

**THINK
SPEAK
ACT**

with caution!

Your life, as well as the lives of others, depends on **YOUR** attitude and action with regard to safety.

Safety is everybody's job on the B & O (from the President down) . . . but, it begins with

You

THE BALTIMORE & OHIO RAILROAD COMPANY
WESTERN REGION

SAFETY ABOVE EVERYTHING



OHIO-NEWARK DIVISION

82

TIME-TABLE No. 82

EFFECTIVE 12:01 A. M., EASTERN
STANDARD TIME

SUNDAY, OCTOBER 25, 1964

H. I. WALTON,
Superintendent

OHIO-NEWARK DIVISION

Superintendent
H. I. WALTON

Assistant Superintendent
S. C. MYERS

Trainmasters

E. A. FRAZIER

E. LUSTER, JR.

Assistant Terminal Trainmasters

H. J. SLIE

C. E. SMITH

Road Foremen of Engines

R. V. PYLE

G. W. MYERS, JR.

Chief Train Dispatchers—Chillicothe

F. R. FRANCE
O. D. THOMPSON

D. E. MANRING

K. L. DOUGLAS
J. J. POTTER

Chief Train Dispatchers—Newark

T. A. ANTON
C. R. WALKER

C. G. BALSER

E. F. FINLEY
J. W. BRANSCOME

Train Dispatchers—Chillicothe

N. McCORMICK
G. W. McBRIDE
H. C. MANRING

R. J. KISLER
F. L. STORTS
G. D. ULEN
W. D. JEFFERS

W. A. BELL
W. F. HARDESTY
C. F. DOZER

Train Dispatchers—Newark

B. E. BOWDEN
W. K. BALSER
J. G. BICKEL
C. F. STEVENS

N. R. KEENE
A. B. BALDESCHWILER
E. E. GOMERDINGER

R. W. MEACHAM
W. D. RAINES
F. N. HITE
C. M. HINES

Master Mechanic

O. M. DORSEY

Division Engineer

R. S. HENRY

Assistant Division Engineers

S. J. LEVY

R. F. SILBAUGH

District Claim Agents

R. D. STEED
Cincinnati

M. F. LEAMAN
Akron

M. D. THORNBURGH
Chillicothe

P. P. GLENN, JR.
Newark

Supervisor Safety and Fire Prevention

R. J. TALKINGTON

R. M. KING

Captains of Police.

R. G. ALBERS
Cincinnati

P. P. GLENN, SR.
Parkersburg

W. C. NOLL
Dayton

THE BALTIMORE AND OHIO RAILROAD COMPANY

Medical Department

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

COMPANY'S SURGEONS

Cincinnati	Dr. Vinton E. Siler, Christian R. Holmes Eden & Bethesda Ave. Dr. Edward J. Glaser, Oculist, 703 Carey Tower Dr. A. J. Huesman, 2617 Vine St. Dr. Edward Bender, Room 856, Doctor's Building, 19 Garfield Place Dr. Taylor Asbury, Ophthalmologist 718 Carey Tower Dr. Frank Cunningham, 206 Delmar Ave. St. Bernard
Blanchester	Dr. R. M. Cronebaugh
Chillicothe	Dr. Nicholas H. Holmes, 394 Chestnut Street Dr. J. C. Berno, 85 W. Second Street Dr. R. E. Quinn, 30 N. Walnut St.
Athens	Dr. Robert E. Main
Wellston	Dr. Harold W. Gillen Dr. John L. Frazer
South Webster	Dr. A. K. Beumler
Portsmouth	Dr. Ralph W. Lewis Dr. Alben B. Oakes Dr. Albert L. Berndt
Parkersburg	Dr. T. L. Harris, 610 1/2 Market St. Dr. Athey R. Lutz, 1009 Market St. Dr. Fay P. Greene, 935 Market St. Dr. Ray H. Wharton, 955 Market St. Dr. E. C. Hartman, Oculist, 418 Avery St. Dr. R. H. Padon, Oculist
Wheeling	Dr. C. B. Buffington, Wheeling Clinic Dr. J. S. Meier, 504 Central Union Bank Bldg. Dr. C. J. Holley, National Bank of West Virginia Building. Dr. Howard G. Weller, 40-14th St. Dr. R. Alan Fawcett, Oculist, 75 Twelfth St. Dr. R. A. Tomassene, Oculist, 1114 Market St. Dr. J. Speed Rogers, Wheeling Clinic
McMehen	Dr. Thomas O. Dickey
Bellaire	Dr. J. F. Wilkinson
Bridgeport	Dr. C. J. Holley
St. Clairsville	Dr. Robert A. Porterfield
Barnesville	Dr. F. H. Stoup
Cambridge	Dr. Robert A. Ringer
New Concord	Dr. J. Herbert Bain
Zanesville	Dr. Wm. B. Faircloth Dr. Lester Lasky Dr. Robert S. Martin, Oculist
Beverly	Dr. Chas. C. Deamude
Newark	Dr. A. D. Platt Dr. Ralph E. Pickett Dr. H. C. McKnew, Oculist
Somerset	Dr. Michael P. Clouse
Columbus	Dr. Drew J. Arnold, 3545 Olentangy River Rd. Dr. Claude S. Perry, Oculist, 1275 Olen- tangy River Road
Mt. Sterling	Dr. Fred A. Lutz
Washington C. H.	Dr. Jack H. Persinger
Sabina	Dr. William L. Wead
Wilmington	Dr. H. Richard Bath
Mt. Vernon	Dr. H. T. Lapp
Mansfield	Dr. R. E. Frush
Willard	Dr. Walter A. Drury Dr. Wm. W. Corwin Dr. E. L. Jackson Dr. W. H. Kauffman Dr. J. V. Emery
Monroeville	Dr. J. M. Hindley Dr. Harold R. Bolman, Oculist

HOSPITALS

Athens	Sheltering Arms
Chillicothe	Chillicothe
Cincinnati	Christian R. Holmes
Oak Hill	Bethesda—Emergency
Portsmouth	Oak Hill
Parkersburg	Mercy
Bellaire	Scioto Memorial
Martins Ferry	Camden Clark
Wheeling	St. Joseph
Zanesville	City Hospital
Newark	Martins Ferry
Columbus	Wheeling Hospital, Ohio Valley Gen'l.
Washington C. H.	Good Samaritan, Bethesda
Mt. Vernon	Newark Hospital Assn.
Mansfield	Grant, University, Riverside Methodist
Willard	Fayette County Memorial
Sandusky	Mt. Vernon Hospital Sanitarium Co.
	Emergency, Mansfield General
	Municipal
	Good Samaritan

FIRST AID CLINIC (Cincinnati)

Railway Express Bldg., Room 4 York and McLean Sts., 8:30 A.M. to 4:00 P.M., daily except Saturday, Sunday and holidays.

EXAMINING POINTS AND HOURS

CHILlicothe	— First, Second and Third Thursday each month 11:00 A.M. to 2:00 P.M.
CINCINNATI	— Room 4, Railway Express Bldg., York and McLean streets. 9:00 A.M. to 4:30 P.M. daily except Saturday, Sunday and holidays.
PARKERSBURG	— Every Tuesday 9:00 A.M. to 1:00 P.M., second Tuesday, 9:00 A.M. to 12:00 Noon and 1:30 P.M. to 3:00 P.M.
BENWOOD JCT.	— First and third Tuesday, 10:00 A.M. to 12:30 P.M., 1:00 P.M. to 2:30 P.M., and by appointment.
NEWARK	— Monday, 9:00 A.M. to 1:00 P.M., second and fourth Tuesday, 9:00 A.M. to 1:00 P.M., Wednesday and Friday, ex- cept third Friday each month, 9:00 A.M. to 4:00 P.M.
WILLARD	— Thursday, 10:00 A.M. to 4:00 P.M.
COLUMBUS	— Third Friday each month, 10:00 A.M. to 1:00 P.M.
CAMBRIDGE	— By appointment (Dr. Gulliford).
ZANESVILLE	— By appointment (Dr. Gulliford).

MEDICAL EXAMINERS' TERRITORIES

Cincinnati to Chillicothe (both inclusive)	} Dr. Foglia
to Washington Court House (exclusive)	
Newark to Benwood Jct. (inclusive) to Marietta.....	} Dr. Gulliford.
Newark to Athens (inclusive) to Chillicothe (exclusive).....	
Newark to Washington Court House (inclusive).....	} Dr. McCune.
Newark to Willard to Sandusky (all inclusive).....	
Marietta to Belpre (inclusive) to Athens (exclusive).....	

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.

SPECIAL INSTRUCTIONS

1. SUPERIORITY OF TRAINS

On single track Eastward trains are superior to Westward trains of the same class; except No. 373 is superior to No. 380 on the O&LK Sub-Division.

2. LOCATION OF WATCH INSPECTORS

Cincinnati	Southam Jewelry Co.
Cincinnati	Carl Leser
Blanchester	Harold L. Cramer
Chillicothe	Templin and Griesheimer
Athens	Cornwell & Co.
Parkersburg	L. A. Thoma
Wellston	Benjamin & Co.
Portsmouth	Jarvis Company
Wheeling	Pugh's Incorp.
Wheeling	Penn Jewelers
Bellaire	Bryan Bros.
Barnesville	H. B. Armstrong
Cambridge	B. E. Cameron
Zanesville	Jack Cohen
Newark	Best Jewelry Co.
Columbus	Southam Jewelry Co.
Washington C. H.	O. T. Stookey
Mansfield	S. A. Meyers & Co.
Willard	Sharick's Jewelers
Sandusky	R. F. Wisman

3. STANDARD CLOCKS, BULLETIN BOARDS AND TRAIN REGISTERS

Located as indicated by letter "x"

	Stand-ard Clock.	Bulle-tin Board.	Train Register.
Parkersburg			
OB Train Order Station	x	x	x
Yard Office		x	
Crew Dispatcher's Office	x	x	x-f
Chillicothe			
DO Train Order Station	x	x	x-a
Crew Dispatcher's Office		x	
Midland City	x	x	x-b
Cincinnati			
Stock Yards Round House	x	x	x
C. U. T. Crew Dispatcher's Office	x	x	x
Wellston	x	x	x
Jackson	x	x	x
Bloom Jct.			x
Portsmouth			
Train Order Station	x	x	x
Benwood Jct.			
Train Order Station	x	x	x
Yard Office	x	x	x-f
Cambridge			
Train Order Station	x	x	x
Zanesville			
Train Order Station	x		
Yard Office		x	x-c
Trainmen's Locker Room		x	x-e
West Marietta		x	x-d
Newark			
Train Order Station	x	x	x
NK Booth	x		
No. 2 Trainmen's Locker Room		x	x-e
No. 5 Trainmen's Locker Room		x	x-e
Crew Dispatcher's Office	x	x	x
Chief Dispatcher's Office	x		
Yard Office Owens-Corning			x-e
Port Columbus			
Yard Office—Register Room	x	x	x-f

	Stand-ard Clock.	Bulle-tin Board.	Train Register.
Washington C. H.	x	x	x-f
North Siding	x	x	x-f
Willard			
Train Order Station	x	x	x
Crew Dispatcher's Office		x	x-e
Sandusky			
Locker Room	x	x	x

- a Chillicothe—First class trains may register with Form C.
- b Midland City—All trains may register with Form C.
- c O&LK Sub-Division Trains and Engines.
- d West Marietta—PRR trains are only required to examine train register.
- e General Orders, Qualifications only.
- f Watch comparison, General Orders, Qualifications only.

At Jackson and Bloom Jct., Engineers of all trains, except light engines, are not required to examine register.

At Jackson and Bloom Jct. third class trains only will register.

Last sentence of Rule 2 is amended to read as follows:

These employees must have their watches inspected annually during the month of May.

4. CLEARANCE CARD FORM A

Cincinnati Union Terminal: Trains originating not required to receive Clearance Card Form 13 or Clearance Card Form A. Rules 55 and 111 modified.

Cincinnati: Eastward trains will secure Clearance Card Form A at East Norwood.

Bloom Jct.: DT&I No. 108 will not receive Clearance Card Form A, Rule 111 modified.

Wellston—Trains moving between Wellston and Hamden will obtain Clearance Card Form A during open hours of train order station.

Hamden—Trains operating via West leg of Wye may obtain Clearance Card Form A at train order station in advance. Rule 111 modified.

At the following train order stations trains and engines will be governed by Clearance Card Form A in lieu of fixed signals. Rule 221 modified.

- Chillicothe
- Portsmouth
- Hamden-Portsmouth Sub-Division
- Sandusky
- Monroeville
- Willard
- Washington, C. H.
- Newark
- NK Booth
- Zanesville—O&LK Sub-Division
- Cambridge
- Lore City—Eastern Ohio Sub-Division
- Philo
- Malta
- Waterford
- West Marietta

Newark: Eastward trains from C&N Division operating to Central Ohio Sub-Division main track will be delivered Clearance Card Form A at ND Cabin which applies only between clearance point of south lead switch Newark and NK Booth.

Operator WF Train Order Station Newark will secure from Central Ohio Train Dispatcher register of overdue trains and transmit Clearance Card Form A to Operator at ND Cabin.

Homer: Westward originating trains are relieved from receiving Clearance Card Form A. Rule 111 modified.

SPECIAL INSTRUCTIONS

West Marietta: Originating trains and engines are relieved from receiving Clearance Card Form A during hours Train Order Station is closed. Rule 111 modified.

Shelby Jct.: Block indication will be received by trains on top semaphore arm of Home Signals when Clearance Card Form A not required.

Manual block indication will be received on Clearance Card Form A in lieu of fixed signals at the following locations. Rule 305 modified.

