

*J. E. Dixon*

# THE PENNSYLVANIA RAILROAD

WESTERN REGION

SOUTHWESTERN DIVISION

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## COLUMBUS DIVISION

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### Time-Table No. 10

In effect { 1.01 A. M., E. S. T. } Sunday, April 25, 1948  
          { 12.01 A. M., C. S. T. }

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FOR THE GOVERNMENT OF EMPLOYEES ONLY

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EASTERN STANDARD TIME

Except Between Richmond and Thorne.

CENTRAL STANDARD TIME

Between Richmond and Thorne.

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W. W. PATCHELL,  
General Manager.

BOYD WILSON,  
Sup't Passenger Transportation.

C. E. ADAMS,  
General Superintendent.

T. E. BOYLE,  
Sup't Freight Transportation.

W. H. MAPP,  
Superintendent.

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MAIN LINE								
Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from Columbus or Xenia	Sidings Assigned direction Car Capacity 45 ft. cars		
						East	West	Both
X	X	X		EAST COL'BUS (C. N. Div.)	4.8			
		X		DIVISION POST (Tol. Div.)	5.5			
			X	FIELDS	3.3			
		X		DIVISION POST (Civ. Div.)	3.3			
X	X	X		JOYCE AVENUE	2.2			
		X		NEILSTON	0.4			
				FOURTH STREET	0.2			
				COLUMBUS (U. D. Co.)				
X	X	X		HIGH STREET	0.1			
X	X			WATER STREET	0.4			
X	X			SCIOTO	0.9			
	X			DAVIS AVENUE	1.4	97		
	X			B. & O. CROSSING	1.9			
	X	X		MIAMI CROSSING	3.4			
	X			EAST ALTON	6.7			
	X			ALTON	8.2	150	130	
	X			WEST ALTON	9.5			
	X			WEST JEFFERSON	14.8			
	X	X		GLADE RUN	17.4			
	X	X		LONDON	25.0	116	114	
	X	X		FLORENCE	31.2			
	X	X		SO. CHARLESTON	36.3	122	111	
				SELMA	40.8			
				CEDARVILLE	40.8			
	X	X		WILBERFORCE	50.4		110	
	X	X		XENIA	54.7			
	X	X		GREENE	55.0			99
				DIVISION POST (Ctn. Div.)	56.3			123
X	X	X		XENIA				88
				ALPHA	5.3			
				CLEMENT	12.3			55
X				DUTOIT STREET	14.6			
X				WAYNE AVENUE JCT.	15.4			
X				DAYTON (D. U.)	16.0			
X				MIAMI CITY JCT.	16.6			
X				WOLF CREEK	17.7			
				TROTWOOD	22.2			87
				BROOKVILLE	28.1			87
				DODSON	31.3			
	X	X		WEST SONORA	37.0			
	X	X		WEST MANCHESTER	41.7			32
				ELDORADO	44.3			
	X	X		BRINLEY	45.3			79
	X	X		NEW PARIS	61.7			
				FRONT STREET	0.3			
X	X	X		DENNISON AVENUE	0.5			
	X	X		OLENTANGY	1.0			
	X	X		MARBLE CLIFF	4.0			
				MOUNDS	6.1		155	
				HILLIARDS	10.1			
				HAYDEN	12.6		148	
				PLAIN CITY	17.5	75		
	X	X		UNIONVILLE	21.8	148	98	
	X	X		MILFORD CENTRE	28.0		96	
				WOODSTOCK	32.7			
				BRUSH LAKE	35.5			
				CABLE	38.1			
	X	X		HAGENBAUGH	42.1	146	96	
	X	X		URBANA	46.8			
	X	X		RIE	48.0	96		
				WESTVILLE	51.1			
				GARRETT	57.0			
				ST. PARIS	57.9	181		
				CONOVER	63.5		119	
				FLETCHER	66.1			
X	X	X		PIQUA CROSSING	72.2			
				PIQUA	73.0			
				CREST	76.1			
				COVINGTON	79.3			
X	X	X		EAST BRADFORD	81.2			
	X	X		BRADFORD	83.1			
				DIVISION POST (Log. Div.)	83.5			
X				WEST BRADFORD	85.9			
				GETTYSBURG	87.0			

NOTE—X indicates in service.

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

MAIN LINE								
Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from Columbus	Sidings Assigned direction Car Capacity 45 ft. cars		
						East	West	Both
X				EAST GREENVILLE	92.6			
X	X	X		GREENVILLE	94.5			185
X	X	X		C. N. CROSSING	96.6			
X	X	X		HEWITT	102.7			214
				WEST HEWITT	104.7			
				NEW MADISON	104.8			
X	X	X		EAST NEW PARIS	111.7			
X	X	X		NEW PARIS	113.8			199
X	X	X		GLEN	117.4			
				TWELFTH STREET	119.4			
X	X	X		RICHMOND	119.6			
				NEWMAN	119.8			
				EAST HAVEN	121.6			
				CENTERVILLE	125.6			
X	X	X		EAST JACKSONS	127.0			
X	X	X		JACKSONS	128.3	125	125	
				WEST JACKSONS	129.5			
				GERMANTOWN	133.1			
				CAMBRIDGE CITY	134.9			
X	X	X		EAST DUBLIN	137.0			
X	X	X		DUBLIN	137.3		150	
X	X	X		DUBLIN JCT.	138.4	150		
X	X	X		WEST DUBLIN	138.7			
				STRAUGHN	141.3			
				LEWISVILLE	144.6			
X	X	X		EAST DUNREITH	147.2			
X	X	X		DUNREITH	148.9	150	150	
X	X	X		WEST DUNREITH	160.4			
				KNIGHTSTOWN	153.9			
X	X	X		EAST HENRY	156.0			
X	X	X		HENRY	157.4	150	150	
X	X	X		WEST HENRY	158.7			
X	X	X		CHARLOTTESVILLE	158.7			
X	X	X		RILEY	164.8		150	
X	X	X		WEST RILEY	166.3	150		
				GREENFIELD	167.2			
X	X	X		PHILADELPHIA	171.2			
X	X	X		EAST GEM	172.2			
				GEM	173.5	131	139	
				CUMBERLAND	170.8			
				DIVISION POST (Ind. Div.)	180.4			
X	X	X		THORNE	180.7			
				INDIANAPOLIS (Inds. Div.)	187.8			

NOTE—X indicates in service.

Distance between Columbus and Thorne:  
Via Xenia.....173.5  
Via Bradford.....180.7

Interlockings—Remote controlled, operated from:

Interlocking	Operated from
Water Street—Nos. 1 and 2 tracks	High Street
East Alton—No. 1 track	London
Alton—Nos. 1 and 2 tracks	London
West Alton—No. 2 track	London
Dutoit Street—End of two main tracks	Dayton (DE)
Wayne Avenue Junction—Junction switches	Dayton (DE)
Miami City Junction—Junction switches	Dayton (DE)
Wolf Creek—End of two main tracks	Dayton (DE)

Interlocking	Operated from
Rice—Nos. 1, 2 and 3 tracks	Urbana
East Bradford—Nos. 1 and 2 tracks	Bradford
West Bradford—End of two main tracks	Bradford
East Greenville—Switch to siding	Greenville
West Hewitt—Switch to siding	Hewitt
East New Paris—Switch to siding	New Paris
East Jacksons—No. 1 track	Dunreith
Jacksons—Nos. 1 and 2 tracks	Dunreith
West Jacksons—No. 2 track	Dunreith
East Dublin—No. 1 track	Dunreith
Dublin—No. 2 track	Dunreith
Dublin Junction—No. 1 track	Dunreith
West Dublin—No. 2 track	Dunreith
East Dunreith—No. 1 track	Dunreith
West Dunreith—No. 2 track	Dunreith
East Henry—No. 1 track	Thorne
Henry—Nos. 1 and 2 tracks	Thorne
West Henry—No. 2 track	Thorne
Riley—Nos. 1 and 2 tracks	Thorne
West Riley—Nos. 1 and 2 tracks	Thorne
East Gem—No. 1 track	Thorne
Gem—Nos. 1 and 2 tracks	Thorne

NOTE—Train Order Offices other than block stations are open as follows:

Columbus (Union Depot)—RN; continuously for Passenger trains only.

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

Emploees in Charge of Sidings of Assigned Direction as Follows:		
Siding	Emploee in Charge	NOTE
Davis Avenue—Westward	Signalman High Street	2
Alton—Eastward	Signalman London	
Alton—Westward	Signalman London	
London—Eastward	Signalman London	
London—Westward	Signalman London	1
South Charleston—Eastward	Signalman South Charleston	
South Charleston—Westward	Signalman South Charleston	
Wilberforce—Westward	Signalman South Charleston	
Mounds—Westward	Signalman Mounds	
Hayden—Westward	Signalman Mounds	
Plain City—Eastward	Signalman Milford Centre	
Unionville—Westward	Signalman Mounds	
Unionville—Eastward	Signalman Milford Centre	
Milford Centre—Westward	Signalman Milford Centre	
Hagenbaugh—Eastward	Signalman Urbana	
Hagenbaugh—Westward	Signalman Milford Centre	
Rice—Eastward	Signalman Urbana	
St. Paris—Eastward	Signalman Piqua Crossing	
Conover—Westward	Signalman Urbana	
Jacksons—Eastward	Signalman Dunreith	
Jacksons—Westward	Signalman Dunreith	
Dublin—Westward	Signalman Dunreith	
Dublin Jct.—Eastward	Signalman Dunreith	

Siding	Employe in Charge	NOTE
Dunreith—Eastward	Signalman Dunreith	
Dunreith—Westward	Signalman Dunreith	
Henry—Eastward	Signalman Thorne	
Henry—Westward	Signalman Thorne	
Riley—Westward	Signalman Thorne	
West Riley—Eastward	Signalman Thorne	
Gem—Eastward	Signalman Thorne	
Gem—Westward	Signalman Thorne	

NOTE 1. Display of Take Siding Indicator at Miami Crossing will be the authority to enter Westward Siding.

NOTE 2. Westward movements made on signal indication at Scioto.

Eastward movements made on signal indication at B. & O. Crossing.

SPRINGFIELD BRANCH									
Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from Xenia	Sidings Assigned direction Car Capacity 45 ft. cars			
						East	West	Both	
				SPRINGFIELD.....	19.3				
X	X	X	X	YELLOW SPRINGS.....	10.0				20
				XENIA.....					
NOTE—X indicates in service.									
Block stations open continuously, except:									
Yellow Springs	Closed	Daily except Sunday, 4.00 P. M. to 8.00 A. M. Sunday							
Block-Limit stations controlled by open block stations:									
Block-Limit Station				Controlled by					
Yellow Springs				Xenia—Daily except Sunday, 4:00 P. M. to 8:00 A. M. Xenia—Sunday					
CLEMENT-HEMPSTEAD SECONDARY TRACK									
Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from Clement				
				OLEMENT.....					
				HEMPSTEAD.....					5.1
DAYTON-LYTTLE SECONDARY TRACK									
Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from Dayton				
				DAYTON.....	0.5				
				HEMPSTEAD.....	7.1				
				CENTERVILLE.....	10.9				
				LYTTLE.....	15.7				













