.M.
 except during April, June and October, 1st Tuesday, 10:00 A.M. to 12:00
 Noon and 1:00 P.M. to 4:00 P.M.

LIMA—2nd Wednesday each month, 12:00 Noon to 2:00 P.M. except during
 April, June and October, 1:00 P.M. to 4:00 P.M.

TOLEDO—Mon. through Fri. by appointment only.

INDIANAPOLIS—Room 406, Division Office Building, 220 Virginia Ave., 1st &
 3rd Monday, 11:00 A.M. to 2:00 P.M. except during April, June and October,
 3rd Monday, 1:00 P.M. to 4:00 P.M.

MEDICAL EXAMINERS' TERRITORIES

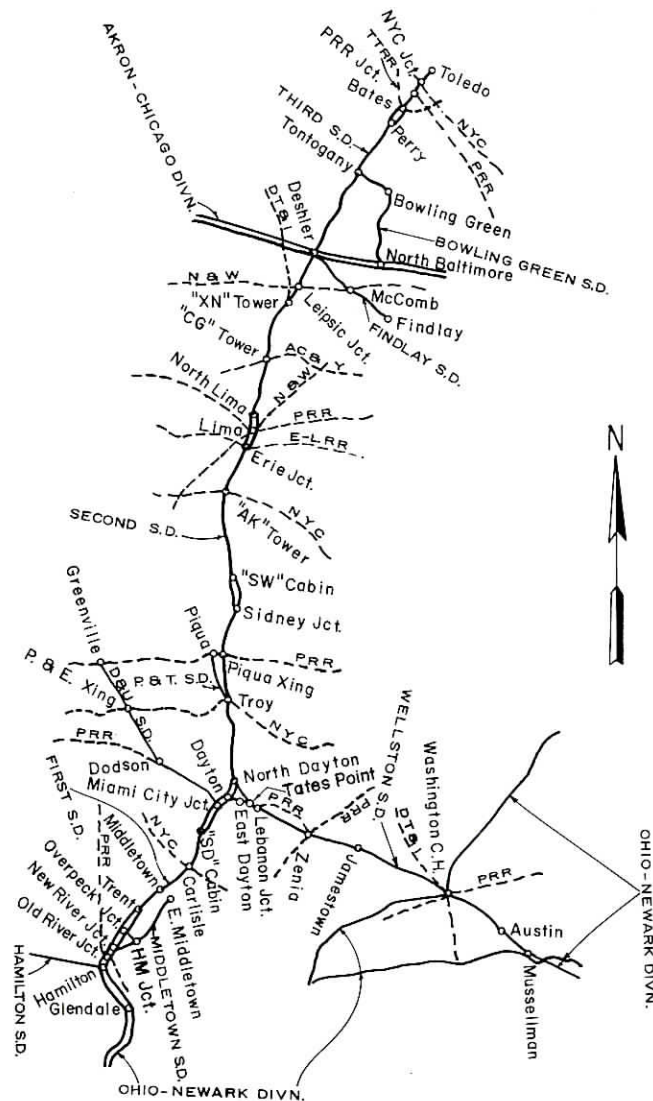
Cincinnati to Lima, inclusive.....	} Dr. D. J. Foglia, Cincinnati
Cincinnati to Chillicothe, inclusive.....	
Dayton to Greenville, both inclusive.....	
Hamilton to Springfield, exclusive.....	
Toledo.....	Medical Examiner, Akron
Willard to Lima, exclusive, to Toledo, exclusive.....	Medical Examiner, Newark

INSTRUCTIONS COVERING MEDICAL SERVICES

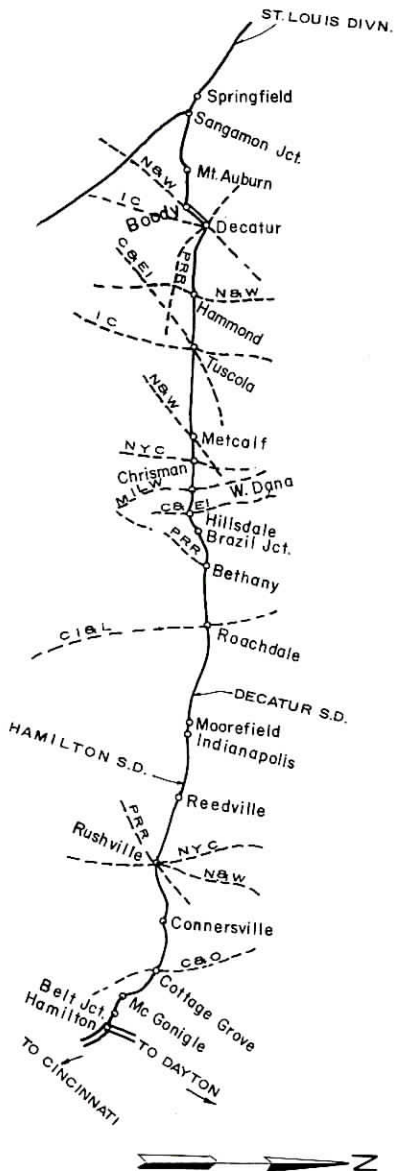
1. Employees seriously injured on duty or passengers, whose injuries require medical or surgical aid, should be promptly taken to the nearest listed Company's Surgeon or hospital emergency room, except in extreme emergency, when they should be transported to the closest medical facility.
 Workers with minor injuries sustained on duty should be treated at the listed First Aid Clinics. Where these services are not readily available, such cases should be referred to the nearest listed Company's Surgeon or hospital emergency room.
2. Depending on severity of injury, the officer in charge will use discretion as to proper conveyance for removal of injured employees. Municipal or private ambulances, taxicabs, personal or Company's vehicles may be used for this purpose, and the Company may be billed for the service.
3. When a passenger becomes ill on a train and requests medical attention, any local physician (Company's Surgeon or otherwise) may be called. If the passenger cannot or will not pay physician called, we shall pay for the first call, but both the patient and the physician should be told that all subsequent treatment shall be at the patient's expense.