Willard	Bellaire
MN Tower	GN Tower
Newark	Washington C. H.
NK Booth	Midland City
Cambridge	

5. SPEED RESTRICTIONS

LIMITS.	Passen- ger trains	Fast freight trains.	Slow freight, local, pickup and work trains.
Parkersburg Sub-Division—			
Belpre and Hope.....	60	50	40
Hope and Byers Jct.....	65	50	40
Byers Jct. and Chillicothe.....	70	60	40
Except as noted			
Belpre and Pole 193-25.....	30	30	30
Pole 193-25 and Pole 192-3.....	40	40	40
Pole 181-32 and Pole 181-16.....	45	40	40
Pole 180-32 and Pole 180-5.....	45	40	40
Pole 175-35 and Pole 175-19.....	50	45	40
Pole 168-12 and Pole 167-16.....	55	40	40
Pole 159-40 and Pole 159-19.....	55	45	40
Pole 159-19 and Pole 157-39.....	25	25	25
Pole 154-23 and Pole 151-41.....	55	40	40
Mineral and Carbondale.....			
	10	10	10
Pole 127-41 and Pole 127-14.....			
	45	45	40
Pole 122-28 and Pole 121-38.....			
	50	40	40
Byers Jct.-entering or leaving No. 1 Track			
	30	25	25
Byers Jct.-entering or leaving Ports- mouth Sub-Division.....			
	15	15	15
West Jct.-normal and reverse movement single track to No. 2 track.....			
	50	40	40
West Jct.-normal and reverse movement No. 1 track to single track.....			
	30	25	25
West Jct.-entering or leaving Renick Sub-Division.....			
	15	15	15
Pole 107-9 and Pole 106-32.....			
	50	40	40
Renick Jct. and Scioto Jct.....			
	30	30	30
Renick Jct. and Train Order Station— Chillicothe.....			
	20	20	20
Chillicothe Sub-Division—			
Chillicothe and Cozaddale.....	75	60	40
Cozaddale and Oakley.....	60	50	40
Except as noted			
Chillicothe-Train order station and Sherman Track.....			
	20	20	20
RK Jct.-westward trains moving from single track to No. 1 track.....			
	30	25	25
RK Jct.-eastward trains moving from No. 1 track to single track.....			
	30	30	30
RK Jct., entering or leaving Renick Sub- Division.....			
	15	15	15
RK Jct. and Musselman-No. 1 track.....			
	40	40	40
Musselman-Through crossovers.....			
	25	25	25
Pole 88-8 and Pole 87-26.....			
	60	45	40
Pole 82-7 and Pole 81-29.....			
	65	50	40
Pole 74-12 and Pole 73-20.....			
	30	30	30
Pole 45-5 and Pole 44-38.....			
	35	35	25
Entering or leaving No. 1 track at Midland City.....			
	30	25	25
Entering or leaving No. 1 track BN Jct.....			
	30	30	30
Pole 40-40 and Pole 40-10.....			
	30	30	30
Pole 30-33 and Pole 29-50.....			
	50	50	30
Pole 28-41 and Pole 28-22.....			
	55	45	35
Pole 27-05 and Pole 26-37.....			
	50	40	30
Pole 26-07 and Pole 25-28.....			
	55	45	35
Pole 24-49 and Pole 24-30.....			
	15	15	15
Entering or leaving No. 1 Track Dorsey.....			
	30	30	30
Pole 22-06 and Pole 21-30.....			
	45	35	35
Pole 18-7 and Pole 16-44, No. 1 Track.....			
	50	45	30
Pole 14-38 and Pole 14-16, No. 1 Track.....			
	50	45	40
Pole 14-16 and Pole 16-26, No. 2 Track.....			
	45	45	35
Portsmouth Sub-Division			
Except as noted.....	25	25	25
Byers Jct. and Roads.....			
	20	20	20
Meadow Run Wye and Grand Crossing.....			
	20	20	20
Portsmouth.....			
	10	10	10
Buckeye Sub-Division.....			
	10	10	10
Renick Sub-Division Except as noted...			
	40	40	40
Pole 77-31 and Pole 78-6.....			
	20	20	20
Pole 78-31 and Pole 80-23.....			
	20	20	20
Entering or leaving Scioto Jct.....			
	30	30	30
Entering or leaving VA Jct.....			
	30	30	30
Entering or leaving RA Jct.....			
	30	30	30
Pole 94-7 and Pole 94-30.....			
	30	30	30
West Jct. and Pole 95-12.....			
	15	15	15
Entering or leaving West Jct.....			
	15	15	15
Central Ohio Sub-Division			
Except as noted.....	40	40	40
Pole 15-16 and Pole 15-22.....			
	35	25	25
Pole 20-17 and Pole 20-31.....			
	35	35	35
Pole 21-49 and Pole 22-40.....			
	35	35	30
Barnesville and Mile Post 30.....			
	30	30	30
Mile Post 30 and Mile Post 32.....			
	20	20	20
Cambridge PRR Crossing.....			
	15	15	15
Mile Post 72 and Pole 72-10.....			
	25	25	25
Pole 75-14 and Pole 75-29.....			
	25	25	25
Pole 77-07 and Pole 77-17.....			
	35	25	25
Zanesville Station and Bridge 110.....			
	10	10	10
Newark PRR Crossing.....			
	10	10	10
Lake Erie Sub-Division Except as noted			
	45	45	40
Willard and Sandusky.....			
	30	30	30
Newark station and Pole 2-28.....			
	25	25	25
Mile Post 24 and Pole 26-5.....			
	30	30	30
Mile Post 41 and Pole 42-35.....			
	30	30	30
Pole 46-20 and Pole 48-3.....			
	40	30	30
Pole 60-30 and Pole 62-10.....			
	25	25	25
Plymouth, AC&Y Crossing.....			
	15	15	15
Willard, Akron-Chicago Division Crossing.....			
	10	10	10
Monroeville-NYC and NKP Crossings.....			
	10	10	10
Pole 100-19 and Pole 101-14.....			
	20	20	20
Kimball-NKP Crossing.....			
	20	20	20
Pole 114-15 and Pole 116-20.....			
	10	10	10
Midland Sub-Division Except as noted..			
	45	45	40
Columbus-Union Depot Tracks.....			
	10	10	10
PRR Crossing, west of GN Tower.....			
	30	30	30
Mt. Sterling-First and second street crossings east of station.....			
	40	40	
Washington C. H.-North, Pearl and Dela- ware Streets.....			
	12	12	12
Washington C. H.-DT&I and Toledo- Indianapolis Division Crossings.....			
	15	15	15
Sabina-Automatic Interlocking PRR Crossing.....			
	20	20	20
Pole 10-3 and Pole 11-25.....			
	25	25	25
Midland City-Station curve.....			
	15	15	15
O&LK Sub-Division Except as noted...			
	25	25	25
Pole 49-12 and Pole 49-19.....			
	20	20	20
Pole 50-2 and Pole 50-20.....			
	15	15	15
Pole 51-12 and Pole 51-15.....			
	10	10	10

SPECIAL INSTRUCTIONS

Pole 60-5 and Pole 60-10	10	10	10
Crossing Marietta Concrete Plant.....	20	20	20
Pole 60-24 and Pole 1-12.....	15	15	15
Marietta-Bridge 470.....	10	10	10
Pole 12-6 and Pole 12-22.....	20	20	20
<hr/>			
Eastern Ohio Sub-Division Except as noted	20	20	20
Curve west of Lore City.....	10	10	10
<hr/>			
Shawnee Sub-Division Except as noted.	25	25	25
Bridge 548- South Newark.....	15	15	15
Bridge 547- east of Newark.....	15	15	15
Bridge 538- east of Glenford.....	15	15	15
Bridge 533- west of Somerset.....	15	15	15
Somerset Cut- ¼ mile west and ¼ mile east.....	10	10	10
Bridge 531- east of Somerset.....	15	15	15
Bristol Tunnel- ¼ mile east and ¼ mile west.....	10	10	10
Bridge 508- west of McCuneville.....	15	15	15
<hr/>			
Entering or leaving sidings or through crossovers, except west end of Eastward and Westward Sidings at Belpre, west end of Little Hocking, east and west end of Cole, west end of Athens, east end of Dundas, east end of East Lead Renick Jct. and the west end of Sherman Track, at which points speed indicated by signal displayed will govern.....	10	10	10
When picking up Clearance Card Form A	30	30	30

LIGHT ENGINES

Sub-Division	For- ward	Back- ward
Parkersburg.....	60	45
Chillicothe.....	60	45
Portsmouth.....	25	15
Renick.....	40	30
Central Ohio.....	40	35
Midland.....	45	45
Lake Erie, Newark and Willard.....	45	40
Lake Erie, Willard and Sandusky.....	30	25

Where the speed of the Division or Sub-Division is 25 miles per hour or less, the same speed will apply to light engines in forward motion.

Diesel Switching Engine, single unit of Road Diesel Engine, either freight or passenger, when operated light, or single Budd car unit, will not exceed 30 miles per hour.

RELIEF TRAINS

Sub-Division	For- ward	Back- ward	Crane Ahead of Engine
Parkersburg.....	35	20	20
Chillicothe.....	35	20	20
Portsmouth.....	25	20	20
Renick.....	25	20	20
Central Ohio.....	25	15	15
Eastern Ohio.....	15	10	10
O&Lk.....	20	10	10
Shawnee.....	15	10	10
Midland.....	35	20	20
Lake Erie.....	25	15	15

Trains Advance Manhattan, Manhattan, St. Louisan and Cincinnati may be operated at speeds applying to Passenger Trains but not in excess of 70 miles per hour between Oakley MP 12, and Martinsville MP 50, Dundas MP 132, and Guysville MP 170.

Passenger trains, the engine consist of which includes one or more freight Diesel units, will not exceed 65 M.P.H. and will be governed by speed restrictions applying to passenger trains where such restrictions are less than 65 M.P.H.

Exceptions:

Class GP-30 and GP-35.. 70 M.P.H.

Diesel switching engines will not exceed 40 miles per hour.

Diesel engines moving dead in a train may be moved at authorized speed in the time table, unless special instructions to govern otherwise, and/or, the speed provided for in shipper's endorsement on bill of lading.

Trains handling scale test cars will not exceed 35 miles per hour. Train Order will be issued to this effect. As these cars are not equipped with air brakes, they will be spaced 3 cars ahead of the caboose, and train must have 85% operative air brakes.

Trains handling steam cranes, locomotive cranes, pile drivers, ditchers, and similar equipment will not exceed 30 miles per hour on Chillicothe, Parkersburg, Central Ohio, Midland, and Lake Erie Sub-Divisions, and 25 miles per hour on other Sub-Divisions unless otherwise noted.

Trains handling foreign line short ore hoppers, will not exceed 30 miles per hour on tangent track, 20 miles per hour on curves and branch lines, except where speed restrictions, Time Table, General Order or Train Order is lower.

Loaded welded rail trains will not exceed 30 miles per hour.

No. 1 will not exceed 30 miles per hour to dispatch mail at Hamden, daily except Sunday.

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

Parkersburg Sub-Division	{ Pole 189-00—Pole 190-00 Pole 103-06—Pole 104-06
Chillicothe Sub-Division	{ Pole 91-03— Pole 92-03 Pole 35-40—Pole 36-40.
Central Ohio Sub-Division	{ Mile Post 99—Mile Post 98. Pole 4-16—Pole 5-17.
Lake Erie Sub-Division	{ Mile Post 84—Mile Post 83. Pole 6-30—Pole 7-28.

6. TRAIN ORDERS

Rule 222 in effect at New Vienna, Leesburg, Zaleski, Athens and Torch Hill.

7. EXTRA TRAINS

8. OPERATING TRAINS BY SIGNAL INDICATION

Rules 251 through 254 are in effect between:

Byers Jct. and West Jct.

Dorsey and Oakley

Traffic Control System

Rule 676 is in effect between:

West Jct. and RA Jct.

VA Jct. and Renick Jct.

Renick Jct. and Musselman

Midland City and Dorsey

Following switches and derails equipped with electric locks under direction of Operator, Midland City:

Midland City	—West end yard track.
Blanchester	—East end Storage Track. Crossover. West end Storage Track.
O'Bannon	—East end Storage Track. West end Storage Track.
Loveland	—Transfer track.

To enter tracks equipped with electric locks movement must stop within 100 feet of switch. After obtaining permission from operator, remove switch lock. After indicator light is lit operate foot treadle to release electric lock.

To enter main track at electric locked switch, obtain permission from operator, then remove switch lock. After indicator light is lit operate foot treadle to release electric lock.

SPECIAL INSTRUCTIONS

Following switches not equipped with electric locks. Trains and engines prohibited from clearing in these tracks: Richmond-dale, Pleasant Plain, Dorsey Gas Track.

9. SPACING TRAINS

Rules 505 to 519 inclusive are in effect between Belpre and Oakley.

In automatic block territory hand operated switches must be opened 5 minutes before fouling main or crossover tracks. Rule 512 modified.

Signal circuits are arranged for eastward traffic as superior movement. Westward trains arriving at west end of passing sidings and occupying main track to meet an opposing train automatically set the signals governing eastward train at STOP to the next passing siding west. Conductors or Engineers of westward trains should immediately operate a push button located in small box on the side of relay box, or signal mast adjacent to the absolute signal. When using push button it should be held in not less than 15 seconds.

When trains move out of passing sidings to make reverse move on main tracks, a member of crew will operate a push button located in box on signal mast which governs or on side of relay box adjacent to the signal to restore operation of the signal.

When a train is entering or leaving a passing siding, neither the main track switch nor the inside switch will be restored to normal position until the entire train has passed the dwarf signal at clearance point or signal protecting facing switch.

Rules 305 thru 330 are in effect between
Bellaire and NK Booth.
GN Tower and Midland City.
Newark and East Crossover Myrtle Ave Willard.

In Manual Block territory where block is partly within yard limits, a train not carrying passengers upon receipt of Clearance Card Form A, Part 3, at entrance to the block indicating block occupied by yard movements only, may proceed through that portion of block outside of yard limits the same as if clear block had been received. Part 3 will read: Manual Block is occupied to (Name of next open Train Order Station). Directly under should read, "By yard movements (Name of yard involved). Proceed." Rules 317 and 330 modified.

Engines will not pass over Muskingum River Bridge Zanesville without permission of Operator and will report clear of bridge. Operators will record each move over bridge showing conductor or engineer.

Eastward trains receiving manual block at NK Booth "occupied to Zanesville" or "occupied to Zanesville by yard movements Zanesville" will stop at telephone located at Pole 80-25 and secure permission from operator to cross Muskingum River bridge. Exception: Such eastward trains holding meet order between Muskingum River bridge and west yard limit sign will stop at meeting point instead of at Pole 80-25.

Operators will not permit westward movement over bridge after an eastward train or engine has been given permission to pass over bridge until eastward train or engine has passed Zanesville train order station.

Operators will not permit eastward movement over Muskingum River bridge after westward train has the block Zanesville to NK Booth or a westward engine has permission to pass over bridge until westward train or engine clears bridge. If an eastward engine is not able to report westward trains clear of bridge, no eastward move over bridge will be permitted until westward train is by NK Booth.