STATIONS	FIRST CLASS		
	110	6050	N.&W. 536
Arrive	A. M.	A. M.	A. M.
EAST COLS.....(C. N. Div.)			
JOYCE AVENUE.....		8.22	11.23
NEILSTON.....		8.17	11.17
COLUMBUS....(U. D. Co.)	\$ 7.30	\$ 8.15	\$ 11.15
MIAMI CROSSING.....			
ALTON.....			
WEST JEFFERSON.....			
LONDON.....			
SO. CHARLESTON.....			
SELMA.....			
CEDARVILLE.....			
SPRINGFIELD.....			
YELLOW SPRINGS.....			
XENIA.....			
ALPHA.....			
CLEMENT.....			
DUTOIT STREET.....			
WAYNE AVE. JCT.....			
DAYTON.....(D. U.)			
MIAMI CITY JCT.....			
WOLF CREEK.....			
TROTWOOD.....			
BROOKVILLE.....			
WEST MANCHESTER.....			
ELDORADO.....			
BRINLEY.....			
DENNISON AVENUE.....	7.27		
MOUNDS.....	7.15		
HILLIARDS.....			
PLAIN CITY.....			
MILFORD CENTRE.....	6.50		
URBANA.....	\$ 6.20		
RICE.....	6.10		
GARRETT.....			
ST. PARIS.....			
PIQUA CROSSING.....	5.37		
PIQUA.....	\$ 5.35		
COVINGTON.....			
BRADFORD.....	5.20		
WEST BRADFORD.....			
GETTYSBURG.....			
GREENVILLE.....			
HEWITT.....			
NEW MADISON.....			
NEW PARIS.....			
GLEN.....			
RICHMOND.....			
NEWMAN.....			
JACKSONS.....			
CAMBRIDGE CITY.....			
DUBLIN.....			
DUNREITH.....			
KNIGHTSTOWN.....			
HENRY.....			
RILEY.....			
GREENFIELD.....			
GEM.....			
THORNE.....			
INDIANAPOLIS (Inds. Div.)			
Leave	A. M.	A. M.	A. M.
	DAILY	DAILY	DAILY
	110	6050	N.&W. 536

	FIRST CLASS				
	916	6	206	C.&O. 1360	222
	A. M.	P. M.	P. M.	P. M.	P. M.
		12.45			4.06
	\$ 11.40	\$ 11.59	\$ 12.15	\$ 1.15	\$ 3.47
		11.49	12.07		3.40
		11.45	12.03		3.36
		\$ 11.27	\$ 11.47		\$ 3.17
		\$ 11.12	\$ 11.33		3.05
		\$ 10.49	\$ 11.10		\$ 2.43
		10.37			
		10.30			
		10.26			
		10.23			
		\$ 10.20			
		9.57			
		9.55			
		9.51			
		9.46			
		9.34			
		9.29			
	11.35			1.11	
	11.20				
	10.55				
	\$ 10.30				
	10.21				
	9.47				
	\$ 9.45				
	9.25				
	9.15				
	9.12				
N	9.00				
	8.38				
E	8.35				
	8.20	9.20			
	8.15	9.15			
	8.10	9.10			
S	6.49	\$ 8.00			
	6.48	7.59			
	6.36	7.50			
N	6.28				
	6.21	7.43			
	6.08	7.30			
E	6.00				
	5.51	7.21			
	5.42	7.13			
N	5.38				
	5.26	7.05			
	5.18	6.58			
S	\$ 5.05	\$ 6.45			
	A. M.	A. M.	A. M.	P. M.	P. M.
	DAILY	DAILY	DAILY EX. SUN.	DAILY	DAILY
	916	□6	206	C.&O. 1360	222





## TICKET OFFICES OPEN FOR SALE OF TICKETS

Daily except Sunday		STATIONS	Sunday	
Open for Train No.	Close after Train No.		Open for Train No.	Close after Train No.
All trains 6	6	Columbus.....	All trains	
267	267	London.....		
65	203	South Charleston	65	203
All trains		Xenia.....	All trains	
204	204	Springfield.....	All trains	
All trains		Yellow Springs...	All trains	
907	907	Dayton.....		
907	907	Brookville.....		
115	116	West Manchester.	115	116
All trains		Urbana.....	All trains	
115	116	Piqua.....		
All trains		Bradford.....	All trains	
All trains		Greenville.....	All trains	
916	916	Richmond.....		
916	916	Knightstown.....		
		Greenfield.....		

### TRAINS WAIT FOR CONNECTIONS

JUNCTION	TRAIN	DUE	MINS. WAIT	CONNECTION FROM	DUE	REMARKS
Columbus.....	No. 6250	3.05 A. M.	Indefinitely	No. 202	2.10 A. M.	} For passengers or U. S. Mail.
	No. 6	12.30 P. M.	30	No. 206	12.15 P. M.	
	No. 213	6.40 P. M.	Indefinitely	No. 13	6.10 P. M.	
Richmond.....	No. 201	12.35 A. M.	20	No. 26 No. 32	11.31 P. M. 12.10 A. M.	
	No. 207	3.45 P. M.	20	No. 907	4.25 P. M.	
	No. 908	7.00 P. M.	Indefinitely	No. 208	5.50 P. M.	
	No. 906	7.40 P. M.	Indefinitely	No. 208	5.50 P. M.	

## U. S. MAIL WORK

STATIONS	Westward										
	27	41	65	115	3	907	267	11	13		
West Jefferson			CD								
London		D			CD						
So. Charleston			CD								
Selma		CD					CD				
Xenia		Q			Q						
Alpha			CD								
Dayton									M		
Trotwood			CD								
Brookville			CD		CD						
W. Manchester			CD								
Eldorado			CD								
Hilliards									CD		
Plain City									CD		
Unionville				CD					CD		
Milford Centre									CD		
Westville				CD					CD		
St. Paris				CD							
Conover				CD					CD		
Fletcher				CD					CD		
Covington				CD					CD		
Bradford	D								J		
Gettysburg									CD		
New Madison	D								CD		
New Paris			CD			E			CD		
Centerville	D				CD				CD		
Cambridge City			R		CD				N		
Dublin	D				CD						
Straughn	D				CD						
Lewisville	D				CD						
Dunreith	D										
Knightstown	D		K		CD						
Charlottesville					CD						
Greenfield			V		CD					C	
Cumberland					CD				CD		

## U. S. MAIL WORK

STATIONS	Eastward										
	26	110	204	916	6	222	116	66	40		
West Jefferson					CD	CD					
London									CD		
So. Charleston						CD		C			
Selma					CD	CD					
Xenia	E								Q		
Alpha			U						CD		
Dayton						M					
Trotwood						CD			CD		
Brookville						CD			CD		
W. Manchester						CD			CD		
Eldorado			H			CD			CD		
Hilliards		D		CD					CD		
Plain City		J							E		
Unionville				N							
Milford Centre		J							E		
Westville				CD							
St. Paris		D							CD		
Conover		D									
Fletcher		D									
Covington									D		
Bradford		D									
Gettysburg											
New Madison					E						
New Paris						J				CD	
Centerville					D					CD	
Cambridge City						CD				CD	
Dublin										CD	
Straughn										CD	
Lewisville					N	CD					
Dunreith										CD	
Knightstown						CD				CD	
Charlottesville						D				CD	
Greenfield							DO			CD	
Cumberland											

C—Mail caught from crane only.  
D—Mail delivered only.  
CD—Mail caught and delivered.  
E—Train stops, mail received or delivered, or both.  
H—Pass station at reduced speed to exchange mail.  
J—Reduce speed to 30 miles per hour to exchange mail.  
K—Exchange mail Monday except Monday Holidays.  
M—Railway Postal Clerks collect U. S. Mail from letter boxes, Sundays and Holidays. Sufficient time to perform this duty must be allowed.  
N—Regular stop, daily except Sunday, to exchange mail.  
O—Mail caught and delivered Sunday only.  
Q—Reduce speed to 6 miles per hour to exchange mail.  
R—Reduce speed to 30 miles per hour to deliver mail, Sundays and Holidays.  
U—Regular stop daily except Sunday and Holidays, to exchange mail.  
V—Mail delivered Sunday only.

NOTE—Letters and characters as used on this page have no reference to their application as provided in special instructions ★1201 or 1202.



## ARRANGED FREIGHT TRAIN SERVICE—WESTWARD

The time shown conveys no time-table authority.

STATIONS	RH-1	LD-7	CL-1	RH-3	CL-11	LC-3	CL-7	ZB-3	VL-7	RH-5	PH-11	PH-9	SW-1	NW-99	PH-7	WC-7	WC-3	VL-9	PH-3	
	(2) A. M.	(3) A. M.	(5) A. M.	(2) A. M.	(4) P. M.	(1) A. M.	(4) A. M.	(3) A. M.	(1) A. M.	(4) P. M.	(1) A. M.	(1) P. M.	(1) A. M.	(1) A. M.	(1) A. M.	(3) A. M.	(3) A. M.	(1) P. M.	(1) P. M.	(2) P. M.
EAST COLUMBUS								5.45	6.00		7.45	8.00	9.30		10.00	11.05	11.45			
COLUMBUS Arr.								6.00	6.15		8.05	8.20	9.50		10.20	11.25	11.59	12.10	5.00	
COLUMBUS Lv.							7.30		9.30		11.15	10.30	11.00					12.30	5.15	
MILFORD CENTRE							8.50		10.50		12.35	11.50	12.20	12.40						
URBANA							9.50		11.20		1.10	12.20	12.55	1.20						
PIQUA CROSSING							11.25		12.01		1.50	1.10	1.35	2.25						
BRADFORD Arr.							11.45		12.20		2.10	1.30	1.55	3.00						
BRADFORD Lv.		5.30			12.01	1.00			12.35		2.25	1.50	2.10	3.30						
GREENVILLE					3.00	1.30			1.25		2.45	2.10	2.30							
NEW PARIS					3.45	3.30			1.55		3.20	2.50	3.00							
RICHMOND Arr.					4.00	4.30			1.40	2.30	3.35	3.05	3.15							
RICHMOND Lv.	4.45		9.30	7.00					1.00		3.05	2.15	2.30							
THORNE			4.00						3.00		4.45	4.00	4.00							
	A. M.	A. M.	P. M.	A. M.	P. M.	P. M.	P. M.	A. M.	P. M.	P. M.	P. M.	A. M.	P. M.	P. M.	A. M.	A. M.	A. M.	P. M.	P. M.	P. M.

(1) Daily.

(2) Daily except Sunday.

(3) Daily except Monday.

(4) Monday, Wednesday and Friday.

(5) Tuesday, Thursday and Saturday.

(1) Daily.

(2) Daily except Sunday.

(3) Tuesday, Thursday and Saturday.

## ARRANGED FREIGHT TRAIN SERVICE—WESTWARD

The time shown conveys no time-table authority.

STATIONS	CO-3	GR-7	CL-3	NW-85	CC-1	PH-5	TD-10	CI-3	CO-1	CGR-1	VL-3	VL-5	AD-1	AD-11	CY-1
	(1) P. M.	(1) P. M.	(2) P. M.	(1) P. M.	(1) P. M.	(2) P. M.	(5) P. M.	(1) P. M.	(1) P. M.	(1) P. M.	(1) P. M.	(1) P. M.	(5) P. M.	(1) P. M.	(1) P. M.
EAST COLUMBUS						4.30					8.00	8.10			
COLUMBUS Arr.					3.30	4.50	5.30				8.20	8.30	8.30	9.00	11.30
COLUMBUS Lv.				6.30	6.30					7.00	10.00				
MILFORD CENTRE				7.25	7.50					9.00	11.30				
URBANA				7.55	8.20					9.40	12.05				
PIQUA CROSSING			5.00	8.40	9.05					11.00	12.55				
BRADFORD Arr.			6.00	9.00	9.25					11.26	1.15				
BRADFORD Lv.				9.15	9.40					11.45	1.30				
GREENVILLE					10.00					12.10	1.50				
NEW PARIS					10.30					12.45	2.30				
RICHMOND Arr.	4.00				10.45			6.00	9.00	1.00	2.45				
RICHMOND Lv.	4.00	6.30			10.30			8.00	9.00		2.05				
THORNE					12.15			10.00			4.00				
	P. M.	P. M.	P. M.	P. M.	A. M.	P. M.	P. M.	P. M.	P. M.	A. M.	A. M.	P. M.	P. M.	P. M.	P. M.

(1) Daily.

(2) Daily except Sunday.

(3) Tuesday, Thursday and Saturday.

## ARRANGED FREIGHT TRAIN SERVICE—EASTWARD

The time shown conveys no time-table authority.