**Notice of disablement or death of a Relief Department member
 should be reported promptly.**

TOLEDO—INDIANAPOLIS DIVISION

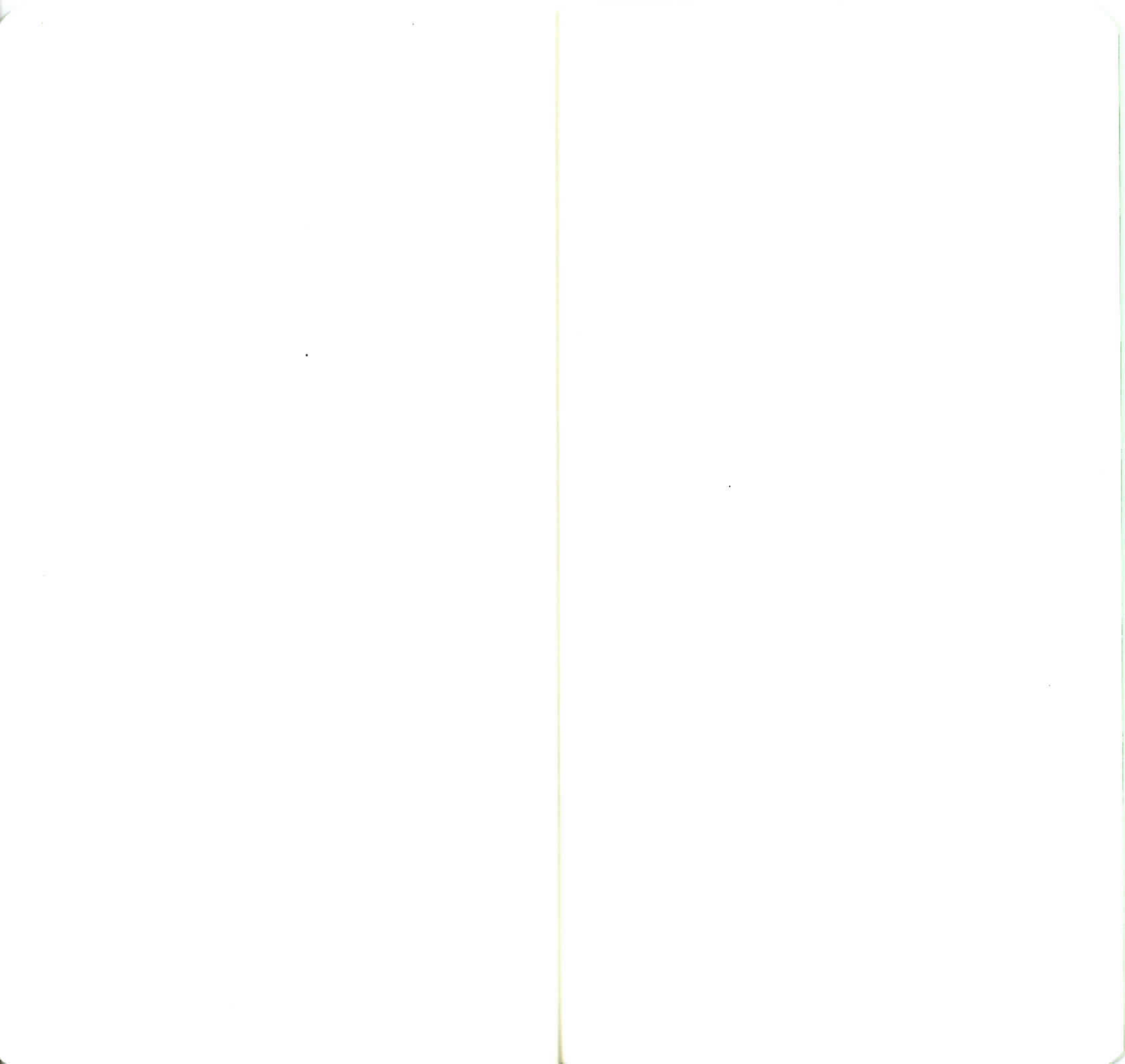


TOLEDO-INDIANAPOLIS DIVISION



SPEED TABLE

Time per Mile		Miles per Hour	Time per Mile		Miles per Hour	Time per Mile		Miles per Hour			
Min.	Sec.		Min.	Sec.		Min.	Sec.		Min.	Sec.	
0	45	80.00	1	20	45.00	1	55	31.30	2	30	24.00
0	46	78.26	1	21	44.44	1	56	31.03	2	31	23.84
0	47	76.59	1	22	43.90	1	57	30.77	2	32	23.68
0	48	75.00	1	23	43.37	1	58	30.51	2	33	23.53
0	49	73.47	1	24	42.86	1	59	30.25	2	34	23.38
0	50	72.00	1	25	42.35	2	00	30.00	2	35	23.23
0	51	70.59	1	26	41.86	2	01	29.75	2	36	23.08
0	52	69.23	1	27	41.38	2	02	29.51	2	37	22.93
0	53	67.92	1	28	40.91	2	03	29.27	2	38	22.78
0	54	66.66	1	29	40.45	2	04	29.03	2	39	22.64
0	55	65.45	1	30	40.00	2	05	28.80	2	40	22.50
0	56	64.28	1	31	39.56	2	06	28.57	2	41	22.36
0	57	63.16	1	32	39.13	2	07	28.34	2	42	22.22
0	58	62.07	1	33	38.71	2	08	28.12	2	43	22.08
0	59	61.02	1	34	38.29	2	09	27.91	2	44	21.95
1	00	60.00	1	35	37.89	2	10	27.69	2	45	21.82
1	01	59.02	1	36	37.50	2	11	27.48	2	46	21.69
1	02	58.06	1	37	37.11	2	12	27.27	2	47	21.56
1	03	57.14	1	38	36.73	2	13	27.07	2	48	21.43
1	04	56.25	1	39	36.36	2	14	26.87	2	49	21.30
1	05	55.38	1	40	36.00	2	15	26.66	2	50	21.18
1	06	54.54	1	41	35.64	2	16	26.47	2	51	21.05
1	07	53.73	1	42	35.29	2	17	26.28	2	52	20.93
1	08	52.94	1	43	34.95	2	18	26.09	2	53	20.81
1	09	52.18	1	44	34.61	2	19	25.90	2	54	20.70
1	10	51.43	1	45	34.29	2	20	25.71	2	55	20.58
1	11	50.70	1	46	33.96	2	21	25.53	2	56	20.45
1	12	50.00	1	47	33.64	2	22	25.35	2	57	20.34
1	13	49.31	1	48	33.33	2	23	25.17	2	58	20.22
1	14	48.65	1	49	33.03	2	24	25.00	2	59	20.11
1	15	48.00	1	50	32.73	2	25	24.83	3	00	20.00
1	16	47.37	1	51	32.43	2	26	24.66	4	00	15.00
1	17	46.75	1	52	32.14	2	27	24.49	6	00	10.00