10. FIXED SIGNALS

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

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

At VA Jct., lights used instead of flags on train order board governing westward trains. Rule 222 modified.

Take siding indicators located on the eastward signal at west end of Eastward Siding, Belpre, controlled by Operator at OB Train Order Station, Parkersburg. Take siding indicator located on right side of mast governs to Eastward Siding; take siding indicator located on left side of mast governs to Westward Siding. Rule 60 modified.

11. HAND SIGNALS AND FLAGGING.

Where Rules 505 to 519 inclusive are in effect, protection is not required to rear of passenger trains when making station stops. Rule 99 modified.

When single unit Budd car is operated where Rules 505 to 519, inclusive, are in effect, the following will govern when car is stopped. It shall immediately be moved forward ten (10) feet and second stop made without the use of sand. If car cannot be moved forward immediately, flagman must go back sufficient distance to stop a train moving at normal speed. Passengers will not be permitted to entrain or detrain until second stop is made.

Red and white lanterns have been eliminated from engine flagging equipment. Operating Rule 11-A modified.

The use of red electric lanterns furnished by the B&O for flagging purposes is permitted. Rule 11(A) modified.

When it is necessary for trains on the Portsmouth Sub-Division to double, the head brakeman will protect the rear end of the head portion of train. The rear portion when doubling, will run at restricted speed until double is completed.

Trains operating in the following territories are relieved from protecting rear of train:
Sandusky and Willard.
Shawnee and Newark.
Eastern Ohio Sub-Division.

When more than one train is operated in either of the above territories at the same time, Rule 99 will be put in effect by train order. Rule 99 modified.

When more than one train in each direction is operated between Homer and Lowell at the same time Rule 99 will be put in effect by Train Order. Rule 99 modified.

Unless weather conditions make it necessary to do so, flag protection will not be provided in passing sidings, except those listed below where flag protection will be provided at all times:

Parkersburg Sub-Division: Little Hocking, Athens, New Marshfield, Mineral-Westward, Zaleski, Hamden-Eastward.
Chillicothe Sub-Division: Sherman Track.
Central Ohio Sub-Division: BZ Tower, New Concord, Cambridge-Westward, Glencoe.
Midland Sub-Division: Mound Street-Eastward and Westward, Potter, Wilmington.
Lake Erie Sub-Division: Vanatta, Mt. Vernon, Butler-Eastward and Westward, Alta, North Siding-Eastward and Westward.

Location of Switchtenders handling main track switches:

NK Booth.
Newark, PRR Crossing.
Willard Akron-Chicago Division crossing.

NK Booth: Operator will control by hand signals movements of trains and engines as follows:

Over Main Track Switch.
Main Track and Weiant Storage Track.
Weiant Storage Track and Yard Storage Track.
Yard Storage Track and No. 2 Track.
Yard Storage Track and No. 1 Track.

Yard crews after receiving permission from the operator at NK Booth will be permitted to switch through switches under the jurisdiction of the operator until notified to clear.

Newark: Movement of trains and engines between clearance point south lead switch and ETC sign located just west of PRR crossing will be governed by hand signals from Switchtender and Railroad Grade Crossing Target.

SPECIAL INSTRUCTIONS

Yard Engines will be permitted to move between South Lead west end Newark Yard and Thomas Track when switches are properly lined and a yellow flag or yellow light is displayed on Bracket attached to ETC Sign located 100 feet west of Licking River Bridge.

11-A MARKERS AND CLASSIFICATION SIGNALS

Reflectorized Markers may be used by freight trains.

Trains between Renick Jct. and West Jct. via Renick Sub-Division will be operated as extra trains regardless of classification signals. Trains operating via Renick Sub-Division may display same signals, if any, on C&O trackage, as were displayed leaving Scioto Jct., Renick Jct. or West Jct. Rules 24 (A) and 27 modified.

Westward trains may display classification signals Midland City to Oakley. Rules 24 (A) and 27 modified.

Classification lamps on Diesel engines, when equipped with red lens, may be used as markers. Rule 28 modified.

12. JOINT OR SPECIAL USE OF TRACKS

Cincinnati Terminal Sub-Division time table is in effect between Oakley and Terminal Jct.; between RH Tower and CW Cabin; between Winton Jct. and Ivorydale Jct.; and between Glendale and Cincinnati Jct.

Monongah Division Time Table in effect between Belpre and Parkersburg and between Schick and Benwood Junction.

C&O Rules and Ashland-Russell Division Time Table in effect between RA Jct. and VA Jct.

PRR Rules and Western Region Time Table in effect between Zanesville and PRR Jct.

NYC Rules and Ohio Central Division, Time Table in effect between C&N Division and CCC&StL Jct.

Eastward trains from the Portsmouth Sub-Division may use the Westward Siding at Hamden. Rule 60 modified.

Trains from Portsmouth Sub-Division at Byers Jct., Renick Sub-Division at RK Jct. and Toledo-Indianapolis Division at Musselman receiving stop indication on home signal will communicate with operator at West Jct. or Musselman. If communication fails trains will not enter the Parkersburg or Chillicothe Sub-Divisions until communication is restored or train orders are delivered. Rule 633 modified.

When westward home signals at RK Jct. display stop indication trains will contact operator at Musselman and upon receipt of train order that there are no opposing trains in the block, which order will specify track number train will use between RK Jct. and Musselman, they may proceed at restricted speed.

Eastward trains enroute to Renick Sub-Division, receiving stop indication at RK Jct. will communicate with operator at Musselman and after having understanding regarding operation of dual control switches, may proceed if their superiority is not otherwise restricted. If communication fails and their superiority is not restricted at RK Jct., dual control switches will be handled in accordance with rules and train may proceed after waiting 10 minutes.

Westward trains stopped at Byers Jct. by home signal will contact operator at West Jct. If train orders are issued to proceed to West Jct. on No. 2 track, they will, upon instruction of operator, operate push button located at right of telephone. Push button must be held in 15 seconds.

Trains holding orders to meet between RK Jct. and Musselman, and operating east or west of these points on the Chillicothe Sub-Division, receiving proceed indication on home signal at RK Jct. or Musselman, are relieved of identifying trains to be met. Rules 6 and 220 modified.

Operator at Musselman will not clear the eastward home signals at RK Jct. or the westward home signals at Musselman without knowing trains to be met between RK Jct. and Musselman have arrived.

Trains from Portsmouth Sub-Division at Byers Jct., Renick Sub-Division at RK Jct. or Toledo-Indianapolis Divn. at Musselman must report to operator at West Jct. or Musselman if their train is not intact.

Westward trains entering No. 2 track at Dorsey must operate push button located inside phone booth east of signal to obtain signal indication.

Bloom Jct. passing siding extends east of crossover. When trains are to meet at Junction Switch the train order will specify Junction Switch, Bloom Jct.

Eastward trains and engines will not use Schick Passing Siding without permission from the operator at Bellaire.

NKP yard engines will use B&O tracks between their connection at West Zanesville and Belt Line connection at 5th Street, Zanesville, subject to B&O Rules.

Willard—Westward Third Class and Extra trains will call Switchtender and if to be yarded in Eastward Yard will receive permission from operator at WM Office at Willard to cross Akron-Chicago Division.

After securing Clearance Card Form A, NKP trains may occupy the main track at Monroeville without flag protection or train orders between NKP Transfer and Sites Track. B&O trains must run at restricted speed through that territory expecting to find NKP trains occupying main track without flag protection. Rule 99 modified.

Main track between Water and Hancock Streets, Sandusky, is used jointly with the NYC. Stop signs at both ends of this joint track. Trains and engines using this track will stop and not enter until it is seen or known to be clear. Switches will be handled by trainmen and left in position last used.

PRR trains will use B&O tracks between Marietta and a train length east of east switch PRR Interchange Track West Marietta subject to B&O Rules.

Marietta—The normal position of switch at west end of Bridge 470 is lined for movement to the PRR.

West Marietta—All trains and engines will leave O&LK Junction Switch in position last used, and will approach this switch expecting to find it lined against their movement.

Bakelite passing siding parallels main track on north side from first switch east of Bridge 475 to crossover 3189 feet east.

Zanesville passing siding located on north side of main track, extends from east of Fifth Street crossover to 300 feet east of West Switch of BZ Tower Passing Siding.

Kibler Storage Track between Kibler and PRR Crossing Newark is under the jurisdiction of Yard Master and will not be used by other than yard engines without his permission.

B&O trains and engines may use Union Station tracks, Columbus between 4th Street and Park Street.

Washington C. H.—When necessary to foul Dayton Ave. on the West Leg of the Wye Track it must be ascertained that there will be no movements over Dayton Avenue on Ohio-Newark Division main track. Moves on both the West Leg of Wye and Ohio-Newark Division Main over Dayton Ave. at the same time are prohibited.

13. OPERATION OF AIR BRAKES

Terminal test of brakes will be made on freight trains when air gauge on rear indicates a pressure of 65 pounds. When engineer is notified that pressure on rear is up to 65 pounds, he will set red hand over black hand on brake pipe flow indicator. It is not necessary that amber light be out when terminal test is made. Brake pipe leakage must not exceed 5 pounds per minute. Rule 200, Form 1118-D Rev. 4 modified.

The standard brake pipe pressure for freight service is 80 pounds except where Special Instructions provide for a higher pressure. Engines charging the brake system on cars to be placed on rear will carry 65 pounds brake pipe pressure to avoid over charging car brakes. Rule 14, Form 1118-D Rev. 4 modified.

Trains Advance Manhattan, Manhattan, St. Louis and Cincinnati will carry 90 pounds brake pipe pressure.

After the brake system on a freight train is charged to within 15 pounds of the setting of the feed valve on the locomotive, but to not less than 65 pounds, as indicated by an accurate gauge at the rear end of the train, and upon receiving signal to apply brakes for test, a 15 pound brake pipe service reduction must be made and brake valve lapped. Brake pipe leakage must not exceed 5 pounds per minute. After leakage test is completed, engineer will reduce brake pipe pressure to make full service application. Inspection of the train brakes must be made to determine that angle cocks are properly positioned, that brakes are applied on each car, that piston travel is correct, that brake rigging does not bind or foul and that all parts of the brake equipment are properly secured. When this inspection is completed, the release signal must be given, brakes released, and each brake inspected to see that all have released. Rule 208(a), Form 1118-D Rev. 4 modified.

Rules 212(a), 213(a), and 214(a) modified accordingly.

SPECIAL INSTRUCTIONS

To fasten down a hinged automatic brake valve handle or a diaphragm foot valve pedal or in any other manner annul the safety control feature on an engine is prohibited. Balance of Rule 8 Form 1118-D Rev. 4 cancelled.

Where caboose is equipped with type A-1 caboose valve it will be used for making all service applications from rear, complying with instructions governing its use as posted in caboose.

Before descending Barnesville grade, westward tonnage trains handled by engine not equipped with pressure maintaining feature will increase brake pipe pressure to 90 pounds and maintain this pressure into Newark.

13-A. HANDLING OF BACK-UP HOSE

Back-up hose will be used at following locations:

- Willard, No. 358 backing into yard.
- Cumberland Mine, spotting empties above tipple.
- Philo, shoving Canal or Incline Track.

14. SPRING SWITCHES

Instructions covering operation posted as follows:

- Little Hocking-West end-In push button box on signal mast.
 - Sherman Track-West End-In Push button box on signal mast.
 - Harpers-East end-In push button box on signal mast.
 - Harpers-West end-On relay box on south side.
 - Highland-West end-On relay box at dwarf signal.
- Rule 105, except eighth paragraph, governs.

14-A. DUAL CONTROL SWITCHES

Rules 605 to 633 inclusive apply at dual control switches, located as follows:

- Athens, west switch.
- Byers Jct.
- Scioto Jct.
- Renick Jct.
- Chillicothe, crossover west end Main St. Yard.
- Sherman Track, crossover east end.
- RK Jct.
- Musselman.
- BN Jct.
- Dorsey.

15. 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 will not proceed until the route is clear, except as provided by Special Instruction 15.

RAILROAD CROSSINGS		Position of Signal Indicating clear route for Ohio-Newark Division Trains
Stations	Railroad	
Grosvenor.....	NYC.....	Interlocking.
Dundas.....	C&O.....	Automatic.
Chillicothe.....	N&W.....	Interlocking.
Loveland.....	PRR.....	Interlocking.
Renick.....	N&W.....	Interlocking.
Coalton.....	C&O.....	Vertical.
Grand Crossing.....	C&O.....	Vertical.
Wellston.....	B&O&C&O	Trainmen flag
Spur, DT&I Jct.....	DT&I.....	Gate clear of track.
DT&I Jct. (a).....	DT&I.....	Vertical.
Bloom Jct. (a).....	DT&I.....	Vertical.
Detroit Steel Corp. New Boston.	N&W.....	Vertical.
Gallia St., Portsmouth.....	N&W.....	Interlocking.
C&M Crossing, EO Sub-Division.	PRR.....	Gate clear of Track.
Cambridge.....	PRR.....	Horizontal.
Zanesville.....	PRR.....	Horizontal.
Movements to and from PRR		Diagonal.

Newark.....	PRR.....	Horizontal.
Westward trains using CO Lead and First Street Crossover to C&N Division.....		Diagonal.
Bakelite.....	U.C.&C.Co.	Horizontal.
Walser.....	NYC.....	Horizontal.
Junction City.....	PRR.....	Horizontal.
GN Tower.....	PRR and NYC.....	Interlocking.
Washington C. H.....	DT&I and Tol.-Ind. Division.....	Horizontal.
Sabina.....	PRR.....	Automatic. Interlocking.
MN Tower (b).....	PRR.....	Interlocking.
Mansfield (c) (d).....	PRR and Erie.....	Interlocking.
North Siding.....	Empire Reeves.....	Semi-automatic. Interlocking.
Shelby Jct.....	NYC.....	Interlocking.
Plymouth.....	AC&Y.....	Horizontal.
Willard.....	Akron-Chicago Division.....	Horizontal.
Monroeville.....	NYC and NKP.....	Automatic. Interlocking.
Kimball.....	NKP.....	Automatic. Interlocking.
Sandusky, West end Outer Yard..	NYC.....	Interlocking.
Sandusky, Water St.....	NYC.....	Horizontal.