STATIONS	WC-4	TD-9	AD-2	CG-8	VL-8	VL-6	TC-15	PH-4	CC-2	CO-2	SW-30	RH-6	CY-2	CL-8	NW-82	CL-4	IC-4	PH-10	RH-2	CL-2
	(2)	(4)	(4)	(1)	(1)	(1)	(1)	(3)	(1)	(1)	(1)	(4)	(1)	(5)	(1)	(2)	(1)	(1)	(2)	(4)
	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	P. M.	P. M.	A. M.	P. M.	A. M.	P. M.	P. M.	P. M.	A. M.	P. M.	P. M.	A. M.	P. M.
EAST COLUMBUS	3.30			9.45	10.45	11.15		12.30			12.01				4.30			4.05		
COLUMBUS Lv.	3.10	8.00	8.35	9.20	10.35	10.55	11.00	12.10	12.30		11.50		3.00		4.20		5.30	3.10		
COLUMBUS Arr.				7.45	8.15						9.30			4.00	12.15		4.30	2.05		
MOUNDS				7.20	7.35						8.40			3.40	11.15		4.30	1.00		
MILFORD CENTRE				6.50	7.05						8.10			1.15	10.45		3.30	12.25		
URBANA				6.20	6.35						7.40			12.30	10.15		2.20	11.35		
PIQUA CROSSING				5.40	5.55						7.00			9.00	9.35	10.30	11.20	10.45		
BRADFORD Lv.				5.20	5.35						6.40			8.30	9.15	9.25	10.45	10.25		
BRADFORD Arr.				5.20	5.20						6.20				9.00		9.55	10.05		
GREENVILLE					4.55						5.55						9.30	9.40		
NEW PARIS					4.15						5.15						8.45	8.55		
RICHMOND Lv.					4.00						5.00	7.00					8.30	8.40		
RICHMOND Arr.					2.45						3.45						7.10	8.00		
THORNE					12.01						1.30							5.35		
	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	P. M.	P. M.	A. M.	P. M.	A. M.	P. M.	A. M.	P. M.	A. M.	P. M.	A. M.	A. M.	P. M.

(1) Daily

(2) Daily except Sunday.

(3) Daily except Monday.

(4) Monday, Wednesday and Friday.

(5) Tuesday, Thursday and Saturday.

## ARRANGED FREIGHT TRAIN SERVICE—EASTWARD

The time shown conveys no time-table authority.

STATIONS	CL-10	IC-2	TD-11	VL-2	VL-2P	VL-2	GR-6	RH-4	LD-8	NW-86	CO-8	CI-4	CY-4	ZB-4	SW-8	SW-2	AD-12	XD-6	XD-6	NW-88	
	(5)	(1)	(1)	(1)	(1)	(1)	(1)	(2)	(2)	(1)	(1)	(1)	(1)	(9)	(1)	(1)	(1)	(1)	(1)	(1)	
	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	
EAST COLUMBUS					9.40	10.30				10.45				11.00	7.00	10.30				12.15	
COLUMBUS Lv.					9.30	10.20				10.35			10.30	10.45	6.50	10.20	2.00		10.00	12.05	
COLUMBUS Arr.			6.30							8.45					5.45	8.15			9.15	9.45	
MOUNDS										8.25					5.10	6.05			8.40	8.15	
MILFORD CENTRE										7.55					4.40	5.35			8.00	7.45	
URBANA										7.15					4.10	4.55			7.10	7.15	
PIQUA CROSSING										6.35					3.30	4.05			6.50	6.35	
BRADFORD Lv.										6.15					3.10	3.45			6.30	6.15	
BRADFORD Arr.	3.45	1.25							5.30						2.50	3.25			6.30		
GREENVILLE	3.00	1.00													2.25	3.00			6.10		
NEW PARIS	9.00	12.15													1.45	2.15			5.25		
RICHMOND Lv.	8.45	12.01										9.00			1.30	2.05			5.15		
RICHMOND Arr.		10.00					2.00	4.30			6.00	5.30		12.01	12.45			3.16			
THORNE		8.15										3.30			9.45	11.15			1.00		
	A. M.	A. M.	P. M.	A. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	A. M.	A. M.	P. M.

(1) Daily.

(2) Daily except Sunday.

(6) Daily except Saturday.

## ARRANGED FREIGHT TRAIN SERVICE—WESTWARD

The time shown conveys no time-table authority.

STATIONS	CN-7A	CN-37	CN-7B	CN-27	LM-3	TC-12	CN-5	DC-9	LM-1	TC-16	CN-25	FC-1	CN-3	LM-5	FC-3
	(1) A. M.	(1) A. M.	(1) A. M.	(1) A. M.	(1) A. M.	(2) A. M.	(2) P. M.	(1) P. M.	(1) A. M.	(1) P. M.	(2) A. M.	(1) A. M.	(1) P. M.	(1) P. M.	(1) P. M.
EAST COLUMBUS									11.00						
COLUMBUS					2.00	8.00			11.15	2.30		7.45			10.30
COLUMBUS					5.45				1.30		11.00	4.00		11.00	
MIAMI CROSSING		12.30			6.15				2.00		11.30	4.30		11.30	
LONDON		1.00			7.20				3.00		3.10	5.20		12.30	
SO. CHARLESTON		2.10			7.40				3.20		5.00	5.40		12.50	
SPRINGFIELD		2.30						12.01					8.30		
XENIA		3.30			8.30			1.00	4.00		6.00	6.20	9.20	1.30	
XENIA	2.45		5.30	8.15	9.00		1.00	1.30	5.00			6.45		2.15	
DAYTON	3.30		6.30	10.30											
NEW PARIS				2.45											
RICHMOND				3.00											
RICHMOND	A. M.	A. M.	A. M.	P. M.	A. M.	A. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	A. M.	P. M.

(1) Daily (2) Daily except Sunday.

## ARRANGED FREIGHT TRAIN SERVICE—EASTWARD

The time shown conveys no time-table authority.

STATIONS	LM-3	FC-6	CN-8B	CN-18	FC-4	CN-23	LM-6	CN-4	TC-15	LM-4	CN-26	FC-2	DC-8	CN-6	CN-8A
	(1) A. M.	(1) A. M.	(1) A. M.	(1) A. M.	(1) A. M.	(1) A. M.	(1) A. M.	(2) A. M.	(1) A. M.	(1) P. M.	(2) P. M.	(1) P. M.	(1) P. M.	(2) P. M.	(1) P. M.
EAST COLUMBUS										9.45					
COLUMBUS					9.30				11.00	9.35		7.20			
COLUMBUS							10.00			1.30	7.00	6.15			
MIAMI CROSSING		8.00		8.00			9.20			12.45	6.30	5.20			
LONDON		7.10		6.30			8.35			12.01	5.10	4.45			
SO. CHARLESTON		6.10		6.10			8.15			11.40	2.10	4.25			
SPRINGFIELD								7.45					4.15		
XENIA	1.00	4.00		5.00			7.00	6.15		10.30	12.01	3.15	3.30		
XENIA	12.40	3.00	4.45		6.30	6.00			9.45			3.00	3.00	4.30	11.59
DAYTON			4.00		5.55										10.30
NEW PARIS					1.55										
RICHMOND					1.40										
RICHMOND	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	P. M.	P. M.	P. M.	P. M.	P. M.

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

## SPECIAL INSTRUCTIONS

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

★ 1001. A rule referred to by number, unless otherwise specified, is a rule in the "Operating, Signal And Interlocking Rules."

### STANDARD TIME

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

★ 1102. Referring to Rule 2, drivers of track cars must use reliable watches.

### LETTERS AND CHARACTERS

★ 1201. The following letters and characters in schedules indicate:

- S—Regular stop.
- F—Stop on signal to receive or discharge passengers.
- A—Stop on signal to receive passengers.
- B—Stop on signal to discharge passengers.
- C—Regular stop to receive passengers.
- D—Regular stop to discharge passengers.
- E—Regular stop for express, mail or newspapers.
- G—Regular stop, Saturday only.
- H—Regular stop, Saturday only, to receive passengers.
- J—Regular stop, Saturday only, to discharge passengers.
- K—Regular stop, Sunday only.
- L—Stop on signal, Sunday only, to receive or discharge passengers.
- M—Regular stop daily except Saturday and Sunday.
- N—Regular stop daily except Sunday.
- No baggage service.
- ⊙—No baggage service Sunday.
- ✦—Passenger train—schedule assigned to rail motor cars.
- Passenger train—schedule assigned to handle passenger and freight equipment.
- ◇—Passenger train—No train baggageman.
- ‡—Indicates train that will not be operated on specified dates or holidays shown on schedule pages.

### 1202.

- Stop on signal to discharge passengers from Pittsburgh or beyond or pick up passengers for Richmond or beyond.
- Stop on notice to conductor to discharge Pullman passengers from points south of Harrisburg.
- R—Regular stop week days; stop on signal Sundays to receive or discharge passengers.
- T—Stop on signal, Saturday only, to receive or discharge passengers.
- U—Stop on signal to receive or discharge passengers to or from Richmond or points west.
- W—Stop on signal to receive passengers for St. Louis and beyond.
- X—Stop on signal to discharge passengers from St. Louis and beyond.
- Y—Stop on notice to conductor to discharge passengers from Pittsburgh and east thereof.
- #—Train may leave in advance of time-table scheduled leaving time when station work is completed but not earlier than time-table scheduled arrival time.
- △—No train baggageman between Richmond and Fort Wayne or between Richmond and Logansport, exclusive.
- No train baggageman between Richmond and Indianapolis, exclusive.
- ♥—Stop on signal to receive or discharge passengers to or from Chicago and beyond.

### COLOR SIGNALS

★ 1301. At the end of two main tracks where switch is not interlocked nor spring switch is in service, when the switch is set for trains to move in normal direction, switch lamp will

display white disc (green light at night). When the switch is set against train movement in normal direction, switch lamp will display red disc (red light at night).

★ 1302. A yellow flag or light placed to the right of track indicates the approach to a portion of track covered by a slow order and is located a sufficient distance ahead of the obstruction to permit the speed of train to be reduced from maximum authorized speed to the speed required.

The end of the restricted territory will be indicated by a green flag or light.

NOTE—The requirements of Special Instruction ★1302 will be considered as having been complied with when Western Region standard slow and resume boards are used instead of yellow and green flags. Yellow and green lights will be used.

### HAND, FLAG AND LAMP SIGNALS

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

1402. Switchtenders at Fourth Street, Columbus Union Depot and Front Street, and signalman at Dennison Avenue use a green flag by day and a green light by night to govern eastward movements; a yellow flag by day and a yellow light by night to govern westward movements.

### ENGINE WHISTLE SIGNALS

1502. Rule 14 (r) ——— o will apply:

Westward:

At Hewitt when stop will be made at Richmond for water.

Eastward:

At Thorne when stop will be made at Henry for water.

Westward:

Passenger trains passing West Manchester, and

Eastward:

Passenger trains passing Dunreith; supplemented by a display of red light at night, or a red flag by day, held up in the gang-way of engine will indicate the necessity for an exchange of engines at Richmond.

NOTE—The display of red light, or red flag, must be made in such a manner as not to be confusing or misinterpreted by crews of other trains.

Operator will notify train dispatcher promptly.

### COMMUNICATING SIGNALS

★ 1601. When communicating signal is inoperative and cannot be put in working condition without detention, train may proceed after conductor and engineman have an understanding as to how train is to be operated.

### TRAIN SIGNALS

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

### USE OF SIGNALS

#### Fuseses And Torpedoes

★ 1801. When a pusher engine is assisting a train, coupled behind the cabin car, and the flagman that protects the rear end of the train is riding in the cabin car, the requirements as to the use of fuseses should be met by dropping them off between the cabin car and pusher engine on the track the train is using, and not between that track and an adjoining track.

1802. On account of fire hazard lighted fuseses must not be displayed on bridges or trestles unless necessary to prevent an accident.

1803. Minimum number of fuses and torpedoes which must be carried as part of equipment in services indicated:

	Fuses	Torpedoes
Passenger Service	6	12
Freight Service	12	24
Engines in Road Service	3	6
Engines in Shifting Service	3	6
Track Cars	3	6

**Switch Stands Not Equipped With Lighted Switch Lamps**

1804. Switch stands at the following locations either not equipped with switch lamps or equipped with switch lamps not lighted:

Location	Main, Secondary Track or Siding	Switch
Front Street-Olentangy	No. 4	All switches
Olentangy-Mounds	No. 2	All switches
Bradford-West Bradford	No. 1 and No. 2	All switches
West Bradford-New Paris	Main	All switches
Clement-Hempstead	Secondary	All switches
Dayton-Lytle	Secondary	All switches

**SUPERIORITY OF TRAINS**

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

**GENERAL ORDERS, BULLETIN BOARDS, EMPLOYEES' REGISTERS, STANDARD CLOCKS**

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

Bulletin Board	Employee's Register	Standard Clock	Location	Other Divisions
X	X	X	Columbus— Yard Office, Grogan Yard	Eastern Toledo B. & O. R. R.
X	X	X	Yard Office, Yard B	Cincinnati Cleveland Indianapolis Logansport B. & O. R. R.
X	X	X	Engine House, St. Clair Avenue	Cincinnati Cleveland Conemaugh Eastern Indianapolis Logansport Monongahela Panhandle Pittsburgh Toledo B. & O. R. R.