1	18	46.15	1	53	31.86	2	28	24.32	12	00	5.00
1	19	45.55	1	54	31.58	2	29	24.16			



AVOID DAMAGE

SWITCH CUSTOMERS CARS CAREFULLY

JUDGING SPEED

Accurate judgment of coupling speed depends upon correct timing. An excellent way to get accurate timing without a watch is to count "one hundred and thirty-one, one hundred and thirty-two" and so on as the car passes a stationary point. With a little practice counting can be done at the rate of one a second.

Ability to closely estimate speed at time car strikes is extremely important because impact force builds up as the square of the speed. This means that impact delivered by a car coupled at 8 miles per hour is not four times that at 2 miles per hour, but 16 TIMES AS GREAT. Damage to freight or car can be avoided by always keeping coupling speed within the safe range—**NOT OVER 4 MILES PER HOUR—A BRISK WALK.**

SPEED CARD

To Find Coupling Speed of 40 Foot and 50 Foot Car

Sight vertical end of car body on a fixed point and note the number of seconds it takes car to pass. Speed in miles per hour is shown opposite.	Seconds	40 Foot Car	50 Foot Car	
		Miles Per Hour	Miles Per Hour	
Damage as a result of Rough Handling makes up a large part of the claim bill for Loss and Damage to Freight. From the Railroad standpoint it is the major item in the expense. We all know that Rough Handling can be reduced, often eliminated. It is hoped that this card will be helpful in your efforts to prevent Rough Handling	1	28.	35.	
	2	14.	17.5	
	3	9.3	11.6	
	4	7.	8.7	
	5	5.6	7.	
	6	4.7	5.9	
	7	4.	5.	
	8	3.5	4.4	
	9	3.1	3.9	
	10	2.8	3.5	
	Switch Crews must function as a team. Clear signals properly given are mighty important; talk it over — prevent Rough Handling — it can be done.	11	2.5	3.1
		12	2.3	2.9
		13	2.15	2.7
		14	2.	2.5