- (a) DT&I Jct. and Bloom Jct.—Target will be restored to vertical position after use by DT&I trains.
- (b) MN Tower—Home signal governing movements of eastward trains or engines through interlocking located south of passing siding Mt. Vernon.
- (c) Mansfield—Approach signal governing eastward trains or engines approaching PRR Crossing located south of No. 6 track.
- (d) Mansfield-Eastward trains after completing work will call Operator at PRR Crossing when ready to depart if home signal does not display proceed indication.

Chillicothe—Reverse movements may be made within interlocking limits of B&O-N&W crossing. Rule 620 modified.

Chillicothe—When B&O-N&W interlocking is inoperative B&O trains will be governed by green hand signals. Rule 228 modified. N&W trains will be governed by yellow hand signals.

Chillicothe - Electric horn installed on station building operated from DO Train Order Station. Following code will govern:

- 1 long blast - B&O movements stop.
 - 2 short blasts - B&O yard crews clear interlocking.
 - 3 short blasts - Yard Master or Yard Foreman call operator.
 - 6 short blasts - Emergency signal.
- Rule 606 modified.

C&M Crossing, B&O trainmen after assuring themselves no trains are approaching, will set Railroad Grade Crossing Gate for their movement, and after passing over crossing will restore it to position for PRR movement.

Railroad Grade Crossing Targets will be operated by trainmen as follows: Water St. Sandusky, leaving it in position last used. PRR Crossing Junction City and NYC Crossing Walser, after assuring themselves no trains are approaching, will set Railroad Grade Crossing Target for their movement, and after crossing will restore it for other lines movement.

Plymouth, AC&Y Crossing — Railroad Grade Crossing Target set normally for B&O movement. Passenger trains will make stop before passing over. B&O freight trains will approach crossing under control, and if Railroad Grade Crossing Target is in horizontal position they may proceed over crossing without stopping.

SPECIAL INSTRUCTIONS

If target is in vertical position and no ACY trains approaching, crew member will operate cancel button in box on relay case to restore target to horizontal position. If target fails to assume horizontal position, crew members will protect against ACY movements and proceed. Rule 298 modified.

Newark PRR Crossing: Trains and engines except PRR trains and engines, will stop not nearer than 200 feet nor farther than 800 feet from crossing and may proceed if Railroad Grade Crossing Target is in proper position and proceed signal received from Switchtender.

Cambridge—B&O trains will approach PRR Crossing prepared to stop, and if the Railroad Grade Crossing Target is in proceed position for B&O trains they may proceed. Rule 298 modified.

Washington C. H.—Ohio-Newark Division trains will approach Toledo-Indianapolis Division and DT&I Crossings prepared to stop, and if Railroad Grade Crossing Target is in proceed position for Ohio-Newark Division trains they may proceed. Rule 298 modified.

Willard—Westward trains must stop at clearance point of east crossover switch, east of Myrtle Avenue. They may proceed on hand signal from switchtender, in addition to proper indication of Railroad Grade Crossing Target.

AUTOMATIC AND SEMI-AUTOMATIC INTERLOCKING

Instructions covering operation posted as follows:

- Sabina—Control box on Home Signal Mast.
- Monroeville—Control Box on Home Signal Mast.
- Kimball—Control Box.
- North Siding—Empire-Reeves—Phone Box.
- Dundas—Phone Box, and on home signal masts.

DRAWBRIDGES

Marietta.....	Muskingum River...	Proceed when route is clear.
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16. YARDS

It is unlawful for any employee of a Railroad Company doing business in the State of Ohio to allow or permit passenger or freight cars to stand on a track commonly called a "Running Track" within yard limits, unless protected by a flagman, or red light is on end of car, during that period, 30 minutes before sunset to 30 minutes after sunrise.

Second class and extra trains will not proceed from Main Street or Renick Yard without permission from operator, who will indicate route to be used.

17. HELPER ENGINES

18. MAIL

Newspapers may be dispatched from moving trains. Care must be exercised to avoid accidents. Safety Rule 77 modified.

19. WATER AND FUEL

Water available for Diesel Locomotives at following locations:

Midland City, Oak Hill, Washington, C. H., Mt. Vernon, Barnesville, Malta, Marietta.

20. WHISTLE SIGNALS

Where passenger trains carry postal cars, engineers will sound one long blast of the engine whistle when approaching mail crane.

Rules 14(da) and 14 (ea) are in effect: Portsmouth Sub-Division at Hamden and Byers Jct.; Renick Sub-Division at West Jct. and RK Jct.; Eastern Ohio Sub-Division at Lore City; O&LK Sub-Division at Belpre and trains enroute to O&LK Sub-Division at Zanesville; Midland Sub-Division at Midland City.

Trains in passing sidings on Parkersburg, Chillicothe and Portsmouth Sub-Divisions, on No. 1 Track between RK Jct. and Musselman, on connection track between Renick Jct. and Scioto Jct. will use the following whistle signal to recall flagman:

- From West—One Short and Four Long.
- From East—One Short and Five Long.
- Rule 14(d) and 14 (e) modified.

B&O Westward trains at VA Jct. will acknowledge display of train order signals per Rule 14 (cd).

21. HIGHWAY CROSSING PROTECTION

Trains or engines will stop before moving over the following crossings and comply with Rule 109:

- | | |
|----------------|--|
| Chillicothe | Route 104 at V. A. Hospital |
| Jackson | Huron Switch No. 6117. |
| Blackfork Jct. | Blackfork Switch No. 6128. |
| Portsmouth | Route 52 No. 6105. |
| Sandusky | Intersection of Columbus Ave. and Railroad-Street. |
| | Water St. No. 5705. |
| | Market St. No. 5703, 8:00 A.M. to 6:00 P.M. |
| | Huron Ave. No. 5696. |
| | Monroe St. No. 5695. |
| | Scott St. No. 5691. |
| | Perkins Ave. No. 5689. |
| Monroeville | Monroe St. No. 5670. |
| Somerset | Market St. No. 5354, 7:30 A.M. to 4:30 P.M. |
| McCuneville | St. Rt. 93 No. 5373. |
| Malta | Bell St. No. 5261. |
| Marietta | Third St. No. 5310. |
| | Front St. No. 5312. |
| | Westview Ave. No. 5298. |

Rule 109(a) in effect at Union St., Athens, Bridge Street, Chillicothe, and Broadway and Lazenby Streets, Blanchester.

Newark—A train or yard movement from Kibler Storage track through crossover east of St. Clair St. to main track, when there are cars or an engine standing on main track, causes a lockout of flashlight signal circuit and flashlight signals will not function for a westward movement over St. Clair St. Crossing, and highway traffic must be flagged before proceeding.

Sonora—County Road No. 52, Crossing No. 5188—Trains and engines using siding must not be in motion towards crossing immediately after train on main track clears the crossing. Eastward train taking siding will automatically cut out signals when switch, located 900 feet west of crossing is lined for move into passing track. When movement is made over crossing in siding not less than 20 seconds shall be consumed after passing the insulated joints located 100 feet east and 100 feet west of crossing before fouling crossing.

Spedel—Keep private crossing in siding cut and leave 200 ft. clearance on each side of crossing.

Washington, C. H.—CPL dwarf signals located east and west of Dayton Ave. govern train movements over highway crossing. Special Instructions covering operation of signals and highway protection are posted in box located on west end of relay case at crossing.

22. TRAIN ORDER STATIONS CLOSED

- | | |
|---|---|
| <ul style="list-style-type: none"> Torch Hill Zaleski Leesburg Madeira Blackfork Jct. South Webster Philo Malta Utica | <p>4:00 P.M. until 7:00 A.M. Daily and 4:00 P.M. Friday until 7:00 A.M. Monday.</p> |
| <ul style="list-style-type: none"> Grove City Mt. Sterling Bloomingsburg Sabina Wilmington Butler Lexington Plymouth Monroeville Sandusky | <p>5:00 P.M. until 8:00 A.M. Daily and 5:00 P.M. Friday until 8:00 A.M. Monday.</p> |
| <ul style="list-style-type: none"> Oak Hill Chillicothe- Paint St. West Marietta | <p>4:00 P.M. until 7:00 A.M. Daily and 4:00 P.M. Saturday until 7:00 A.M. Monday.</p> |
| <ul style="list-style-type: none"> Portsmouth Athens Wellston Waterford | <p>5:00 P.M. until 8:00 A.M. Daily and 5:00 P.M. Saturday until 8:00 A.M. Monday.</p> |

SPECIAL INSTRUCTIONS

Hamden	11:00 P.M. until 7:00 A.M. Daily
Greenfield	11:30 P.M. until 7:30 A.M. Daily.
New Vienna	4:30 P.M. until 7:30 A.M. Daily and 4:30 P.M. Friday until 7:30 A.M. Monday.
Jackson	4:30 P.M. until 7:30 A.M. Daily and 4:30 P.M. Saturday until 7:30 A.M. Monday.
VA Jct.	6:00 P.M. until 9:00 A.M. Daily.
Lore City	7:00 P.M. until 10:00 A.M. Daily and 7:00 P.M. Friday until 10:00 A.M. Monday.
Barnesville	11:00 P.M. until 7:00 A.M. Daily and 11:00 P.M. Friday until 7:00 A.M. Monday

23. RESTRICTIONS ON STRUCTURES AND TRACKS

MAXIMUM WEIGHT LIMITS	Heaviest class of engine permitted	Cars Gross Weight in Pounds
Parkersburg to Oakley.....	FS6E-4	263,000
Chillicothe:		
Bridge 97-38-1, Union Coal Co.....	FSE2	220,000
Bridge 98-1, Coal Pit at Boiler Room..	FSE2	220,000
Mineral to Carbondale.....	FSE2	251,000
Byers Jct. to Meadow Run. Wye.....	FS6E-4	263,000
Meadow Run to Portsmouth.....	FS6E-4	251,000
Jackson:		
Bridge 311-1, Inter-lake Steel Co.....	X	150,000
Bridge 10-2, JISCO Trestle.....	X	170,000
Oak Hill:		
Bridge 329-3, Pyro Co. Trestle.....	X	200,000
Portsmouth:		
Bridge 413-1, Harbison-Walker Trestle	X	160,000
Hamden to Meadow Run Wye.....	FS6E-4	263,000
RK Jct. to West Jct. (via Renick Sub-Di- vision)	FS6E-4	263,000
Chillicothe:		
Hub Coal Company.....	SE-3	263,000
Mead Corporation, Wood Track.....	SE-3	263,000
Wellston to Superior No. 11.....	FSE-2	190,000
Schick to Newark (a).....	FS6E-4	263,000
Barnesville:		
Trestle at Watt Car & Wheel Co.....	X	180,000
Newark:		
Power House Trestle.....	X	150,000
Lore City to Cumberland.....	FS6E-4	263,000
Columbus to Midland City.....	FS6E-4	263,000
Wilmington-Haines Coal Co.....	X	220,000
Newark to Sandusky (b).....	FS6E-4	263,000
Newark:		
City Water Works Plant Trestle.....	X	210,000
Mansfield:		
Mansfield Tire & Rubber Co.	FS6E-4	263,000
F. Gundert & Sons.....	FS6E-4	263,000
Shelby, Light and Power Co.....	FS6E-4	263,000
Shelby, Sales Book Co.....	FS6E-4	263,000
Willard, Pioneer Rubber Co.....	FS6E-4	263,000
Sandusky:		
Hoffman Coal Co.....	FS6E-4	263,000
Sailors and Soldiers Home Track.....	FS6E-4	240,000

Newark to Shawnee.....	FB-2	210,000
Zanesville to Belpre.....	FS6E-4	251,000
Zanesville to PRR Jct. (PRR).....	FS6E-4	251,000
Ohio Ferro Alloy Co.....	FS6E-4	251,000
Philo, Ohio Power Co. Siding.....	FS6E-4	251,000
Team Track, Malta	FS6E-4	240,000
Marietta to West Marietta (c).....	FS6E-4	240,000
Union Carbide Metals	FS6E-4	251,000

X Indicates operation of engine prohibited.

(a) Relief Cranes X-45 to X-48, Main Line only.

(b) Relief Cranes X-45 to X-48—10 miles per hour over following bridges: 568, 569, 570, Mt. Vernon; 581 and 587, East of Butler; 594, West of Bellville.

(c) Muskingum River Bridge 470 all engines rated over 220, single unit only.

Weiant—Green house track out of service.

Neffs—Track leading to Willow Grove Mine out of service from Echo Road Crossing No. 5214 to end of track.

Shawnee—Rock Run Branch out of service.

OPERATION OF ENGINES PROHIBITED AT THE FOLLOWING POINTS

Bethesda—Stone Track, except single unit.
 Eldon—Under mine tipple.
 Salesville—Over unloading pit on No. 3 track, Carol No. 3 mine tipple.
 Morgan Spur, except single unit.
 Zanesville—No. 6 track, except single unit.
 Wilmington—Haines Coal Trestle, Champion Bridge Track, Irwin Auger Bit Track.
 Melvin—Beyond west end of Quarry track scale.
 Over Coal unloading pit east end of Elevator Track.
 Shawnee—Beyond 600 feet from switch on Tail Track Wye.
 Bristol—under Sidwell Mine tipple.
 Mt. Vernon—Continental Can Co. beyond Ink House, 400 feet inside gate entrance, if windows are open on track side.
 Mansfield—Over pit on No. 1 track in stock house at Empire Steel Co.
 Barnes Manufacturing Company track out of service beyond east end of bridge.
 Monroeville—Over Herman McLean track scale.
 Sandusky—Soldier's Home Coal Trestle.
 Wagner Quarries, beyond stop sign. on Main and North Tracks.
 Philo—Ohio Power Co. Empty Drop Track.
 Marietta—Farm Bureau Track, beyond platform.
 Beyond Wood Street, Marietta Metal Track.

24. CLEARANCES

Employees are required to familiarize themselves with all close clearances in territory in which they operate, both for their own protection and protection of the Company.

They are prohibited from riding on top of engines and other high equipment when passing under wires and overhead structures.

Crews doing work on sidings will determine that engine and equipment will clear buildings, tipples and elevator spouts and that gates and doors are secured for their movement.