Bulletin Board	Employee's Register	Standard Clock	Location	Other Divisions
X	X	X	Columbus— Yard Office, Yard A	Conemaugh Eastern Panhandle Pittsburgh B. & O. R. R.
X	X		Yard Office, Miami Yard	B. & O. R. R.
		X	Union Depot, Telegraph Office	
X	X	X	Crew Clerk's Office, Union Depot	Cincinnati Cleveland Indianapolis Logansport Panhandle B. & O. R. R.
X	X	X	Engine House, Spruce Street	Cincinnati Cleveland Indianapolis Logansport Panhandle Pittsburgh B. & O. R. R.
X	X		Yard Office, Grandview	B. & O. R. R.
X			N. & W. R. R.—Trainmaster's Office	
X			N. & W. R. R.—Engine House	
X			B. & O. R. R.—Engine House	
X			B. & O. R. R.—Yardmaster, "BY"	
X			C. & O. Ry.—Trainmaster's Office	
X	X	X	Springfield—Passenger Station	Cincinnati Indianapolis B. & O. R. R.
X	X	X	Xenia—Engine House	Cincinnati Indianapolis B. & O. R. R.
X	X	X	Dayton— Yard Office, Dutoit Street	Cincinnati
X	X		Locker Room, Dayton-Lytle Engine Tracks	Cincinnati
X	X	X	B. & O. R. R.—Crew Dispatcher's Office	
X			Piqua—B. & O. R. R. Engine House	
X	X	X	Bradford—Passenger Station	Indianapolis Logansport
X	X	X	Richmond— Engine House	Cincinnati Fort Wayne Grand Rapids Indianapolis Logansport B. & O. R. R.
X	X		Station Master's Office	Cincinnati Fort Wayne Grand Rapids Indianapolis Logansport B. & O. R. R.
X	X		Yard Office	Cincinnati B. & O. R. R.
X			C. & O. Ry. Covington, Ky.—Crew Dispatcher's Office	
X			N. & W. R. R. Portsmouth—Engine House	

NOTE—X indicates in service.

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

★ 2003. At points where there is no designated employe on duty to witness signatures as required by Rule 75b, conductor or engineman must witness the signatures of all members of his crew.

### GENERAL ORDER ZONES

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

#### Zone A—

Between:

Division Post, Toledo Division, located 2.2 miles north of Fields, and Mounds, exclusive;

Division Post, Cleveland Division, located 6100 feet east of Joyce Avenue, and Joyce Avenue;

High Street and Miami Crossing, exclusive.  
Columbus Yards.

#### Zone B—

Between:

Mounds, inclusive, and Division Post, Logansport Division, located 1285 feet west of Bradford Passenger Station.

#### Zone C—

Between:

Bradford, exclusive, and Glen, exclusive.

#### Zone D—

Between:

Division Post, Cincinnati Division, located 20 feet east of Glen and Division Post, Cincinnati Division, located 50 feet west of Newman.  
Richmond Yards.

#### Zone E—

Between:

Newman, exclusive, and Division Post, Indianapolis Division, located 1885 feet east of Thorne.

#### Zone F—

Between:

Miami Crossing, inclusive, and Division Post, Cincinnati Division, located 939 feet west of Greene;

Xenia, inclusive, and New Paris, exclusive.

Clement and Hempstead.

Dayton and Lytle.  
Springfield Branch.

### Qualification of Conductor Or Engineman

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

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

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

### TRACK ASSIGNMENTS

#### 2201. Single Track

Track	Between	And
Main Line	Fields	Joyce Avenue
	Xenia	Division Post (Cinti. Div.)
	Xenia	Dutoit Street
	Wolf Creek	New Paris
	West Bradford	New Paris
Akron Branch	Division Post, (Cleveland Div.)	Joyce Avenue
Springfield Branch	Springfield	Xenia

#### 2202. Two or More Tracks

Current of traffic is as follows:

Between:	Main Line	No. 4 Track	No. 3 Track	No. 2 Track	No. 1 Track
Joyce Avenue and Nelliston				Westward	Eastward
High Street and Xenia				Westward	Eastward
Dutoit Street and Wayne Avenue Jct.				Westward	Eastward
Miami City Jct. and Wolf Creek				Westward	Eastward
High Street and Front Street				Westward Frt.	Eastward Frt.
Front Street and Olentangy	Westward Pgr.	Eastward Pgr.		Westward Frt.	Eastward Frt.
Olentangy and Rice				Westward	Eastward
Rice and Garrett			Westward Frt.	Westward	Eastward
Garrett and Bradford				Westward	Eastward
Bradford and Division Post (Logan. Div.)				Westward	Eastward
Bradford and West Bradford				Westward	Eastward
New Paris and 12th Street, Richmond				Westward	Eastward
Newman and Thorne				Westward	Eastward
	Sandusky Branch Division Post (Toledo Divn.) and Fields			Southward	Northward

NOTE—Tracks are numbered from south to north or east to west.

### 2203. Secondary Tracks of Assigned Direction

Track	From	To	Assigned Direction	Controlled by	Reverse Movements on Permission From	Note
No. 1	High St.	Fourth St.	Eastward	Terminal Trainmaster— Union Depot Co.	Terminal Trainmaster— Union Depot Co.	1 2 4
No. 2	Fourth St.	High St.	Westward	Terminal Trainmaster— Union Depot Co.	Terminal Trainmaster— Union Depot Co.	1 3 4
No. 3	Newman	Glen	Eastward	Newman	Newman	5
No. 4	Glen	Newman	Westward	Glen	Glen	6

NOTE 1. Referring to Rule 105b:—Rule 99 will apply.

NOTE 2. Eastward movements made on signal indications at High Street. Permission must be obtained from Terminal Trainmaster, Neilston, through Signalman at High Street, to use this track at any point.

NOTE 3. Westward movements made on hand signal from switchtender at Fourth Street. Movements originating between Fourth Street and High Street will be made on hand signal from switchtender at east end Union Depot.

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

Date.....Time.....  
C. & E. Engine.....has right over opposing  
trains on No.....track.....to.....  
Signed.....  
Superintendent.

Signalman and switchtenders will arrange and sign authority for such movements under direction of Terminal Trainmaster.

NOTE 5. Eastward movements made on signal indication at Newman. Permission must be obtained from Newman to use this track at any point between Newman and Glen.

NOTE 6. Westward movements made on signal indication at Glen. Permission must be obtained from Glen to use this track at any point between Glen and Newman. Westward movements will stop clear of all switches and routes at 19th Street, and not proceed unless route is seen or known to be clear and switches in proper position. Westward trains having sufficient cars to block street crossings if stopped between 19th Street and Newman, will not pass 19th Street without permission from signalman at Newman.

### 2204. Secondary Tracks of No Assigned Direction

Tracks	Between	And	Controlled by	Note
Clement-Hempstead (W)	Clement	Hempstead	Yard Master Dayton	
Dayton-Lytle (W)	Dayton	Lytle	Yard Master Dayton	

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

### MOVEMENT OF TRACK CARS

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

All main tracks, secondary tracks and sidings.

★ 2302. Track cars will not operate spring switches.

★ 2304. Signalmen will not admit a one-man track car to a block which is occupied by an approaching train, nor permit any train to enter a block which is occupied by a one-man track car without instructions from the Superintendent.

#### Movement of Detector Cars, Burro Cranes, etc.

★ 2305. Unless otherwise provided, Rules and Special Instructions applying to movement of track cars will apply to detector cars (device for detecting defective rails), burro cranes or cars of similar type or construction, except that detector cars will display markers in accordance with Rules 19 and 19a, and will not be required to conform to speed for track cars.

Detector cars will be designated as Detector car extra, burro cranes as Burro crane extra and other cars in a like manner.

When detector cars are testing rail in manual block system territory, Rule 316 will apply to following movements.

### MOVEMENT OF TRAINS

2401. Location of Train Dispatchers—  
Columbus.

NOTE—Movements on main tracks will be in charge of Train Dispatcher of this Division, except:

Between—

Fields and Division Post, located 2.2 miles north thereof;  
Joyce Avenue and Division Post, located 6100 feet east thereof;

Bradford and Division Post, located 1285 feet west of Bradford Passenger Station;

Greene and Division Post, located 939 feet west thereof;

where movements will be in charge of Train Dispatcher of connecting Division and orders issued over signature of the Superintendent of that Division.

Movements on portions of the main tracks of connecting Division listed below will be in charge of Train Dispatcher of this Division:

Between—

Thorne and Division Post, located 1885 feet east thereof; and orders issued over signature of the Superintendent of this Division.

★ 2402. Rule S-83: Except on portions of the railroad where Rule 261 is in effect, the information as to the arrival or departure of superior trains will be furnished on form CT1246 or by message, by the signalman at initial stations, junctions or where trains pass from one of two or more tracks to single track or by train orders if furnished to trains before arrival at the points mentioned,

Except:

At Dutoit Street, a Proceed signal displayed for eastward train will indicate that all trains due which are superior have arrived or left;

At Wolf Creek, a Proceed signal displayed for westward train will indicate that all trains due which are superior have arrived or left.

#### Engineman Pilot

★ 2404. Enginemen, when acting as pilots, will operate the engine of train to which assigned, unless otherwise instructed.

**2405.** Referring to Rule 105b:—Rule 99 will apply to movements from Shelbyville Branch to eastward siding, Dublin Junction, and from Dublin Public Delivery to westward siding, Dublin.

Referring to Rule 605:—Rule 99 will apply between High Street Interlocking Station and eastward limits of this Interlocking.

**2406.** At Dennison Avenue, signalman will obtain block permission and trains will enter main tracks or cross from one track to another on receipt of proper signal, given by signalman, and proceed with the current of traffic as prescribed by Rule 291, or against current of traffic after receiving train order authorizing such movement, and block permission as prescribed by Rule 361a. When a train clears the block at this point it will be reported clear by the signalman.

**2407.** Switchtenders, other than P. R. R. employes, are stationed at and have charge of hand operated switches as indicated:

Location	Switches
Fourth Street	Crossovers
Columbus Union Depot, east end	All Switches
Columbus Union Depot, west end	All Switches

**NOTE**—Trains and engines must approach switches at Fourth Street and at east and west ends of Columbus Union Depot prepared to stop and must stop clear of switches or routes unless signal to proceed is received from switchtender as prescribed by Special Instruction 1402.

**2408.** Switchtenders are stationed at and have charge of main track switches as indicated:

Location	Switches
Front Street	All hand thrown switches between High Street and Low Home signal west of Front Street

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

Location	Switches
Fields	Crossovers and yard tracks
Neilston	End of two main tracks and crossover
Dennison Ave.	C. & O. connection and crossovers

Trains or engines must approach switches at Fields, Neilston, and Dennison Avenue, prepared to stop and must stop clear of switches or routes unless signal to proceed is received from signalman.

If necessary to change any route for which proceed indication has been given to an approaching train or engine, switch must not be changed nor proceed indication given for any conflicting movement until train or engine for which proceed indication was first given has stopped.

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

### Hand Operated Switches Equipped With Electric Locks

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

Location	Switch	Controlled by
Columbus	International Harvester Co.	High Street
Columbus	North Alley	High Street
Columbus	Columbus Bolt Co.	High Street
Columbus	Borger Bros. Co.	High Street
Columbus	Fairmount Creamery	High Street
Columbus	South Alley	High Street
Columbus	West switch of crossover from No. 1 track to American Vitrified Products Co.	High Street
Columbus	East switch of crossover to 88 track, Davis Ave.	Scioto
Columbus	Wellnitz Company	Miami Crossing
Columbus	East and west switches to Asylum	Miami Crossing
Xenia	House Track	Xenia
Dayton	R. and A. Coal Company	Dayton (DE)
Dayton	East end of westward storage track	Dayton (DE)
Dayton	Crumel and Septer	Dayton (DE)
Dayton	East end of eastward storage track	Dayton (DE)
Dayton	West end of westward storage track	Dayton (DE)
Dayton	Crossover, Wayne Ave. Junction	Dayton (DE)
Dayton	West end of eastward storage track	Dayton (DE)
Dayton	Bulk Yard	Dayton (DE)
Dayton	Durst Milling Company	Dayton (DE)
Dayton	R. W. Harbaugh Company	Dayton (DE)
Dayton	Peter Kuntz Lumber Co.	Dayton (DE)
Dayton	P. M. Klippinger & Sons	Dayton (DE)
Dayton	Shank Coal Company	Dayton (DE)
Dayton	East end of Dayton Malleable Iron Company	Dayton (DE)
Dayton	Miami Ice & Coal Company	Dayton (DE)
Dayton	Malleable Warehouse	Dayton (DE)
Dayton	Crossover Edison Ave.	Dayton (DE)



Location	Switch	Controlled by
Dayton	New Yard	Dayton (DE)
Dodson	B. & O. connection	Control button in 'phone box
Columbus	Kelly Track	High Street
Columbus	West switch of crossover between Union Depot station lead and No. 2 track	High Street
Columbus	From No. 4 track to lower pit track, Spruce Street Enginehouse	Olentangy
Olentangy	From No. 2 track to east end of North Side, Grandview Yard	Olentangy
Grandview	From No. 2 track to west end of North Side, Grandview Yard	Mounds
Grandview	West switch of crossover	Mounds
Marble Cliff	From No. 2 track to Plant X, Marble Cliff Quarries Company	Mounds
Marble Cliff	West switch of crossover	Mounds
Marble Cliff	From No. 2 track to east end of Dump Track	Mounds
Marble Cliff	From No. 2 track to west end of Dump Track	Mounds
Marble Cliff	From west end of Dump Track to Marble Cliff Oil Company track	Mounds
Urbana	East end of house track	Urbana
Piqua Crossing	From No. 1 track to Storage Track (old No. 4 track)	Piqua Crossing
Piqua Crossing	North wye	Piqua Crossing
Bradford	Yard C	Bradford
Gettysburg	Storage track	Bradford
Greenville	Crossover from Main track to middle of siding	Greenville
Greenville	East and west switches to house track	Greenville
Greenville	Swift and Co.	Greenville
New Madison	From siding to Bowers Coal Co. track, Oil track, House track	Hewitt
Richmond	From No. 1 track to American Aggregates	Glen
Greenfield	Virginia Sweet Foods	Thorne
Greenfield	News Mill	Thorne
Greenfield	West switch of crossover	Thorne

Location	Switch	Controlled by
Greenfield	Conklin Lbr. Co., North side	Thorne
Greenfield	Station track—east and west end	Thorne
Greenfield	Lilly Company	Thorne
Greenfield	Broadway Lbr. Co.	Thorne
Greenfield	Ice and Fuel Co.	Thorne
Greenfield	Farm Bureau	Thorne
Greenfield	Conklin Lbr. Co., So'th side	Thorne
Philadelphia	Station track	Thorne
Cumberland	West Switch to Gem Westward Siding	Thorne

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

#### Spring Switches

★ 2412. Spring Switch is marked by disc with white background and black letters SS. Switch lamp will display green light in both directions when switch is in normal position and red light in both directions when switch is in reverse position or not properly set.

When trailing movement through spring switch is stopped before movement is completed, slack must not be taken or reverse movement made until switch has been reversed by hand.

After passing with proper authority a Stop-Signal, Rule 292; a Stop-and-proceed Signal, Rule 291; a Caution Signal, Rule 285-A, or a Yellow Distant Switch Indicator protecting a spring switch; movement shall not be made over the switch until it has been operated by hand to the proper position and switch points have been examined by a member of the crew, unless a green light is displayed on the switch lamp.

The switch must be restored to normal position after movement is completed.

#### Spring Switches Located:

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

NOTE 1. Switch must be operated manually for westward movement into the siding.

NOTE 2. Switch must be operated manually for eastward movement into No. 3 track.

2413. Train or engine must obtain permission from signalman at Urbana to enter block from track No. 3 at Garrett, then open door of white iron box located adjacent to telephone box, press button marked START which will cause the signal for No. 2 track to display aspect of Rule 291, Fig. A, and the Home-signal for No. 3 track to display aspect of Rule 291, Fig. A. Conductor or engineman must then notify signalman at Urbana that these signals have been operated and that they display proper aspect.

Should movement of train or engine not be made and it is desired to release signals, member of train or engine crew must reverse spring switch by hand, then restore it to normal

position, notifying signalman at Urbana. Movement from No. 3 track is then prohibited until permission is again obtained and the same procedure followed as outlined in first paragraph of this instruction.

A supply of Clearance Card Form C is provided in telephone shelter.

**2414. Referring to Rule 291—between:**

Mounds and Piqua Crossing,  
Newman and Thorne,  
Miami Crossing and Xenia.

When a train receives a Stop-and-proceed Signal between interlocking stations, except where grade markers are displayed, the engineman or conductor must immediately communicate with the signalman from telephone located at fixed signal and be governed by his instructions.

If unable to establish communication, train may proceed governed by signal indication.

**2415.** While a freight train is passing an open block or interlocking station, a member of the crew must be stationed on the rear of the train to receive or deliver messages.

Train service employes in or on cabin cars must take position on platform of cabin car while train is entering, passing through, or leaving yards and be prepared to acknowledge signal from any person in the vicinity, affecting the movement of their train.

**Yards and Yard Instructions**

**2417. Yards indicated by yard limit boards located at:**

**Main Line—**

Xenia.....Greene to 939 feet west thereof—via  
Cincinnati Divn.  
Xenia to 4700 feet west thereof—via  
Columbus Divn.

Clement.....240 feet west of Mile Post 12 to  
Dutoit Street.

Wolf Creek... Wolf Creek to 1055 feet east of Mile  
Post 20.

**Springfield Branch—**

Springfield....Springfield to 750 feet west of Mile  
Post 18.

Xenia.....Xenia to 7030 feet east thereof.

**2418. Rule D-93 in effect as follows:**

Track	Between	And
No. 1, No. 2, No. 3 and No. 4	High Street	Grandview Avenue
No. 1 and No. 2	High Street	Miami Crossing
No. 1 and No. 2	Glen	West 2nd Street west of Newman

**Oscillating Head and Rear Lights**

**2419.** When a train equipped with an oscillating red light on either engine or rear car is disabled or stopped suddenly by an emergency application of the air brakes or other causes, the oscillating red light or lights will be turned on immediately. Trains approaching from either direction must stop clear of train displaying oscillating red light or lights until it is ascertained that it is safe to proceed.

**Operation of Pusher Engines  
in State of Ohio**

**2420.** The operation of pusher engines behind occupied cabin cars of assembled freight trains in the State of Ohio is prohibited.

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

**Use of Water Station—Richmond**

**2421.** Class T or S Engines taking water at double-plug locations, Richmond Passenger Station, will use spout as indicated:

Westward—East plug at west end of platform.  
Eastward—West plug at east end of platform.

**Automatic Highway Crossing Signals**

★ **2450.** Automatic highway crossing signals at grade crossings indicate the approach of a train. These signals do not relieve enginemen from complying with Rules 14 (1) and 30. They operate when trains approach crossings with or against the current of traffic on main tracks only.

Trains approaching a highway crossing on a siding or yard track, adjacent to tracks crossing a highway protected by automatic highway crossing signals, will run carefully sounding the warning as prescribed by Rules 14 (1) and 30.

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

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

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

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

TRACK	CROSSING	LOCATION	CONTROL DEVICE LOCATED	MOVEMENTS
No. 1	Hudson St.	1200 feet south of Mile Post 4, Sandusky Branch	White box on post, east of tracks just north of crossing	North and South
No. 2	Hudson St.	1200 feet south of Mile Post 4, Sandusky Branch	White box on south end of relay case, west of tracks just north of crossing	North and South
Siding (north side)	Cincinnati Ave.	Xenia	White box on post, east of crossing	Eastward and Westward
Siding (south side)	Cincinnati Ave.	Xenia	White box on post, west of crossing	Eastward and Westward
Main	Rosedale Ave.	Dayton	White box on relay case, north side, west of crossing	Eastward and Westward
Main	Hay St. Market St. Main St. Salem St.	Brookville	Box in telephone shelter, north side, west of crossing, Hay St.	Eastward and Westward
No. 1	Main St.	Hilliards	White box on telephone box, front of Hilliards Station building	Eastward
No. 2	Main St.	Hilliards	White box on relay case, north side, east of crossing	Westward
No. 1	Mill St.	Milford Centre	White box on post, south of Elevator track, just east of crossing	Eastward
No. 2	Mill St.	Milford Centre	White box on relay case, north of No. 2 track, just east of crossing	Westward
No. 2	Main St.	Urbana	White box on post, north side, east of crossing	Westward
No. 1	Miami St.	Urbana	White box on relay case, south side, west of crossing	Eastward
No. 2	Miami St.	Urbana	White box on Station platform	Westward
No. 1	State Route 69	1800 feet west of Mile Post 59, west of St. Paris	White box on post, south side, east of crossing	Eastward
No. 2	State Route 69	1800 feet west of Mile Post 59, west of St. Paris	White box on relay case, north side, east of crossing	Westward
Main	Harrison Ave. Central Ave. Sweitzer St. Chestnut St.	Greenville	White box on relay case, north side, west of Washington Street	Eastward and Westward
No. 1	West Fifth St.	2800 feet west of Mile Post 120, Richmond	White box on post, south side, east of crossing	Eastward (See Note)
No. 2 and adjacent yard track (RI Storage)	West Fifth St.	2800 feet west of Mile Post 120, Richmond	White box on relay case, north side, east of crossing	Westward

NOTE: When indication of eastward Home signal at Newman is Stop, eastward trains on No. 1 track having

sufficient cars to block West Fifth Street, will stop west of relay case located south of No. 1 track 500 feet west of West Fifth Street. This will permit the automatic highway-crossing signals and gates to clear without use of the control device, for highway traffic to proceed over the crossing. When such train again proceeds, the operation of the highway-crossing signals and gates will cut in automatically.

When such device is used, no movement may be made over the crossing by their train until protection is provided as prescribed by Rule 103a, or the automatic operation of these signals has been restored. At Main Street, Urbana, train or engine must be at least 250 feet east of Main Street when cut out device is operated.

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

★ 2451. Electric light indicators are in service on or adjacent to instrument cases of flashing light signals and crossing bells protecting highway crossings.

Indicator light will be displayed when train is operating the flashing light signals or crossing bells. Absence of indicator light indicates normal source of power has failed and that signals or bells will be entirely dependent upon storage battery.

If indicator light is not displayed as train approaches crossing, prompt report must be made to Superintendent.

#### 2452. XENIA—Columbus Street:

Before movements are made on yard tracks over this crossing small lever, in white control box located on either side of crossing, must be operated to cause automatic highway crossing signals to flash. After these movements are completed, lever must be placed in normal position and the control box closed and locked. Cars must not be left standing between insulated rail joints on yard tracks. These joints are painted yellow.

Cincinnati Avenue (first highway crossing west of Greene Interlocking Station);

West Street (first highway crossing west of Xenia Passenger Station, via Alpha):

Automatic Highway Crossing Signals operate when trains approach these crossings on main track, sidings and on yard tracks. Cars must not be left standing between insulated rail joints on yard tracks. These joints are painted yellow.

#### CLEMENT—Overlook Avenue:

Before movements are made on yard tracks over this crossing knife-switch, in white control box located on relay case west of the crossing, must be operated to cause automatic highway signals to flash. After these movements are completed, knife-switch must be placed in normal position and the control box closed and locked.