The following overhead structures and wire crossings have less than 22 feet vertical clearance, and the high tension lines shown have less than 27 feet:

SPECIAL INSTRUCTIONS

Location	Location, Mile Post or Pole	Location	Location, Mile Post or Pole
CHILLICOTHE SUB-DIVISION			
Madisonville—Dunbar Place Overhead Bridge.	13-04	Blackfork.....	Along Silica Plant
Madisonville—Electric Service Track—Crane.....	13-07	Fire Brick—York Switch.....	30 feet east of Bridge 3
Madisonville.....	14-04	Fire Brick.....	Plibrico Private Track
Madeira—Schaleman Track.....	100 feet from end	Pole 35-10.....	35-10
Madeira—Imbus Lumber Co. Track.....	Building Door	South Webster.....	Brick Plant Tracks
Pole 17-36.....	17-36	No. 6.....	Entire Track
Pole 19-47.....	19-47	Edmunds.....	1872, 2022 & 3484 feet from Main Track Switch
Pole 22-26.....	22-26	Clay Mill.....	219 and 557 feet from Clay Mill Switch
Twightwee—Totes Track.....	23-12	Pole 39-12.....	39-12
Dorsey.....	24-06	Gepharts—Overhead Bridge.....	41-26
Martinsville—Martinsville Coal and Feed Track...	50-01	Gepharts.....	42-16
Leesburg—Bobb Track.....	64-10	Sciotoville—C&O Overhead Bridge.....	48-16
Leesburg—Elevator Track.....	64-09 and 64-12	Sciotoville—Bloom Crossing.....	49-15
Leesburg—Mason Track.....	64-17	Sciotoville—Electric Line Throw.....	49-23
Leesburg—Overhead Bridge.....	64-33	Portsmouth.....	GS Tower Viaduct
Leesburg—Overhead Bridge.....	65-13	Portsmouth.....	Fourth Street Track
East Monroe—Overhead Bridge.....	68-34	Portsmouth.....	Inside Vulcan Gate
Greenfield—Overhead Bridge.....	73-11	Portsmouth.....	Cement and Lime Company Building
Greenfield—Overhead Bridge.....	73-24	RENICK SUB-DIVISION	
Greenfield—New McClain Track.....	Coal Chute	Richmondale.....	Southern Silica Co. Tipple
Greenfield—Old McClain Track.....	73-41	BUCKEYE SUB-DIVISION	
Greenfield—Old McClain No. 2 Track.....	73-41	Wellston.....	McNally Pittsburgh Co.
Greenfield—House Track.....	74-02	CENTRAL OHIO SUB-DIVISION	
East of RK Jet.....	90-15	Schick—Bridge 4.....	1-31
Chillicothe—Overhead Bridge.....	93-27	Schick—Georgetown Tunnel.....	2-03
Chillicothe—Reformatory Track.....	Farm center crossing	Pole 3-07—Overhead Bridge.....	3-07
Chillicothe—Refractory Track.....	Entire track.	Glencoe—Glencoe Tunnel.....	9-36
PARKERSBURG SUB-DIVISION			
Chillicothe.....	N & W Trf. and Pass. yd. 4 & 5	Speidel—Overhead Bridge.....	22-29
Chillicothe—Watt Street.....	98-18	Barnesville—United Dairy Co. power wires.....	.....
Chillicothe—Buckeye Tile Company.....	98-22	Barnesville—Watt Mfg. Co. power wires.....	.....
Chillicothe—Douglas Avenue.....	98-37	Barnesville—Barnesville Tunnel.....	26-41
Chillicothe—Miami Avenue.....	99-14	Barnesville—EO Glass Track, Gardner St.,	.....
East of Chillicothe Bridge.....	101-29	power wires.....	.....
Gravel Pit—Overhead Bridge.....	102-08	Barnesville—Overhead Bridge.....	26-45
West Jct.—Overhead Bridge.....	112-27	Barnesville—Overhead Bridge.....	27-13
Byers Tunnel.....	121-07	Pole 33-15—wires.....	33-15
Richland Tunnel.....	122-05	Salesville—Overhead Bridge.....	37-01
Dundas.....	131-31	Pole 40-09—wires.....	40-09
Dundas.....	131-40	Cambridge—Universal Potteries, power wires.....	.....
Red Diamond.....	Austin Powder Co.	Cambridge—Overhead Bridge.....	Route 21
Moonville Tunnel.....	145-01	Cambridge—Second St. track, Herring Ave.	.....
Mineral Tunnel.....	147-25	power wires.....	.....
Grosvenor.....	156-02	Cambridge—Hoffman-LaRouch track, power wire	.....
Athens.....	157-18	New Concord—Overhead Bridge.....	59-40
Athens—Team Track.....	158-05	New Concord—Overhead Bridge.....	60-17
Athens—Athens Lumber Co. 75 feet from end.....	158-12	Zanesville—Muskingum River Bridge.....	.....
Athens.....	158-14	Zanesville—Licking River Bridge.....	79-25
Athens—Entire Ice & Storage Track.....	158-15	MIDLAND SUB-DIVISION	
Athens—Entire Foster Track.....	158-18	Pole 4-13—wires.....	4-13
Athens—Beasley Track 85 feet from end.....	158-19	Wilmington—Doan St. wires.....	10-23
Athens.....	158-40	Wilmington—Champion Bridge Track, wire.....	10-39
Athens.....	159-11	Pole 15-02—wires.....	15-02
Athens—Brick Yard and	.....	Pole 15-24—wires.....	15-24
Elliot, Hocking & Palmer Streets.....	159-27	Melvin—Overhead conveyor, Melvin Stone Co.	.....
Canaanville.....	165-29	Sabina—wires.....	21-24
Canaanville.....	166-01	Sabina—wires.....	21-25
Pole 172-22.....	172-22	Sabina—Overhead shed, Farm Bureau.....	21-29
Rockland.....	192-04	Sabina—Main and Side Track, power wires.....	21-41
Belpre—Stock Track.....	193-32	Pole 26-06—Overhead Bridge.....	26-06
Belpre—Dana Track.....	193-33	Washington C. H.—Union Stock Yards,	.....
Belpre.....	193-36	power wires.....	32-36
PORTSMOUTH SUB-DIVISION			
Wellston—State Route 75.....	1-30	Washington C. H.—Producers Stock Track,	.....
Pole 10-17.....	10-17	power wires.....	32-39
DT&I Jet.....	11-17	Grove City—Elevator Track, wires.....	.....
Jackson—Toney Track.....	12-01	Columbus—	.....
Jackson—Toney Track.....	12-03	High St.—Overhead Bridge, tracks 1 and 2.....	.....
Jackson—Huron Switch to Jackson Iron and Steel Co.	.....	Park St.—Overhead Bridge, tracks 1 and 2.....	.....
Pole 18-13 Overhead Bridge.....	18-13		
Pyro.....	Pyro Private Track		
Davis Switch.....	Boundary Street		
Davis Switch.....	North Street		
Davis Switch.....	Overhead pipe at Brick Plant		
Oak Hill.....	24-36		
Oak Hill.....	Cedar Heights Track		
Oak Hill—General Refractories.....	Along Platform		
Blackfork—Blackfork Branch.....	Route No. 140		
Blackfork—Blackfork Branch.....	Blackfork Store		

SPECIAL INSTRUCTIONS

Location

LAKE ERIE SUB-DIVISION

Newark—Owens-Corning track, wires.....	.....
Utica—Miller Light Plant—overhead crane.....	.....
Utica—Overhead Bridge.....	11-12
Mt. Vernon—Weyerhaeuser building.....	22-30
Mt. Vernon—Through truss Bridge.....	24-04
Mt. Vernon—Shelmar Products Co. track, wires.....	.....
Mt. Vernon—Ice track, wires.....	.....
Mt. Vernon—wires.....	23-10
Mt. Vernon—wires.....	24-13
West of Mt. Vernon—wires.....	27-04
West of Mt. Vernon—wires.....	27-21
West of Mt. Vernon—wires.....	27-33
Fredericktown—Overhead Bridge.....	33-08
Fredericktown—Overhead Bridge.....	33-30
Fredericktown—Elevator Track, wires.....	.....
Bellville—wires.....	45-39
Mansfield—Overhead Bridge.....	59-06
Mansfield—Overhead Bridge.....	59-34
Mansfield—Mansfield Tire Co. track, wires.....	60-40
Mansfield—Mansfield Lumber Co. track, wires.....	61-11
Shelby—wires.....	71-19
Shelby—wires.....	72-00
Shelby—wires.....	72-25
Shelby—West End House Track, wires.....	73-02
Shelby—Moody-Thomas track, wires.....	73-04
Shelby—Yard Tracks 2, 3, 4 and 5, wires.....	73-24
Plymouth—near AC&Y Crossing, wires.....	81-03
Plymouth—Overhead Bridge.....	81-25
Havana—wires.....	91-19
Monroeville—Main track, power wires.....	101-00
Wilmer—Old Soldiers and Sailors Home track, power wires.....	.....
Sandusky—wires.....	114-08
Sandusky—wires.....	114-10
Sandusky—wires.....	114-27
Sandusky—wires.....	115-00
Sandusky—Wayne St. all tracks, wires.....	.....
Sandusky—Metal Products, track, wires.....	.....

O. & L. K. SUB-DIVISION

Philo—Main track, power line.....	6-23
Philo—Ferro Alloy, all tracks.....	.....
Malta—Malta Manufacturing Co., Plant No. 1.....	.....
Pole 51-02—Main track, power line.....	51-02
Pole 52-02—Main track, power line.....	52-02
Pole 54-16—Main track, power line.....	54-16
Belpre—Overhead Bridge.....	.....

SHAWNEE SUB-DIVISION

Newark—Bridge 548.....	.....
Newark—Main track east of Scioto Provisions track, wires.....	.....
Newark—Bridge 547.....	.....
Locust Grove—Main track, power wires.....	.....
Yost—Main track, power wires.....	.....
Glenford—Bridge 538.....	.....
Lee—Main track, power wires.....	.....
Somerset—Overhead Bridge 532.....	.....
Gobles—Crossing 5360, overhead wires.....	.....
Junction City—power wires, all tracks.....	.....
Bristol—Bristol Tunnel.....	.....
Rock Run—Main track, power wires.....	.....
Shawnee—Claycraft track, power wires.....	.....

EASTERN OHIO SUB-DIVISION

Buffalo—wires.....	.....
Yokers Crossing—No. 5232 wires.....	.....
Cumberland—Overhead Bridge 323-A.....	.....
Cumberland—wires.....	.....
Cumberland—200 ft. East of Route 76, wires.....	.....
Cumberland—Central Ohio Coal Co. tipple.....	.....

SPECIAL RESTRICTIONS

Glencoe—Look out for ice hanging down in Glencoe tunnel.
 Salesville—Cars higher than hopper cars will not be moved under tipple. Tipple will not clear man on side of car on No. 3 track.

Zanesville—Clearance point at west end of yard track 11 is east of Market St. Due to close clearance between Market St. and west switch of this track, it will not be used between these points while another engine or train is on main track.

**Location,
Mile Post
or Pole**

Mt. Vernon—Trains will not shove cars having side brake wheels beyond freight house building on House track.
 Mt. Vernon—Continental Can Company track. Building will not clear man on side of car or engine.
 Mt. Vernon—Loading ramp Clever Lumber and Supply Company will not clear man on side of car or engine.
 Mound Street—Platform side Columbus Plastics Products track will not clear man on side of car or engine.
 Bristol—Sidwell Mine Tipple will not clear man on top or side of car.
 Lyndon—Lyndon Milling Co. building will not clear man on side of car or engine.
 Chillicothe—Mead. Corp. Car Spotter Foundation at Mead Siding No. 20, 11th Street close clearance.
 Chillicothe—Chillicothe Lumber Company track, platform along north side of track will not clear man on side of car or engine.
 Athens—Bridgewater Machine Company track platform on south side track will not clear man on side of car or engine.

25. CLASSIFICATION WHERE THERE ARE TWO OR MORE MAIN TRACKS

Limits	Track	Current of Traffic	No.
Byers Jct. and West Jct.	{ North.....	Westward.....	1
	{ South.....	Eastward.....	2
Musselman and RK Jct.	{ North.....	.....	1
	{ South.....	.....	2
Midland City and BN Jct.	{ North.....	.....	1
	{ South.....	.....	2
Dorsey and Oakley..	{ North.....	Westward.....	1
	{ South.....	Eastward.....	2

25-A. PASSING SIDINGS OF ASSIGNED DIRECTION

As provided for in Rules 4 and 60, Passing Sidings at following points are designated for use as indicated below:

Mineral	—South siding as Westward siding. North siding as Eastward siding.
Hamden	—South siding as Westward siding. North siding as Eastward siding.
Shelby Jct.	—North siding as Westward siding. South siding as Eastward siding.
North Siding	—North siding as Westward siding. South siding as Eastward siding.
Butler	—North siding as Westward siding. South siding as Eastward siding.
Cambridge	—North siding as Westward siding. South siding as Eastward siding.
Mound St.	—North siding as Westward siding. South siding as Eastward siding.

26. TELEPHONES

Conductors of trains meeting with accident or unusual delay will call nearest office or train order station or if situation warrants, call Chief Dispatcher's Office. Chillicothe 773-5353 or Newark, Fairfax 31011. In using public telephone instruct operator to reverse charges.

Location	Connected With	Location	Connected With
Madisonville.....		Martinsville—	
Maderia—		Farmers.....	
Freight Room.....		West End Siding.....	
East End Eastward Siding.....		East End Siding.....	
Remington.....		New Vienna—	
Twilight.....		West End Siding.....	
Dorsey.....		East End Siding.....	
Loveland.....		Highland—	
Eastward Home Signal.....		West End Siding.....	Greenfield,
O'Bannon.....	East Norwood.	East End Siding.....	Leesburg, New
West End.....	Madeira.....	Leesburg—	Vienna,
East End.....	U Tower.....	Signal Shop (old waiting room).....	Midland City
MP 30.....	Blanchester.....	East End Siding.....	
MP 34.....	Midland City.....	East Monroe—	
MP 37-10.....		West End Siding.....	
MP 39-43.....		East End Siding.....	
Blanchester—		Greenfield—	
West End.....		West End Siding.....	
Crossover.....		Crossover.....	
Thrifton.....		Thrifton.....	
Lyndon.....		Lyndon.....	
BN Jct.....		Harpers—	DO Train Order
Midland City—		West End Siding.....	Station, Chilli-
MP 44-15.....		East End Siding.....	cothe, Mussel-
Eastward Home Signal.....		Musselman—	man, Greenfield.
Route 28.....		East of Crossover.....	
		RK Jct.—Home	
		Signals.....	