#### WOLF CREEK (West of)—Riverview Avenue:

Automatic highway crossing signals operate when Lead track to Dayton Rubber Company track is occupied. Cars must not be left standing between insulated rail joints. These joints are painted yellow.

#### MILFORD CENTRE—Mill Street:

Automatic highway crossing signals and gates operate when elevator track is occupied. Cars must not be left standing between insulated rail joints. These joints are painted yellow.

#### RICHMOND—West Fifth Street:

Automatic highway signals and gates operate when industrial lead track and yard track (RI Storage) is occupied. Cars must not be left standing between insulated rail joints. These joints are painted yellow.

### Protection For Public Highway Crossings At Grade

2456. Trains or engines must stop before passing over the following public highway crossings at grade and a member of the crew must protect the crossing in advance of each movement over the crossing:

Track	Crossing	Location
Secondary	Stewart, Main, Brown and Alberta Streets, Dayton	Dayton-Lytle

### Rail Motor Cars

★ 2475. Rail motor cars must not use sand in automatic block system territory, except to avoid accidents. When these cars are used as trailers or are being towed, they must be placed only at end of train. If handled by passenger train, it should not consist of more than 15 cars. If handled by freight train, it should not consist of more than 35 cars.

### Four-Wheel Cabin Cars

★ 2476. Four-wheel cabin cars must not be allowed to stand in an automatic block unless the block is occupied by other cars or engine. Necessary care must be used at all interlockings and such cabin cars must not be permitted to stand alone between the signals of a block or interlocking station without permission of signalman.

### Dragging Equipment Detector

★ 2478. After each actuation of a dragging equipment detector, the train crew must examine the entire train and advise the signalman when this has been done before proceeding.

2479. An indicator light displaying illuminated letters DE located on or adjacent to a distant signal indicates that the dragging equipment detector has been actuated and train must stop as soon as safe handling will permit.

### MOVEMENT BY TRAIN ORDERS

2501. Train orders will be issued covering the meeting of First-Class trains on single track at scheduled meeting points, except where Rules 261, 262, 263 and 264 are in effect.

2502. A train must not leave its initial station without reporting for train orders.

2503. At Columbus, enginemen of passenger trains are relieved from reporting for train orders. Conductor will personally deliver a copy of each train order to the engineman, who will compare with the conductor by reading the train order aloud. When there are no orders or messages, the conductor will personally notify the engineman before train departs.

2504. At Dayton, conductors of all trains using tracks adjacent to station platform must call "DE" Office on telephone and ask for train orders, or instructions. If there are any train orders or messages for a train the conductor must go to "DE" Office immediately to receive them and will personally deliver a copy to the engineman. When there are no train orders or messages for the train, the conductor will personally notify the engineman.

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

★ 2505. While train order signal (Rule 294, Fig. B) is displayed in the direction of an approaching train or trains, it must not be passed by any such train on any track except as provided in Rule 221a.

★ 2506. Referring to Rule 221a, message form C.T. 1250 will be used.

### MOVEMENT OF TRAINS IN THE SAME DIRECTION BY BLOCK SIGNALS

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

	Track	Between	And
Main Line	Single	Fields	Joyce Avenue
	No. 1 and No. 2	Joyce Avenue	Neilston
	No. 1 and No. 2	Miami Crossing	Xenia
	Single	Greene	Division Post (Cin. Divn.)
	Single	Xenia	Dutoit Street
	Single	Wolf Creek	New Paris
	No. 3	Front Street	Olentangy
	No. 1	Olentangy	Mounds
	No. 1 and No. 2	Mounds	Rice
	No. 1, No. 2 and No. 3	Rice	Garrett
	No. 1 and No. 2	Garrett	Bradford
	No. 1 and No. 2	Bradford	Division Post (Logan. Divn.)
	No. 1 and No. 2	New Paris	12th Street, Richmond
No. 1 and No. 2	Newman	Division Post (Indpls. Divn.)	
Sandusky Branch	No. 1 and No. 2	Division Post (Toledo Divn.)	Fields
Akron Branch	Single	Division Post (Cleve. Divn.)	Joyce Avenue
Springfield Branch	Single	Xenia	Springfield

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

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

At Columbus Union Depot, by Operator, RN Office.

### OPPOSING AND FOLLOWING MOVEMENT OF TRAINS BY BLOCK SIGNALS

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

	Track	Between	And
Main Line	No. 1 and No. 2	High Street	Miami Crossing
	Single	Xenia	Greene
	No. 1 and No. 2	Dutoit Street	Wayne Avenue Jct.
	No. 1 and No. 2	Miami City Jct.	Wolf Creek
	No. 4	Front Street	Olentangy
	No. 2	Olentangy	Mounds
	No. 1 and No. 2	Bradford	West Bradford
	Single	West Bradford	New Paris

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

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

### FIXED SIGNALS

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

South of No. 1 track, 100 feet west of Mile Post 38, for spring switch, Hagenbaugh.

Signal Bridge 581, St. Paris, for spring switch, Garrett.

#### Distant Switch Indicator

Note: Y-Yellow; G-Green



Indication—Switch open.  
Name—Caution Indicator.



Indication—Switch closed.  
Name—Clear Indicator.

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

Name— Take siding indicator.  
Indication—Take siding as indicated.

When displayed will be answered by two short blasts of the engine whistle, Rule 14 (g).

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



Clear Main Track at Hilliards Westward Relay Yard.

Take siding at Hayden.

Take siding at Unionville.

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



Take siding at Unionville.

Take siding at Plain City.

Clear Main Track at Hilliards Eastward Relay Yard.



Indication—Take siding as directed below.

Are located at front of office and when displayed must be answered by two short sounds of the engine whistle.

Location Indication  
Miami Crossing.....Westward trains on No. 2 track take siding London.  
South Charleston.....Westward trains on No. 2 track take siding Wilberforce.  
Mounds.....Eastward trains on No. 1 track head in No. 4 track, Grandview Yard.  
Milford Centre.....Westward trains on No. 2 track take siding Hagenbaugh.  
Urbana.....Westward trains on No. 2 track take siding Conover.  
Eastward trains on No. 1 track take siding Hagenbaugh.



Indication—Take siding as directed below.

Location Indication  
Piqua Crossing.....Eastward trains on No. 1 track take siding St. Paris.

### CAB SIGNALS

**2751.** Cab Signal Rules 295 to 298, inclusive, are in effect as follows:

For movements with current of traffic and on single track.

	Track	Between	And
Main Line	No. 3 and No. 4	Front Street	Olentangy
	No. 1 and No. 2	Olentangy	Rice
	No. 1, No. 2 and No. 3	Rice	Garrett
	No. 1 and No. 2	Garrett	West Bradford
	Single	West Bradford	New Paris
	No. 1 and No. 2	New Paris	Richmond, 12th Street
	No. 1 and No. 2	Newman	Division Post (Indpls. Divn.)

For movements against the current of traffic.

Main Line	No. 4	Front Street	Olentangy
	No. 2	Olentangy	Mounds
	No. 1 and No. 2	Bradford	West Bradford

★ **2753.** Required departure tests of engines and trains must be made before entering territory in which the use of cab signals is prescribed.

Testing sections, in addition to those at terminals, located:  
Bradford.  
Columbus—  
East end of Yard A Classification Yard.

★ **2754.** Departure test of cab signals on engines equipped for forward and backward running will be made from both ends.

When two or more electric engines are coupled in multiple, departure test will be made from front end of leading unit and trailing end of rear unit, noting that all cab signals and warning whistles are operative.

When two or more engines are coupled and it becomes necessary enroute to operate one of the engines from an end from which departure test of cab signals has not been made, the engine must be considered as not equipped.

### MANUAL BLOCK SYSTEM

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

	Track	Between	And
Main Line	Single	Fields	Joyce Avenue
	No. 1 and No. 2	Joyce Avenue	Neilston
Sandusky Branch	No. 1 and No. 2	Division Post (Toledo Div.)	Fields
Akron Branch	Single	Division Post (Cleve. Divn.)	Joyce Avenue
Springfield Branch	Single	Springfield	Xenia

**NOTE—**

At Fields, Block Indication will be given by display of flag or lamp signal.

At Joyce Avenue, Block Indication will be given as follows:  
For eastward trains enroute to Fields—by display of flag or lamp signal;

For eastward trains originating at Pennor or Grogan enroute to Cleveland Division—by telephone.

**2803.** Rule 317 will apply between:

Division Post, Toledo Division, and Joyce Avenue.  
Division Post, Cleveland Division, and Neilston.  
Springfield and Xenia.

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

**2805.** Referring to Rule S97; Block Indication will be the authority for movements between Fields and Joyce Avenue.

### AUTOMATIC BLOCK SYSTEM

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

For movements with current of traffic and on single track.

	Track	Between	And
Main Line	No. 1 and No. 2	High Street	Xenia
	Single	Xenia	Division Post (Cin'ti Divn.)
	Single	Xenia	Dutoit Street
	No. 1 and No. 2	Dutoit Street	Wayne Ave. Jct.
	No. 1 and No. 2	Miami City Jct.	Wolf Creek
	Single	Wolf Creek	New Paris

For movements against current of traffic.

	Track	Between	And
Main Line	No. 1 and No. 2	High Street	Miami Crossing
	No. 1 and No. 2	Dutoit Street	Wayne Ave. Jct.
	No. 1 and No. 2	Miami City Jct.	Wolf Creek

**2915. Rules 501 to 518, inclusive, are in effect on portions of the Division as follows:**

For movements with current of traffic and on single track.

	Track	Between	And
Main Line	No. 3 and No. 4	Front Street	Olentangy
	No. 1 and No. 2	Olentangy	Rice
	No. 1, No. 2 and No. 3	Rice	Garrett
	No. 1 and No. 2	Garrett	Bradford
	No. 1 and No. 2	Bradford	West Bradford
	Single	West Bradford	New Paris
	No. 1 and No. 2	New Paris	Richmond, 12th Street
	No. 1 and No. 2	Newman	Division Post (Indpls. Divn.)

For movements against current of traffic.

	Track	Between	And
Main Line	No. 4	Front Street	Olentangy
	No. 2	Olentangy	Mounds
	No. 1 and No. 2	Bradford	West Bradford

**NOTE**—Between Bradford and West Bradford cab signals without block signals will govern movements against the current of traffic.

**2916. Rule 515**—following exceptions authorized in switching, transfer and other similar service:

Between—

Front Street and Dennison Avenue for C. & O. Ry. passenger trains.

Front Street and Mounds.

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

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

Non-equipped trains may be operated at normal speed between Mile Post 117, east of Glen, and 1320 feet west of Mile Post 122, west of Newman.

Passenger trains Nos. 203 and 204 and freight trains CN-7, CN-8, CN-27 and CN-28 may be operated at normal speed with non-equipped engines between New Paris and Glen.

**NOTE**—Signalmen New Paris, Glen and Newman will not permit a non-equipped train to enter the blocks while occupied by another train, except by train order. Westward trains stopping at Richmond Passenger Station will report to signalman, Glen, promptly, when train has cleared Twelfth Street. Eastward non-equipped trains will secure permission from signalman, Glen, before leaving Richmond Passenger Station.

**2917. In the application of Rule 515** the Superintendent may authorize a train to move in cab signal territory by the use of Form C.T. 1400-B or the following form of message:

*C & E extra 452 West at A.*

You are authorized to operate without cab signals from A to B complying with Rule 516.

### INTERLOCKING

**3002. Emergency Signals**—Whistle or Horn, in service as follows:

Glen.  
Newman.

### SPEEDS

★3101.

### SPEED TABLE

Time per Mile		Miles per Hour	Time per Mile		Miles per Hour	Time per Mile		Miles per Hour	Time per Mile		Miles per Hour
Min.	Sec.		Min.	Sec.		Min.	Sec.		Min.	Sec.	
0	38	100	0	48	75	1	12	50	2	24	25
0	35	95	0	51	70	1	20	45	3	00	20
0	40	90	0	55	65	1	30	40	4	00	15
0	42	85	1	00	60	1	43	35	6	00	10
0	45	80	1	05	55	2	00	30	12	00	5

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

MAIN LINE	Single Track		No. 4 Track		No. 3 Track		No. 2 Track		No. 1 Track	
	Pgr.	Frt.	Pgr.	Frt.	Pgr.	Frt.	Pgr.	Frt.	Pgr.	Frt.
	Miles per Hour									
<b>BETWEEN:</b>										
Fields and Joyce Ave	15	15								
Joyce Ave. and Neilston							20	20	20	20
Columbus, High St. Interlocking Limits							10	10	10	10
Columbus, High St. Interlocking and Xenla							70	50	70	50
Xenla and Divn. Post ((Ctn. Divn.)	70	40								
Xenla and Clement, Overlook Ave.	70	50								
Clement, Overlook Ave. and Dutolt St.	30	30								
Dutolt St. and Wolf Creek							30	30	30	30
Wolf Creek and Water Station west of Wolf Creek	30	30								
Water Station west of Wolf Creek and New Paris	70	50								
High St. Interlocking and Front St.							15	15	15	15
Front St. and Olentangy			30	30	30	30	15	15	15	15
Olentangy and Roe							70	50	70	50
Roe and Garrett					30	30	70	50	70	50
Garrett and Divn. Post (Logan Divn.)							70	50	70	50
Bradford and West Bradford							70	50	70	50
West Bradford and New Paris	70	50								
New Paris and Richmond, 16th St.							70	50	70	50
Richmond, 16th St. and 12th St.							10	10	10	10
Newman and West 2nd St. west of Newman							10	10	10	10
Richmond, West 2nd St. west of Newman and Divn. Post (Ind. Divn.)							70	50	70	50
<b>Sandusky Branch</b>										
<b>Between:</b>										
Division Post and Fields							20	20	20	20
<b>Akron Branch</b>										
<b>Between:</b>										
Division Post and Joyce Ave.	30	30								
<b>Springfield Branch</b>	30	30								

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

**WRECK TRAINS**

	Boom Trailing		Boom Forward	
	Miles per Hour			
<b>Main Line</b> .....	50		40	
<b>Sandusky Branch</b> .....	20		20	
<b>Akron Branch</b> .....	30		20	
<b>Springfield Branch</b> .....	30		20	
<b>Clement-Hempstead</b> .....	20		15	
<b>Dayton-Lytle</b> .....	20		15	

**WORK TRAINS**

	Boom Trailing		Boom Forward		On Curves	
	Miles per Hour					
<b>Main Line</b> .....	30		30		20	
<b>Sandusky Branch</b> .....	20		20		20	
<b>Akron Branch</b> .....	20		20		20	
<b>Springfield Branch</b> .....	30		20		20	
<b>Clement-Hempstead</b> .....	20		15		15	
<b>Dayton-Lytle</b> .....	20		15		15	

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

**VARIOUS**

MAIN LINE		Miles per Hour
<b>Circus Trains</b> .....		30
<b>Revenue Trains handling machinery of rotary or swinging type, such as cranes, derricks, steam shovels, etc.; moving on own wheels—see Special Instructions ★3601.</b>		
—on straight track.....		30
—on curves.....		20
<b>Freight trains that consist entirely of mineral freight or have a mineral freight fillout of more than 50 cars in a solid block</b> .....		40
<b>Freight trains handling test weight cars, other than empty compartment test weight cars of the non-truck 4-wheel type</b> .....		30
<b>The movement of empty compartment test weight cars of the non-truck 4-wheel type</b> .....		25
<b>Note—When handling such trains conductors must know that enginemen have been so advised.</b>		
<b>Snow Plows in service</b> .....		25
<b>Snow Flangers in service</b> .....		20
<b>Passing station platforms and trains on adjacent tracks</b> .....		10
<b>NOTE—When operating over territory other than Main line, shown above, conform to maximum speeds for freight trains in such territory, but not exceeding the speed indicated above.</b>		
<b>Operating against current of traffic, except where Rule 261 is in effect—Passenger Trains</b> .....		50
<b>Freight Trains</b> .....		40
<b>Train consisting of 50 per cent or more P.R.R. cars of MP-54 and MBM-62 types or Long Island Rail Road cars of P-54 type</b> .....		65
<b>NOTE—For purpose of identification, P.R.R. suburban cars of MP-54 and MBM-62 types are shorter than the through service cars, and are not equipped with buffer diaphragms.</b>		
<b>Long Island Rail Road suburban cars of P-54 type are shorter than the through service cars, but are equipped with buffer diaphragms and may be identified by means of the description on board located in toilet.</b>		
<b>When handling such cars, conductors must know that enginemen have been properly advised.</b>		



MAIN LINE		Miles per Hour
Passenger train assisted by an engine on rear and air brake controlled by leading engine.....		30
Pushing Cars—Passenger Trains.....		30
—Freight Trains.....		20
Track Cars—unless otherwise restricted.....		20
—when hauling track cars or trailers.....		10
—hand cars operated under Rule 80.....		8
—through crossovers and turnouts, and over highway and railroad crossings.....		5
<b>3103. MAXIMUM SPEEDS, UNLESS OTHERWISE SPECIFIED TURNOUTS</b>		
ENTIRE DIVISION		
Spring Switches		
Spring Switch Location	Movement Involving Spring Switch	Miles per Hour
Hagenbaugh—east end eastward siding	Trailing—From siding.....	15
	Facing—Moving to siding.....	15
Garrett	Trailing—From siding.....	15
	Facing—Moving to No. 3 track..	15
Non-Interlocked turnouts—diverging movements, except Class HH1, I, J, K, M, Q, S and T engines through No. 8 crossovers and turnouts.....		15
		Miles per Hour
		Forward
		Backward
Class HH1, I, J, K, M, Q, S and T engines through No. 8 crossovers or turnouts must not exceed speeds indicated:		10
This will apply at the following locations:		
NEWMAN—Facing interlocked crossover between No. 1 and No. 2 tracks 110 feet east of Newman Interlocking Station.		
ENTIRE DIVISION—All hand operated crossovers and turnouts, except facing crossover leading from No. 1 Main track to northward siding at Fields.		
<b>3104. MAXIMUM SPEEDS, UNLESS OTHERWISE SPECIFIED CURVES, BRIDGES, ETC.</b>		
MAIN LINE		Miles per Hour
Joyce Avenue—On main track over crossing between Grogan and Pennor Yard.....		20
—On yard tracks over crossing between Grogan and Pennor Yard.....		15
—No. 2 track over switch to N. & W. Running Track.....		15
Columbus—Over all street grade crossings.....		8
—Between Water Street grade crossing and west end of first curve west of Scioto River Bridge.....		25

MAIN LINE		Miles per Hour
London—Within corporate limits.....		35
South Charleston—Curve west of Mile Post 36.....		50
Xenia—East end Xenia Yard—Curve west of Mile Post 53, No. 1 track.....		60
—First curve west of Station.....		25
—Curves between Mile Post 1 and Mile Post 2..		50
—On connection track to Springfield Branch, K engines running forward.....		5
—Over other street grade crossings on single track.....		25
Dayton—Over May, Dutoit and Germantown Streets..		15
Trotwood—Within corporate limits.....		50
Brookville—Within corporate limits.....		35
West Sonora—Curve 2.0 miles west of.....		65
West Manchester—Within corporate limits.....		35
Brinley—First curve east of Mile Post 49.....		65
Olentangy—Within Interlocking limits.....		30
Columbus—Between Mile Posts 1 and 3 (Grandview)..		30
Marble Cliff—Curves between Grandview Avenue and Scioto River Bridge.....		40
—Curve between Scioto River Bridge and Mile Post 5.....		60
Milford Centre—Curve west of Railroad Crossing.....		60
First curve east of Mile Post 40, east of Hagenbaugh, No. 1 track.....		60
First curve west of Mile Post 43, west of Hagenbaugh, No. 2 track.....		60
Curves between Mile Posts 43 and 45, west of Hagenbaugh, No. 1 track.....		60
Urbana—Over street grade crossings.....		25
Curves between Mile Posts 52 and 55, west of Westville, No. 2 track.....		60
Garrett—No. 2 track, first curve east of.....		60
St. Paris—West of—Curves between Mile Post 60 and Mile Post 62, No. 1 track.....		60
Bradford—Curves between Interlocking Station and Miami Ave.....		25
—Over street grade crossings.....		20
Curve between Mile Posts 90 and 91, west of Gettysburg.....		60
Greenville—First curve west of Mile Post 94.....		25
—Mile Post 95 to Signal 955.....		45
Hewitt—Curve between Interlocking and Mile Post 103.....		35
New Madison—First curve west of Mile Post 107.....		60
New Paris—First curve west of Mile Post 114.....		55
Glen—First curve west of Mile Post 116.....		60
—Within interlocking limits.....		40
Richmond—First curve east of 19th Street.....		60
—On Passenger Station tracks.....		5
—West of—Curves east and west of Bridge 119.86.....		10
East Haven—Curve west of Mile Post 122, Track No. 2		65
<b>Akron Branch:</b>		
Windsor Avenue, north of Joyce Avenue.....		15
<b>Springfield Branch:</b>		
Xenia—Passenger Station.....		15
—Through Detroit Street.....		8
Bridge 0.13—0.13 mile east of Xenia.....		10
Bridge 3.14—3.14 miles east of Xenia.....		20
Bridge 6.37—6.37 miles east of Xenia.....		20
Yellow Springs—Between ½ mile west and ½ mile east		20
Bridge 10.29—0.29 mile east of Yellow Springs.....		10
Springfield—Over Limestone Street, Fountain Avenue and Center Street.....		6
—Over all other street grade crossings.....		20

**3105. MAXIMUM SPEEDS, UNLESS OTHERWISE RESTRICTED ENGINES**

Class Steam Engines	Miles per Hour		
	Backward	Forward—Light	Forward—with train
A.....	15	15	15
B.....	20	20	20
C.....	20	20	20
CC2.....	20	20	20
D.....	25	50	70
E.....	25	50	70
G.....	35	50	70
H.....	35	40	50
HH1.....	20	20	20
I.....	25	40	50
J.....	25	40	50
K.....	35	50	70
L.....	25	40	50
M.....	35	50	60
N.....	25	40	50
Q.....	25	40	50
S1.....	35	50	70
S2.....	10	50	70
T.....	25	50	70
Note: Rail Motor Cars...	60	60	60

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

NOTE: Second letter of class of Diesel indicates service assigned as follows:

S—Switching.  
F—Freight.  
P—Passenger.

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

Track	Between	And	Miles per Hour
No. 1 and No. 2.....	Fourth Street.	High Street...	15
No. 3 and No. 4.....	Glen.....	Newman.....	15
Clement-Hempstead..	Clement.....	Hempstead...	20
Dayton-Lytle.....	Dayton.....	Lytle.....	20
All sidings.....	Mounds.....	Thorne.....	15
All sidings.....	High Street...	Greene.....	15
All sidings.....	Xenia.....	New Paris....	15

\*3107. Movements on tracks other than main, secondary and sidings, must be made at restricted speed.

**ENGINE RESTRICTIONS**
**3108. ENGINES ARE RESTRICTED AT LOCATIONS SHOWN BELOW:**

NOTE—Letters and figures indicate:

X—Prohibited.  
A—Backward movement prohibited.  
H—Prohibited beyond tunnel.  
J—Prohibited beyond tipple.  
M—Prohibited beyond markers.  
R—Restricted account of light rail.  
T—All classes of engines prohibited on trestle.  
W—Engines other than Class H, turning on wye, must enter west leg of wye from west end.  
Figures 5, 10, 15, etc., indicate maximum speed at which engines specified may be operated.