SPECIAL INSTRUCTIONS

Location	Connected With	Location	Connected With	Location	Connected With	Location	Connected With
Anderson— West End East End Chillicothe— West End Sherman Track Camp Sherman Switch Riverside St. in Box Second St. Crossing Eastward Home Signal	DO Train Order Station, Chillicothe, Musselman, Greenfield.	Cole— West End Siding East End Siding Frosts— West End East End Coolville— Torch Hill— Freight Room Little Hocking— West End Siding Section House East End Siding Rockland— Kaiser Switch Belpre— Pole 192-26 Greenhouse Crossing Pomeroy Road	Grosvenor	Newark— Gen'l Yard Master Car Inspector Shanty West End Yard Yard Office "West End" Yard Office No. 5 Scale House Car Foreman NK Booth Newark— Yard Office West End Weiant—At East End Clay Lick— On Post at Tool House Toboso— West End Passing Siding On Post at Tool House East End Passing Siding Dillon— West End Passing Siding East End of Passing Siding West Zanesville— West Yard Limit Board West End Storage Track Radiator Spur, Pole 80-4 East End Storage Track Scale House Trainmen's Locker Room Car Repairman West end of Muskingum River Bridge Zanesville— Freight Office Supervisor's Office Yard Office Yard Office, just inside storm door East End No. 10 Track Fifth Street Crossover	Yard Circuit	Track Side Station East of Crossing on E.O. Branch East End of Storage Track Salesville— West End Passing Siding East End Passing Siding Quaker City— Station SC Tower— West End Passing Siding At Crossover near Center of Passing Siding East End Passing Siding Barnesville— Eastern Ohio Track Station Crossover, south side of tracks East End Passing Siding Spidel— West End Siding East End Siding Bethesda— West End Passing Siding East End Passing Siding Belmont— Pole 18-20 Wormock— Track Side Glencoe— West End Passing Siding East End Passing Siding Bellaire Jct. Switch Schick— West End Passing Siding East End Passing Siding Midland City— Pole 0-29 Wilmington— West End Passing Siding Depot Waiting Room New Pens Switch Melvin— West End Passing Siding East End Passing Siding Pole 19-10 Sabina— In cabinet at PRR Crossing. Switch in box, one way B&O, one way PRR Track Side Station West End Passing Siding East End Passing Siding Jasper Mills— Pole 27-30 Potter— West End Passing Siding East End Passing Siding Washington C. H.— West End Passing Siding East End Passing Siding Pole 33-20 Log Town Crossing Bloomingburg— West End Passing Siding East End Passing Siding Haynes— West End Passing Siding	Cambridge, Lore City, Barnesville, Bellaire
Pole 97-40 DO Train Order Station Switchman's Shanty Watt St. Watchman's Booth Watt St. Yard Office Scale House Douglas Ave. Yard Office Douglas Ave. on Pole East End Renick Pole 99-36 Section House, Renick Jct. Relay House, Renick Jct. Gravel Pit— West End Siding East End Siding Schooleys— West End Siding East End Siding Mead Storage Switch MP 107 West Jct.— West End Siding Ray— Byers Jct.— Hamden— West End Eastward Siding East End Eastward Siding Register Room East End Westward Siding Dundas— West End East End C&O Crossing Red Diamond— West End Siding East End Siding Austin Powder Co. Switch Zaleski— West End Siding East End Siding Hope— West End Siding East End Siding Mineral— West End Eastward Siding West End Westward Siding East End Westward Siding New Marshfield— West End Siding East End Siding Grosvenor— West End Siding Athens— West End Yard East Side Section House West End Siding Union St Concrete Booth East of Express Office East End Siding Brick Yard Switch Canaanville— West End Siding East End Siding Guysville—	DO Train Order Station, Chillicothe, West Jct. Zaleski, Dundas, Hamden, West Jct., Wellston Zaleski, Grosvenor. Grosvenor	Wellston— East End Meadow Run Track West End Wye Train Order Station Roads Jackson— DT&I Jct. West End Yard Keystone— East End Siding Abmac— East End Siding Clay Oak Hill— Pyro Switch Davis Switch Cedar Heights Dee Switch Blackfork Jct. Roman— East End Siding Eifort— East End Siding Bloom Jct. South Webster— Edmunds Switch Scioto Furnace Gepharts— West End Siding Dillard— West End Siding Sciotoville— Portsmouth Yard Star Yard Steel Mill Scale Track N&W Transfer East End Train Order Station Jackson Register Room Davis Switch Eifort Bloom Jct. Scioto Furnace Gepharts Sciotoville Steel Mill Chillicothe (Paint St.) Renick— Booth, West End Pole 82-14 Scioto Jct. Richmondale MP 93-11 Newark— Chief Dispatcher Train Order Station Lake Erie Crossing Crew Dispatcher	Hamden, Dundas, Wellston Meadow Run Yard Office, Zaleski, West Jct. Train Dispatcher Jackson Oak Hill South Webster Portsmouth Train Dispatcher Circuit Yard Circuit	Midland City Wilmington, Sabina, Washington C.H.			

WESTWARD

Distance from Parkersburg	Train Order Stations	Parkersburg Sub-Division TIME TABLE No. 82 October 25, 1964	Passing Sidings Capacity 6-foot cars including engine and caboose	FIRST CLASS						SECOND CLASS								
				1	11					93	97	95	99					
				DAILY	DAILY					DAILY	DAILY	DAILY	DAILY					
				A. M.	P. M.					A. M.	A. M.	P. M.	P. M.					
		PARKERSBURG 1.3		3.30	6.00													
1.3		BELPRE 1.5	155	3.34	6.04					1.30	5.00	4.00	4.55					
2.8		ROCKLAND 2.9																
5.7		PORTERFIELD 2.7																
8.4		LITTLE HOCKING 3.4	117	3.41	6.11					1.38	5.09	4.08	5.03					
11.8	D	TORCH HILL 3.2		3.44	6.15					1.43	5.18	4.12	5.07					
18.0		FROSTS 3.3		3.51	6.22					1.52	5.28	4.20	5.15					
24.3		COLE 1.3	112	3.57	6.28					2.04 ⁹⁴	5.37	4.28	5.23					
25.6		GUYSVILLE 2.2																
29.8		CANAAVILLE 7.2	112	4.02	6.33					2.14	5.44	4.35	5.30					
37.0	D	ATHENS NYC 1.3	136	\$ 4.15	\$ 6.48 ⁸⁸					2.23	5.53 ⁹⁸	4.44	5.39					
38.4	DN	GROSVENOR NYC 5.6	71	4.18	6.50					2.25	5.56 ⁹⁸	4.46	5.41					
44.0		NEW MARSHFIELD 2.8	102	4.25	6.57					2.32	6.06	4.53	5.48					
46.8		MINERAL 5.3	84	4.28	7.00					2.36	6.09	4.56	5.51					
52.1		HOPE 3.6	48	4.33	7.05					2.42	6.15	5.01	5.56					
55.7	D	ZALESKI 3.5	124	4.37	7.09					2.46	6.20	5.06	6.01 ⁸⁸					
59.2		RED DIAMOND 4.1	45	4.40	7.12					2.50	6.24	5.10	6.05					
63.3		DUNDAS C&O 4.4		4.45	7.16					2.54	6.28	5.14	6.09					
67.7	DPN	HAMDEN 7.7	85	\$ 4.49	\$ 7.26					3.01	6.33	5.19	6.14					
75.4		BYERS JCT. East End 2.9 Dbl. Trk.		4.58 ⁹⁸	7.37					3.15	6.45 ⁹⁶	5.31 ⁸⁸	6.26					
78.3		RAY West End 4.7 Dbl. Trk.																
83.0	DN	WEST JCT. 2.5	87	5.06 ⁹⁸	7.48					3.23	6.56 ⁹⁶	5.39 ⁸⁸	6.34					
85.5		VIGO 4.5																
90.0		SCHOOLEYS 2.5	45	5.13	7.57					3.32	7.05	5.48	6.43					
92.5		GRAVEL PIT 2.5	57	5.15	8.11 ²					3.35	7.09	5.51	6.46					
95.0		RENICK JCT. 2.4		5.18	8.13					3.38	7.14	5.54	6.49					
97.4	DN	CHILLICOTHE N&W		A 5.25	A 8.20					A 3.45	A 7.20	A 6.00	A 6.55					
				A. M.	P. M.					A. M.	A. M.	P. M.	P. M.					
		Time over Sub-Division		1.51	2.16					2.15	2.20	2.00	2.00					
		Average speed per hour		51.9	42.3					42.7	41.1	48.0	48.0					

Passenger trains will not exceed 60 miles per hour Belpre to Hope, 65 miles per hour Hope to Byers Jct. and 70 miles per hour Byers Junction to Chillicothe.

Speed as shown in Special Instruction 5, and such other restrictions as may be in effect, will not be exceeded.

EASTWARD

Distance from Cincinnati	Train Order Stations	Parkersburg Sub-Division TIME TABLE No. 82 October 25, 1964	Passing Sidings. Capacity 45-foot cars including engine and cabooses	FIRST CLASS					SECOND CLASS					
				12	2				94	98	96	88		
				DAILY	DAILY				DAILY	DAILY	DAILY	DAILY		
				A. M.	P. M.				A. M.	A. M.	A. M.	P. M.		
96.0	DN	CHILLICOTHE 2.4 N&W	.....	\$10.21	\$ 8.03	.....	.....	.....	.....	12.15	4.40	6.35	5.00	.....
98.4		RENICK JCT. 2.5		10.27	8.09	.....	.....	.....	.....	12.20	4.44	6.39	5.05	.....
100.9		GRAVEL PIT 2.5	57	10.29	8.11 ₁₁	.....	.....	.....	.....	12.25	4.47	6.42	5.09	.....
103.4		SCHOOLEYS 4.5	45	10.32	8.15	.....	.....	.....	.....	12.29	4.50	6.45	5.12	.....
107.9		VIGO 2.5		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
110.4	DN	WEST JCT. 4.7 Dbl. Trk.	87	10.39	8.22	.....	.....	.....	.....	12.40	5.00	6.55	5.23	.....
115.1		RAY 2.9 Dbl. Trk.		.....	.....	.....	.....	.....	.....	.....	1 ₉₇	.....	95	.....
118.0		BYERS JCT. 7.7		10.46	8.29	.....	.....	.....	.....	12.52	5.07 ₁	7.02 ₉₇	5.33 ₉₅	.....
125.7	DPN	HAMDEN 4.4	105	\$10.58	\$ 8.38	.....	.....	.....	.....	1.06	5.16	7.11	5.46	.....
130.1		DUNDAS 4.1 C&O		11.03	8.43	.....	.....	.....	.....	1.11	5.21	7.16	5.51	.....
134.2		RED DIAMOND 3.5	45	11.07	8.47	.....	.....	.....	.....	1.16	5.26	7.21	5.56	.....
137.7	D	ZALESKI 3.6	124	11.11	8.51	.....	.....	.....	.....	1.21	5.31	7.26	6.01	.....
141.3		HOPE 5.3	48	11.15	8.55	.....	.....	.....	.....	1.26	5.35	7.30	6.06 ₉₉	.....
146.6		MINERAL 2.8	70	11.20	9.01	.....	.....	.....	.....	1.32	5.40	7.35	6.12	.....
149.4		NEW MARSHFIELD 5.6	102	11.23	9.04	.....	.....	.....	.....	1.37	5.44	7.39	6.16	.....
155.0	DN	GROSVENOR 1.4 NYC	71	11.29	9.09	.....	.....	.....	.....	1.45	5.51	7.46	6.23	.....
156.4	D	ATHENS 7.2	136	\$11.36	\$ 9.12	.....	.....	.....	.....	1.48	5.53 ₉₇	7.48	6.25	.....
163.6		CANAANVILLE 4.2	112	11.47	9.22	.....	.....	.....	.....	1.55	6.03	7.58	6.33 ₁₁	.....
167.8		GUYSVILLE 1.3		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
169.1		COLE 6.3	112	11.53	9.28	.....	.....	.....	.....	2.04 ₉₃	6.10	8.05	6.42	.....
175.4		FROSTS 6.2		12.00	9.35	.....	.....	.....	.....	2.12	6.17	8.12	6.51	.....
181.6	D	TORCH HILL 3.4		12.10	9.42	.....	.....	.....	.....	2.21	6.26	8.21	7.01	.....
185.0		LITTLE HOCKING 2.7	117	12.13	9.45	.....	.....	.....	.....	2.25	6.30	8.25	7.05	.....
187.7		PORTERFIELD 2		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
190.6		ROCKLAND 1.5		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
192.1		BELFRE 1.3	140	12.24	10.06	.....	.....	.....	.....	A 2.35	A 6.40	A 8.35	A 7.15	.....
193.4		PARKERSBURG		A12.28	A10.10	.....	.....	.....	.....	.....	.....	.....	.....	.....
				P. M.	P. M.					A. M.	A. M.	A. M.	P. M.	
		Time over Sub-Division		2.03	2.03					2.20	2.00	2.00	2.15	
		Average speed per hour		46.9	46.9					41.1	48.0	48.0	42.7	

Passenger trains will not exceed 70 miles per hour Chillicothe to Byers Jct., 65 miles per hour Byers Jct. to Hope, and 60 miles per hour Hope to Belpre.

Speed as shown in Special Instruction 5, and such other restrictions as may be in effect, will not be exceeded.

WESTWARD

Distance from Chillicothe	Train Order Stations	Chillicothe Sub-Division TIME TABLE No. 82 October 25, 1964	Passing Sidings Capacity 48-foot cars including engine and caboose	FIRST CLASS					SECOND CLASS				
				1	11				93	97	95	99	
				DAILY	DAILY				DAILY	DAILY	DAILY	DAILY	
				A. M.	P. M.				A. M.	A. M.	P. M.	P. M.	
0.1	DN	CHILICOTHE 0.1 N&W SHERMAN TRACK 6.6	165	\$ 5.33	\$ 8.26				4.20	7.55	6.10	7.10	
				5.34	8.27				4.25 _{9S}	7.58	6.11	7.11	
6.7		East End ANDERSON 1.6 Dbl. Trk.											
8.8		West End RK JCT. 1.9 Dbl. Trk.		5.44	8.37				4.37	8.12	6.22	7.22	
10.2	DN	MUSSELMAN 7.1 Tol.-Ind. Div.		5.46	8.39				4.40	8.15	6.24	7.24	
17.3		HARPERS 2.9	129	5.54 ₉₆	8.48				4.51	8.31	6.33	7.32 ₂	
20.2		LYNDON 3.2											
23.4		THRIFTON 0.5											
23.9	DPN	GREENFIELD 6.6	123	F 6.03	\$ 8.55				4.59	8.41	6.41	7.41	
30.5		EAST MONROE 3.2	98	6.10	9.02				5.07	8.51	6.49	7.49	
33.7	D	LEESBURG 2.2	57	6.13	9.05				5.10	8.55	6.53	7.53	
35.9		HIGHLAND 6.5	151	6.16	9.08				5.13 ₉₆	8.59	6.55	7.55	
41.4	D	NEW VIENNA 3.7	45	6.21	F 9.13				5.20	9.06	7.00	8.00	
45.1		FARMERS 2.8	127	6.25	9.17				5.29	9.20 ₁₂	7.04 ₂	8.04	
47.9		MARTINSVILLE 5.3											
53.2	DN	MIDLAND CITY 3.1 Dbl. Trk.		6.33	F 9.25 ₉₄				5.43	9.29	7.12	8.12	
56.3		East End BN JCT. 1.2 Dbl. Trk.		6.37	9.29 ₉₄				5.50	9.36	7.18	8.18	
57.5		West End BLANCHESTER 6.6		6.38	\$ 9.35 ₉₄				5.52	9.38	7.19	8.19	
64.1		PLEASANT PLAIN 2.7		6.44	9.42				6.00	9.46	7.26	8.26	
66.8		COZADDALE 5.7											
72.5		O'BANNON 0.6		6.53	9.51				6.11	9.58	7.36	8.36	
73.1		LOVELAND 0.1 PRR		6.54	\$ 9.52				6.12	9.59	7.37	8.37	
73.2	DN	U TOWER 0.5											
73.7		East End DORSEY 7.7 Dbl. Trk.		6.56	9.54				6.14	10.01	7.39	8.39	
81.4	D	MADEIRA 3.1	45	7.06	10.03				6.24	10.11	7.49	8.49	
84.5		MADISONVILLE 1.6		7.11	10.07								
86.1		OAKLEY 9.9		\$ 7.15	\$ 10.11				A 6.35	A 10.20	A 8.00	A 9.00	
96.0		CINCINNATI		A 7.40	A 10.40								
				A. M.	P. M.				A. M.	A. M.	P. M.	P. M.	
		Time over Sub-Division.....		1.42	1.45				2.15	2.25	1.50	1.50	
		Average speed per hour.....		50.6	49.2				38.2	35.6	47.0	47.0	

Passenger trains will not exceed 75 miles per hour Chillicothe to Cozaddale and 60 miles per hour Cozaddale to Oakley. Speed as shown in Special Instruction 5, and such other restrictions as may be in effect, will not be exceeded.

EASTWARD

Distance from Cincinnati	Train Order Stations	Chillicothe Sub-Division TIME TABLE No. 82 October 25, 1964	Passing Sidings. Capacity 45-foot cars including engine and coaches	FIRST CLASS				SECOND CLASS					
				12	2			98	96	88	94		
				DAILY	DAILY			DAILY	DAILY	DAILY	DAILY		
				A. M.	P. M.			A. M.	A. M.	P. M.	P. M.		
		CINCINNATI 9.9		8.10	5.55								
9.9		OAKLEY 1.6		\$8.30	\$6.15			2.30	4.05	2.15	8.20		
11.5		MADISONVILLE 3.1		8.32	6.17			2.33	4.08	2.20	8.23		
14.6	D	MADERA 7.7	63	8.36	6.21			2.37	4.12	2.30	8.33		
22.8	East End	DORSEY 0.5	Dbl. Trk.	8.44	6.29			2.45	4.20	2.40	8.43		
22.8	DN	U TOWER 0.1	PRR										
22.9		LOVELAND 0.6		\$8.47	6.30			2.47	4.22	2.42	8.45		
23.5		O'BANNON 5.7		8.48	6.31			2.48	4.23	2.43	8.46		
29.2		COZADDALE 2.7											
31.9		PLEASANT PLAIN 6.6		8.57	6.40			3.02	4.37	3.02	9.03		
38.5		BLANCHESTER 1.2		\$9.06	\$6.50			3.12	4.47	3.16	9.16		
39.7		BN Jct. 3.1	Dbl. Trk.	9.08	6.52			3.14	4.49	3.18	9.18		
42.8	DN	MIDLAND CITY 5.3		F9.12	6.56			3.18	4.53	3.27	9.26		
48.1		MARTINSVILLE 2.8											
50.9		FARMERS 3.7	127	9.20	7.04			3.26	5.01	3.39	9.38		
54.6	D	NEW VIENNA 5.5	45	F9.23	7.07			3.30	5.05	3.45	9.44		
60.1		HIGHLAND 2.2	151	9.28	7.12			3.36	5.13	3.54	9.53		
62.3	D	LEESBURG 3.2	57	\$9.31	7.14			3.39	5.19	3.57	9.57		
65.5		EAST MONROE 6.6	98	9.34	7.17			3.42	5.25	4.01	10.00		
72.1	DPN	GREENFIELD 0.5	123	\$9.45	\$7.25			3.53	5.36	4.09	10.08		
72.6		THRIFTON 3.2											
75.8		LYNDON 2.9											
78.7		HARPERS 7.1	129	9.53	7.32			4.05	5.54	4.20	10.22		
85.8	DN	MUSSELMAN 1.9	Tot. Ind. Div. Dbl. Trk.	9.59	7.39			4.13	6.03	4.28	10.32		
87.7	West End	RR JCT. 1.6	Dbl. Trk.	10.01	7.41			4.15	6.05	4.30	10.34		
89.3	East End	ANDERSON 6.6	Dbl. Trk.										
95.9		SHERMAN TRACK 0.1	165	10.11	7.53			4.25	6.15	4.38	10.44		
96.0	DN	CHILLICOTHE	N&W	A10.12	A 7.54			A4.30	A 6.20	A 4.40	A10.50		
				A. M.	P. M.			A. M.	A. M.	P. M.	P. M.		
		Time over Sub-Division.....		1.42	1.39			2.00	2.15	2.25	2.30		
		Average speed per hour.....		50.6	52.2			43.0	38.2	35.6	34.4		

Passenger trains will not exceed 60 miles per hour Oakley to Cozaddale and 75 miles per hour Cozaddale to Chillicothe. Speed as shown in Special Instruction 5, and such other restrictions as may be in effect, will not be exceeded.

WESTWARD

EASTWARD

THIRD CLASS				Distance from Hamden	Distance from Byers Jct.	Train Order Stations	Portsmouth Sub-Division		Passing Sidings Capacity 45-foot cars including engine and caboose	Distance from Portsmouth	THIRD CLASS				
			DT&I 101				TIME TABLE No. 82				DT&I 108				
			DAILY Ex. Sunday P. M.				October 25, 1964				DAILY Ex. Sunday P. M.				
				0.0			BYERS JCT.		60.4						
				5.8			5.8 COALTON		54.6						
				9.3			3.5 MEADOW RUN WYE.	C&O	51.1						
				0.0		DPN	HAMDEN		56.3						
				3.1		D	3.1 WELLSTON		53.2						
				3.9			0.8 GRAND CROSSING	C&O	52.4						
				5.2			1.3 MEADOW RUN WYE		51.1						
				6.5	10.6		ROADS		49.8						
				12.2	16.3		5.7 D T & I JCT.	DT&I	44.1						
			12.10	12.4	16.5	D	0.2 JACKSON		47	43.9	A 7.28				
			12.21	17.1	21.2		4.7 KEYSTONE		21	39.2	7.17				
			12.28	19.3	23.4		2.2 ABMAC		62	37.0	7.10				
			12.34	22.2	26.3		2.9 CLAY		18	34.1	7.04				
			12.40	25.3	29.4	D	3.1 OAK HILL		42	31.0	6.57				
			12.46	28.4	32.5	D	3.1 BLACKFORK JCT.		12	27.9	6.50				
			12.50	29.9	34.0		1.5 ROMAN		24	26.4	6.46				
			12.54	31.9	36.0		2.0 FIRE BRICK			24.4	6.42				
			12.56	32.5	36.6		0.6 EIFORT		19	23.8	6.40				
			A 1.05	35.6	39.7		3.1 BLOOM JCT.		38	20.7	6.30				
				37.8	41.9	D	2.2 SOUTH WEBSTER	DT&I	19	18.5					
				39.9	44.0		2.1 EDMUNDS			16.4					
				42.7	46.8		2.8 GEPHARTS		8	13.6					
				47.4	51.5		4.7 EAST DILLARD		29	8.9					
				47.6	51.7		0.2 WEST DILLARD		29	8.7					
				49.8	53.9		2.2 SCIOTOVILLE			6.5					
				56.3	60.4	D	6.5 PORTSMOUTH	N&W		0.0					
			P. M.								P. M.				
			.55				Time over Sub-Division.....				.58				
			25.0				Average speed per hour.....				24.0				

Passenger trains will not exceed 25 miles per hour.

Speed as shown in Special Instruction 5, and such other restrictions as may be in effect, will not be exceeded.

WESTWARD

EASTWARD

Distance from West Jct.	Train Order Stations	Renick Sub-Division TIME TABLE No. 82 October 25, 1964	Passing Sidings Capacity 45-foot cars including engine and caboose	Distance from RK Jct.	Distance from Dayton
0.0	DN	WEST JCT.		23.4	95.6
2.7		2.7 RICHMONDALE.		20.7	92.9
3.9		East end 1.2 Double Track. RA JCT. C&O		19.5	91.7
4.5		0.6 RITTENOURS.		18.9	91.1
9.2		4.7 VAUCES CENTER SIDING.	156	14.2	86.4
9.9	D	0.7 West end VA JCT. C&O		13.5	85.7
12.4		2.5 Double Track. SCIOTO JCT. N&W		11.0	83.2
13.1	DN	0.7 RENICK.		10.3	81.4
14.5	D	1.4 CHILLICOTHE.		8.9	80.0
23.4		8.9 RK JCT.		0.0	71.1

Passenger trains will not exceed 40 miles per hour.
Speed as shown in Special Instruction 5, and such other restrictions as may be in effect, will not be exceeded.

WESTWARD

EASTWARD

Distance from Shawnee	Train Order Stations	Shawnee Sub-Division TIME TABLE No. 82 October 25, 1964	Sidings Capacity 45-foot cars including engine and caboose	Distance from Newark
0.0		SHAWNEE		43.6
2.1		2.1 McCUNEVILLE		41.5
6.2		4.1 BRISTOL	16	37.4
10.6		4.4 JUNCTION CITY PRR	12	33.0
19.4		SOMERSET		24.2
19.8		0.4 LEE	25	23.8
26.0		6.2 GLENFORD	32	17.6
27.6		1.6 YOST		16.0
		1.4		
29.0		WALSER NYC		14.6
32.0		3.0 THORNVILLE	6	11.6
36.0		4.0 NATIONAL ROAD		7.6
43.6	DN	7.6 NEWARK PRR		0.0

Passenger trains will not exceed 25 miles per hour.
Speed as shown in Special Instructions 5, and such other restrictions as may be in effect, will not be exceeded.

WESTWARD

EASTWARD

Distance from Superior No. 11	Train Order Stations	Buckeye Sub-Division TIME TABLE No. 82 October 25, 1964	Passing Sidings Capacity 45-foot cars including engine and caboose
0.0		SUPERIOR No. 11	
7.8		7.8 PENNA. AVE.	
8.4	D	0.6 WELLSTON C&O	

Passenger trains will not exceed 10 miles per hour.
Speed as shown in Special Instruction 5, and such other restrictions as may be in effect, will not be exceeded.

WESTWARD

EASTWARD

Distance from Lore City	Train Order Stations	Eastern Ohio Sub-Division TIME TABLE No. 82 October 25, 1964	Sidings Capacity 45-foot cars including engine and caboose	Distance from Cumberland
0.0	D	LORE CITY		16.7
1.7		1.7 STONE SIDING	34	15.0
4.1		2.4 SENECAVILLE		12.6
8.0		3.9 BUFFALO		8.7
9.4		1.4 C&M CROSSING PRR		7.3
16.7		7.3 CUMBERLAND		0.0

Passenger trains will not exceed 20 miles per hour.
Speed as shown in Special Instruction 5, and such other restrictions as may be in effect, will not be exceeded.

WESTWARD

EASTWARD

THIRD CLASS				Distance from Bellaire	Passing Sidings Capacity 46-foot cars including engine and cabooses	Train Order Stations	Central Ohio Sub-Division		Passing Sidings Capacity 46-foot cars including engine and cabooses	Distance from Newark	THIRD CLASS			
		89	85				84	102						
		Daily Ex. Sat.Sun	DAILY				DAILY	DAILY						
		P. M.	A. M.					P. M.	P. M.					
.....	.....	1.15	4.30			DN	BENWOOD JCT. 1.2			A 6.21	A 9.40	.....	.....
.....	.....	1.20	4.35	0.0		DN	BELLAIRE. 1.5	103.5		6.16	9.36	.....	.....
.....	.....	1.25	4.40	1.5	120		SCHICK. 2.7	120.0		6.11	9.31	.....	.....
.....	.....	1.32	4.47	4.2			NEFFS. 4.9	99.3		6.04	9.26	.....	.....
.....	.....	1.42	4.56	9.1	92		GLENCOE. 3.2	94.4		5.43	9.17	.....	.....
.....	.....	.....	.....	12.3			WARNOCK. 6.1	91.2		.....	.....	.....	.....
.....	.....	2.05	.....	18.4			BELMONT. 2.0	85.1		.....	.....	.....	.....
.....	.....	2.12	5.20	20.4	89		BETHESDA. 2.5	89	83.1	5.11	8.55	.....	.....
.....	.....	.....	.....	22.9			SPEIDEL. 3.7		80.6	4.56	.....	.....	.....
.....	.....	2.30	5.35	26.6	126	DPN	BARNESVILLE. 7.2	126	76.9	4.44	8.41	.....	.....
.....	.....	2.45	5.52	33.8	137		SC TOWER. 1.0	137	69.7	4.15	8.21	.....	.....
.....	.....	2.47	.....	34.8			QUAKER CITY. 2.0		68.7	.....	.....	.....	.....
.....	.....	2.51	5.57	36.8	51		SALESVILLE. 6.8	51	66.7	4.06	.....	.....	.....
.....	.....	A 3.05	6.10	43.6	85	D	LORE CITY. 3.9	85	59.9	3.46	8.01	.....	.....
.....	.....	.....	6.17	47.5	101		MINERAL SIDING. 4.4	101	56.0	3.36	7.54	.....	.....
.....	.....	.....	6.27	51.9	85	DN	CAMBRIDGE. 8.7	52	51.6	3.21	7.44	.....	.....
.....	.....	.....	6.44	60.6	81		NEW CONCORD. 10.4	81	42.9	3.01	7.29	.....	.....
.....	.....	.....	7.04	71.0	76		SONORA. 6.3	76	32.5	2.26	7.08	.....	.....
.....	.....	.....	7.16	77.3	84		BZ TOWER. 1.2	84	26.2	2.06	6.56	.....	.....
.....	.....	.....	7.21	78.5	87	DN	ZANESVILLE. 6.7	87	25.0	2.00	6.50	.....	.....
.....	.....	.....	7.36	85.2	120		DILLON. 8.1	120	18.3	1.40	6.36	.....	.....
.....	.....	.....	7.51	93.3	135		TOBOSO. 7.3	135	10.2	1.20	6.21	.....	.....
.....	.....	.....	.....	100.6			WEIANT 1.4		2.9	1.05	6.03	.....	.....
.....	.....	A 8.05	.....	102.0		DN	NK BOOTH. 1.5		1.5	1.00	6.00	.....	.....
.....	.....	.....	.....	103.5		DN	NEWARK. 0.0		0.0	.....	.....	.....	.....
.....	.....	P. M.	A. M.							P. M.	P. M.		
.....	.....	1.40	3.25				Time over Sub-Division.....			5.11	3.31		
.....	.....	25.3	29.4				Average speed per hour.....			19.4	28.6		

Passenger trains will not exceed 40 miles per hour.

Speed as shown in Special Instruction 5, and such other restrictions as may be in effect, will not be exceeded.

WESTWARD

EASTWARD

THIRD CLASS				Distance from Newark	Passing Sidings Capacity 45-foot cars including engine and cabooses	Train Order Stations	Lake Erie Sub-Division				Passing Sidings Capacity 45-foot cars including engine and cabooses	Distance from Sandusky	THIRD CLASS			
73	87	359	95				88	74	358	90						
Mon. Wed. Fri.	DAILY	DAILY Ex. Sunday	DAILY				DAILY	Tues. Thurs. Sat.	DAILY Ex. Sunday	DAILY						
A. M.	A. M.	P. M.	P. M.				A. M.	A. M.	P. M.	P. M.						
TIME TABLE No. 82																
October 25, 1964																
7.30	9.00		10.00	0.0		DN	NEWARK 1.4	PRR		116.9	7.25	11.25		9.25		
7.35	9.10		10.10	1.4			KIBLER. 4.0			115.5	7.13	11.16		9.13		
7.55	9.18		10.17	5.4	119		VANATTA. 3.1	119		111.5	7.05	11.08		9.05		
				8.5			ST. LOUISVILLE. 4.9			108.4		11.00				
8.07	9.32		10.32	13.4	45	D	UTICA 5.9	45		103.5	6.47	10.50		8.47		
8.15	9.42		10.42	19.3	97		HUNT. 5.0	97		97.6	6.37	10.38		8.37		
8.25	9.52		10.51	24.3		DN	MN TOWER. 0.4	PRR		92.6	6.27	10.28		8.27		
8.45	9.54		10.52	24.7	115		MT. VERNON. 5.6	PRR	115	92.2	6.25	10.27		8.25		
9.00	10.15 ⁷⁴		11.04	30.2	92		KNOX 1.5		92	86.7	6.15	10.15 ⁸⁷		8.15		
9.15				31.7			FREDERICKTOWN. 4.6			85.2		10.10				
				36.3			ANKENYTOWN. 5.9			80.6		10.00				
9.47	10.30		11.25	42.2	88	D	BUTLER. 5.4	89		74.7	5.47	9.47		7.47		
9.57				47.6			BELLVILLE. 5.5			69.3		9.30				
10.08	10.43		11.45	53.1	88	D	LEXINGTON. 4.2	88		63.8	5.25	9.23		7.25		
10.20	11.03		11.55	57.3	97		ALTA. 4.0	97		59.6	5.15	9.13		7.15		
10.35	11.18		12.06	61.3			MANSFIELD. 1.4	PRR Erle		55.6		9.05				
10.56	11.36		12.10	62.7	85	DN	NORTH SIDING. 10.2	77	Empire Reeves	54.2	4.54	9.01		6.54		
11.31				72.9			SHELBY. 0.7			44.0		8.35				
11.55	11.56		12.30	73.6	45	DN	SHELBY JCT. 7.8	66	NYC AC&Y	43.3	4.35	8.30		6.35		
12.20	12.19		12.46	81.4		D	PLYMOUTH. 3.1			35.5	4.20	8.05		6.20		
12.30	12.31		1.04	84.5	154		NEW HAVEN. 2.5	154	Akron Chgo. Div.	32.4	4.10	7.40		6.10		
12.55	12.45	9.00	1.20	87.0		DN	WILLARD. 2.1			29.9	4.00	7.30	8.00	6.00		
		9.10		89.1			CENTERTON. 3.8			27.8		7.30				
		9.25		92.9			HAVANA. 7.6			24.0			7.20			
		10.15		100.5		D	MONROEVILLE. 4.9		NYC NKP	16.4			6.50			
		10.35		105.4			KIMBALL. 2.1			11.5			6.00			
		10.45		107.5			PROUT JUNCTION. 5.1			9.4			5.50			
		11.07		112.6			WILMER. 4.3		NYC NYC	4.3			5.30			
		11.40		116.9		D	SANDUSKY			0.0			5.00			
P. M.	P. M.	P. M.	A. M.								A. M.	A. M.	P. M.	P. M.		
5.25	3.45	2.40	3.20								3.25	3.55	3.00	3.25		
16.0	23.2	11.2	26.1								25.5	22.2	9.9	25.5		
Time over Sub-Division																
Average speed per hour																

Passenger trains will not exceed 30 miles per hour Sandusky to Willard; 45 miles per hour Willard to Newark. Speed as shown in Special Instruction 5, and such other restrictions as may be in effect, will not be exceeded.

WESTWARD

EASTWARD

THIRD CLASS				Distance from Columbus	Passing Sidings Capacity 45-foot cars including engine and caboose	Train Order Stations	Midland Sub-Division TIME TABLE No.82 October 25, 1964	Distance from Midland City	Passing Sidings Capacity 45-foot cars including engine and caboose	THIRD CLASS			
97	43	85	102							104			
DAILY A. M.	DAILY Ex. Sunday A. M.	DAILY P. M.	DAILY P. M.							DAILY P. M.			
.....	1.31	7.30	12.22	0.0		DN	COLUMBUS 1.6	71.4		1.14	6.59	.....	.....
.....	1.40	7.40	12.32	1.6			C. C. C. & ST. L. JCT. 0.3 NYC	69.8		1.04	6.49	.....	.....
.....	1.43	7.45	12.33	1.9		DN	GN TOWER 0.3	69.5		1.03	6.48	.....	.....
.....	1.45	7.50	12.34	2.2	57		PRR MOUND STREET 6.4	69.2	84	1.02	6.47	.....	.....
.....	1.58	8.15	12.50	8.6	93	D	GROVE CITY 3.2	62.8	93	12.50	6.35	.....	.....
.....	.....	8.30	.....	11.8			PLEASANT CORNERS 2.1	59.6		.....	.....	.....	.....
.....	2.11	9.00	1.05	14.9	19		ORIENT 3.7	56.5	19	12.42	6.27	.....	.....
.....	2.21	9.20	1.20	18.6	86		DERBY 4.8	52.8	86	12.35	6.20	.....	.....
.....	2.30	10.05	1.32	23.4	28	D	MT. STERLING 6.0	48.0	28	12.27	6.12	.....	.....
.....	.....	10.30	.....	29.4			MADISON MILLS 0.5	42.0		.....	.....	.....	.....
.....	2.46	10.40	1.44	29.9	94		HAYNES 3.7	41.5	94	12.17	6.02	.....	.....
.....	2.53	11.00	1.54	33.6	14	D	BLOOMINGBURG 5.6	37.8	14	12.11	5.56	.....	.....
.....	3.06	11.15	2.05	39.2	48	DN	WASHINGTON O. H. DT&I 0.7 Tol.-Ind Div.	32.2	48	12.02	5.47	.....	.....
.....	3.24	.....	2.17	39.9	77		POTTER 10.0	31.5	77	11.40	5.25	.....	.....
.....	3.44	.....	2.42	49.9	54	D	SABINA 4.6	21.5	54	11.26	5.11	.....	.....
.....	4.00	.....	2.54	54.5	95		MELVIN 6.1	16.9	95	11.17	5.02	.....	.....
.....	4.19	.....	3.13	60.6	50	D	WILMINGTON 10.8	10.8	50	11.07	4.52	.....	.....
.....	4.45	.....	3.37	71.4		DN	MIDLAND CITY	0.0		10.45	4.30	.....	.....
	A. M.	A. M.	P. M.							A. M.	P. M.		
	3.05	3.35	3.05				Time over Sub-Division.....			2.19	2.19		
	22.6	10.5	22.6				Average speed per hour.....			30.1	30.1		

Passenger trains will not exceed 45 miles per hour.

Speed as shown in Special Instruction 5, and such other restrictions as may be in effect, will not be exceeded.

WESTWARD

EASTWARD

THIRD CLASS					Distance from Belpre	Train Order Stations	O. & L. K. Sub-Division	Siding Capacity 43-foot cars including engine and caboose	Distance from P. R. R. Jct.	THIRD CLASS			
373		381		380						374			
DAILY Ex. Sunday	DAILY Ex. Sunday	DAILY Ex. Sunday	DAILY Ex. Sunday	DAILY Ex. Sunday						DAILY Ex. Sunday			
A. M.	A. M.	A. M.	P. M.	A. M.	P. M.								
						DN	PARKERSBURG. 1.3						
	8.20			0.0			BELPRE. 5.1	83.9		A 1.20			
	8.40			5.1			CONSTITUTION. 1.7	78.8		1.07			
	8.47			6.8			RIVERVIEW. 1.3 U.C.&C.Co.	77.1		12.55			
	8.52			8.1			BAKELITE. 1.0	63 75.8		12.45			
	8.56			9.1			MOORES JCT. 2.8	74.8		12.40			
	9.08			11.9		D	WEST MARIETTA. 0.7	25 72.0		12.25			
	9.11			12.6			HARMER. 12.2	27 71.3		12.13			
	10.00			24.8			LOWELL. 0.5	20 59.1		11.23			
	10.43			34.3		D	WATERFORD. 4.7	11 49.6		10.43			
	374									373			
	11.08			39.0			RELIEF. 10.7		44.9		10.24		
	11.46			49.7			STOCKPORT. 9.5	20 34.2		9.42			
	12.13			59.2		D	MALTA. 0.3		24.7		9.04		
	12.23			59.5			McCOY SIDING. 12.7	17 24.4		9.02			
	1.48			72.2			MERRIAM. 2.4	6 11.7		8.12			
	1.58	10.00		74.1			HOMER. 1.9		9.3	A 6.46	8.03		
	2.13	10.10		76.5		D	PHILO. 2.2	35 7.4		6.38	7.55		
	2.33	10.20		78.7			SEALOVER. 4.7		5.2	6.28	7.46		
	2.53	10.40		83.4			FAIR OAKS. 0.5	23 0.5		6.09	7.27		
	3.03	10.50		83.9			PRR JCT. 1.2		0.0	6.07	7.25		
	A 3.13	A 11.00				DN	ZANESVILLE.			6.00	7.15		
		P. M.		A. M.						A. M.	A. M.		
	6.43			0.50			Time over Sub-Division			0.39	5.55		
	12.5			10.8			Average speed per hour			13.8	14.2		

Passenger trains will not exceed 25 miles per hour.

Speed as shown in Special Instruction 5, and such other restrictions as may be in effect, will not be exceeded.

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.

IMPACT FORCE AT VARIOUS STRIKING SPEEDS

		Car Coupled at	Units of Destructive Force
Safe	}	1 mph	1
		2 "	4
		3 "	9
		4 "	16
Damaging	}	5 "	25
		6 "	36
		7 "	49
		8 "	64
		9 "	81
		10 "	100

TABLE OF SPEEDS

(Minutes and seconds per mile, in terms of 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.	
..	45	80.0	1	08	52.9	1	46	34.0
..	46	78.3	1	10	51.4	1	48	33.3
..	47	76.6	1	12	50.0	1	50	32.7
..	48	75.0	1	14	48.6	1	52	32.1
..	49	73.5	1	16	47.4	1	54	31.6
..	50	72.0	1	18	46.1	1	56	31.0
..	51	70.6	1	20	45.0	1	58	30.5
..	52	69.2	1	22	43.9	2	..	30.0
..	53	67.9	1	24	42.9	2	05	28.8
..	54	66.6	1	26	41.9	2	10	27.7
..	55	65.5	1	28	40.9	2	15	26.7
..	56	64.2	1	30	40.0	2	30	24.0
..	57	63.2	1	32	39.1	2	45	21.8
..	58	62.1	1	34	38.3	3	..	20.0
..	59	61.0	1	36	37.5	3	30	17.1
1	..	60.0	1	38	36.8	4	..	15.0
1	02	58.0	1	40	36.0	4	30	13.3
1	04	56.2	1	42	35.3	5	..	12.0
1	06	54.5	1	44	34.6	6	..	10.0

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.

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.

Switch Crews must function as a team. Clear signals properly given are mighty important; talk it over — prevent Rough Handling—it can be done.

Sec- onds	40 Foot Car	50 Foot Car
	Miles Per Hour	Miles Per Hour
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
11...	2.5	3.1
12...	2.3	2.9
13...	2.15	2.7
14...	2	2.5

INDIANA

PENNA.

LAKE ERIE



SYMBOLS

- E-ENGINE HOUSE.
- S-SCALE TRACK.
- T-TURNTABLE.
- Y-WYE TRACK.

THE BALTIMORE & OHIO RAILROAD
OHIO-NEWARK DIVISION

SCALE IN MILES
 0 5 10 15 20 25 30
 OFFICE OF ENGINEER MAINT. OF WAY, CINCINNATI, O.