LOCATION	CLASS OF ENGINES													Engines with Tender Capacity of Over 15,000 Gallons
	C1	CC2	E, G, K	H6, H8, H10	HH1	I	J1, Q1, Q2	L	M	N2	S1, S2	T	BP1	
<b>Main Line</b>														
<b>COLUMBUS:</b>														
FIELDS:														
Through facing crossover leading from No. 1 Main Track to Northward Siding.....														
GROGAN:														
Fairgrounds.....														
Federal Chemical.....														
Farmer's Fertilizer.....														
American Zinc Oxide.....														
Industrial Tracks south of 11th Ave.....														
City Ice & Fuel Co.....														
Columbus Auto Parts Co.....														
Connection to N. & W. Ry. at Joyce Ave. (N. & W.).....														
UPPER CHASE AVE. YARD:														
East End Tracks 4 to 10 incl.....														
YARD A:														
Dispatching Tracks 20 to 28, both inclusive, west of Taylor Ave. Viaduct.....														
Smith Agricultural Chemical.														
King Coal Co.....														
Kats Rag Co.....														
Anderson Sand & Gravel.														
Columbus Terminal Warehouse.....														
Yard "A" Hump.....														
20TH STREET SHOP:														
Lumber Tracks.....														
Store Room Track, north of Enginehouse.....														
Inspection Pit, west of Boiler Shop.....														
Fence Track leading to Lumber Yard.....														
Power House Ash Pit Tracks.														
No. 5½ Track, north of Tank Shop.....														
Paint Shop.....														
West end of Erection Shop.....														
Freight Repair Yard.....														
Yard "B" Hump.....														
YARD C:														
All Tracks west of crossover just east of Yard Office.....														
MIAMI YARD:														
Produce Yard, all Tracks South Ladder.....														
Produce Yard, No. 2 Track.....														
Produce Yard, No. 4 Track.....														
Miami Yard, Tracks Nos. 1 and 8.....														
UNION DEPOT:														
Track No. 5.....														
Track No. 7.....														
Track No. 8.....														

LOCATION	CLASS OF ENGINES													Engines with Tender Capacity of Over 15,000 Gallons
	C1	CC2	E, G, K	H6, H8, H10	HH1	J1, Q1, Q2	L	M	N2	SI, S2	T	BP1	AP3, BP3, EP3	
<b>COLUMBUS:</b>														
<b>HIGH STREET—</b>														
<b>OLENTANGY:</b>														
Spruce Street Coach Yard No. 37 Track	X			X	X	X	X	X	X	X	X			X
Spruce St. Enginehouse, Outbound Tracks Nos. 1 and 2 and Inbound Track No. 1.	X	X	X	X	X	X	X	X	X	X	X	X	X	X
Stone Track	X	X	X	X	X	X	X	X	X	X	X	X	X	X
Neil Track	X	X	X	X	X	X	X	X	X	X	X	X	X	X
<b>GRANDVIEW—</b>														
<b>MARBLE CLIFF:</b>														
Hump														
Filtration Track	H	H	H	H	H	H	H	H	H	H	H	H	H	H
American Aggregate Co.														
Cols. & Sou. Ohio Electric Co.														
Northwest Blvd. Tracks and Connection thereto	J	J	J	J	J	J	J	J	J	J	J	J	J	J
Marble Cliff Quarries Plant X (incl. conn. west of 5th Ave.)	20	20	45	45	20	40	30	45	45	45	40	60	70	50
Bridge 4.17, Marble Cliff	M	M	M	M	M	M	M	M	M	M	M	M	M	M
Marble Cliff Quarries Plant B														
<b>HIGH STREET—</b>														
<b>MIAMI CROSSING:</b>														
Main Track, between High St. and Water St.—When adjacent track is occupied					X	A 5	A 6	A 5	A 6	A 5	A 6	A 5	A 6	A 5
When adjacent track is clear of other movements						A 5	A 6	A 5	A 6	A 5	A 6	A 5	A 6	A 5
American Vitrified Products Co.	X	X	X	X	X	X	X	X	X	X	X	X	X	X
Ludlow Street Track, North and South	X	X	X	X	X	X	X	X	X	X	X	X	X	X
Bridge 0.40, Spring St.	20	10	70	50	10	40	30	50	60	50	70	70	50	X
Fairmont Creamery Co.	X	X	X	X	X	X	X	X	X	X	X	X	X	X
Columbus Bolt Works	X	X	X	X	X	X	X	X	X	X	X	X	X	X
Bridge 0.49, Over Scioto River	20	20	70	50	20	50	45	50	60	50	60	65	70	50
N. Y. C. Transfer Tracks, Scioto	X	X	X	X	X	X	X	X	X	X	X	X	X	X
C. & O. Transfer Track, Scioto	X	X	X	X	X	X	X	X	X	X	X	X	X	X
Franklin Brewery	X	X	X	X	X	X	X	X	X	X	X	X	X	X
Auburn Track, east end	X	X	X	X	X	X	X	X	X	X	X	X	X	X
Borger Track	X	X	X	X	X	X	X	X	X	X	X	X	X	X
Giesey Track	X	X	X	X	X	X	X	X	X	X	X	X	X	X
Sandusky St. Team Track	X	X	X	X	X	X	X	X	X	X	X	X	X	X
Imbeille Asylum	X	X	X	X	X	X	X	X	X	X	X	X	X	X
State Hospital	X	X	X	X	X	X	X	X	X	X	X	X	X	X
<b>MIAMI CROSSING:</b>														
Hague Track	R	R	R		R	R	R	R	R	R	R	R	R	R
Between Miami Crossing and New Paris via Dayton	X			X										
<b>WEST JEFFERSON:</b>														
Canning Track	X	X	X		X	X	X	X	X	X	X	X	X	X
Elevator Track	M	M	M		M	M	M	M	M	M	M	M	M	M
<b>GLADE RUN:</b>														
Eastward Storage Track (cap.—105 cars)	M	M		M	M	M	M	M	M	M	M	M	M	M
<b>LONDON:</b>														
London Canning Co.	X	X	X		X	X	X	X	X	X	X	X	X	X
Armstrong Metal Pro. Co.	X	X	X		X	X	X	X	X	X	X	X	X	X
Speasmaker Co.	X	X	X		X	X	X	X	X	X	X	X	X	X
Elevator Track	X	X	X		X	X	X	X	X	X	X	X	X	X
London Light & Power Co.	X	X	X		X	X	X	X	X	X	X	X	X	X
Shell Oil Co.	X	X	X		X	X	X	X	X	X	X	X	X	X
<b>BRIDGE 25.46:</b>														
0.46 m. west of London—No. 2 Track	20	20	70	50	20	50	50	60	50	70	70	70	50	
<b>FLORENCE:</b>														
Elevator Track	M	M		M	M	M	M	M	M	M	M	M	M	M
<b>SOUTH CHARLESTON:</b>														
North Transfer, east of Repair Track	X	X	X		X	X	X	X	X	X	X	X	X	X
<b>CEDARVILLE:</b>														
House Track at Main St.	M	M		M	M	M	M	M	M	M	M	M	M	M
Paper Mill	X	X		X	X	X	X	X	X	X	X	X	X	X
Quarry Track	X	X		X	X	X	X	X	X	X	X	X	X	X
Shell Oil Co.	X	X		X	X	X	X	X	X	X	X	X	X	X

LOCATION	CLASS OF ENGINES													Engines with Tender Capacity of Over 15,000 Gallons
	C1	CC2	E, G, K	H6, H8, H10	HH1	J1, Q1, Q2	L	M	N2	SI, S2	T	BP1	AP3, BP3, EP3	
<b>WILBERFORCE:</b>														
University Track	R	R	R		R	R	R	R	R	R	R	R	R	R
Eastward Storage (cap.—112 cars)	M	M		M	M	M	M	M	M	M	M	M	M	M
<b>XENIA:</b>														
Hooven & Allison Co.														
Standard Oil Co.	X	X	X		X	X	X	X	X	X	X	X	X	X
Repair Track	X	X		X	X	X	X	X	X	X	X	X	X	X
Coal Parking Tracks														
Independent Paper Co.														
Smith Coal Co.	T	T		T	T	T	T	T	T	T	T	T	T	T
Wilson Engineering Co.	W	W		W	W	W	W	W	W	W	W	W	W	W
Wye Track														
Pelham Track														
Easy Track	X	X	X		X	X	X	X	X	X	X	X	X	X
McNamee Coal Co.														
Connection from Dayton Main to Springfield Branch	X	X	A		X	X	X	X	X	X	X	X	X	X
Coal Wharf	X	X	X		X	X	X	X	X	X	X	X	X	X
Lead from Dayton Main to Enginehouse	X	X	X		X	X	X	X	X	X	X	X	X	X
Lead from Springfield Branch to Enginehouse											X	X	X	X
R. A. Kelley Co.	X	X	X		X	X	X	X	X	X	X	X	X	X
Farmers' Exchange	X	X	X		X	X	X	X	X	X	X	X	X	X
Mill Track (Trebins)	X	X	X		X	X	X	X	X	X	X	X	X	X
<b>BRIDGE 4.62:</b>														
1.18 m. east of Alpha	20	20	70	50	20	50	50	60	50	70	70	70	50	
<b>BRIDGE 10.23:</b>														
2.1 m. east of Clement	20	20	70	50	20	50	50	60	50	60	70	70	50	
<b>BRIDGE 13.75:</b>														
0.9 m. east of Dutoit Street	20	20	30	30	20	30	30	30	30	30	30	30	30	
<b>CLEMENT:</b>														
Clement Yd., East End Ladder					X	X		X	X					X
Hempstead Track, Connection to Clement Yd.					X	X		X	X					X
<b>DAYTON:</b>														
P. L. Andrews Track														
Kunts-Johnson Lbr. Co.	X	X		X	X	X	X	X	X	X	X	X	X	X
C. D. Elliott Co.	X	X		X	X	X	X	X	X	X	X	X	X	X
A B C Coal Co.														
Brown Brookmeyer														
Superior Coal Co.														
Advance Foundry Co.	X	X	X		X	X	X	X	X	X	X	X	X	X
East Spice Mill														
West Spice Mill														
Master Electric Co.														
Huffman Mfg. Co.														
Fenton Foundry	X	X		X	X	X	X	X	X	X	X	X	X	X
Master Coal & Coke														
Dayton Scale														
Sterling Fuel Co.														
No. 39 Track, Master Electric														
Hewitt Bros. Co.	X	X	X		X	X	X	X	X	X	X	X	X	X
Atlas Coal Co.	X	X	X		X	X	X	X	X	X	X	X	X	X
Regal Coal Co.														
National Biscuit														
Thompson Fuel Co.														
Frederick & Hager Co.														
Virginia Coal & Coke Co.	X	X		X	X	X	X	X	X	X	X	X	X	X
Geo. Behm & Son Co.														
May & Co.														
Team Tracks, Wayne Ave.														X
Union Storage Co.														
Industrial Chemical Co.														
Burkett Closed Body Co.	X	X	X		X	X	X	X	X	X	X	X	X	X
Rike-Kumler Co.														
Cherokee Coal & Iron Co.														
Dicks-Pontias Co.														
Lebanon Track Connection to D. U. Ry.	X	X		X	X	X	X	X	X	X	X	X	X	X
Pennsylvania Coal & Iron at Dale Ave.	X	X	X		X	X	X	X	X	X	X	X	X	X
All other Industrial Tracks between Dayton Union Ry. and Water Station, Wolf Creek	X	X		X	X	X	X	X	X	X	X	X	X	X
<b>BRIDGE 19.38:</b>														
1.56 m. west of Wolf Creek	20	20	70	50	20	50	60	50	60	50	60	70	50	



LOCATION	CLASS OF ENGINES													Engines with Tender Capacity of Over 15,000 Gallons		
	C1	CC2	E, G, K	H8, H8, H10	HH1	I	J1, Q1, Q2	L	M	N2	S1, S2	T	BP1		AP3, BP3, EP3	EF4, FF3
<b>DUBLIN:</b> Stock Pen Track.....	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
<b>STRAUGHN:</b> Canning Factory.....	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
<b>LEWISVILLE:</b> Elevator Track.....	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
<b>DUNREITH:</b> Freight House Track, beyond 600 feet of deraill.....	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
Elevator Track.....	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
<b>KNIGHTSTOWN:</b> House Track.....	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
Cook Coal Company.....	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
<b>CHARLOTTEVILLE:</b> Elevator Track, beyond road crossing.....	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
<b>GREENFIELD:</b> Virginia Sweet Foods.....																
News Mill.....																
Conklin Lbr. Co., No. side.....																
Stock Pen.....																
New Yard Track.....																
Black and Gordon.....	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
Oil Track.....																
Conklin Lbr. Co., So. side.....																
Farm Bureau.....																
Greenfield Ice and Fuel.....																
Broadway Lbr. Co.....																
<b>GEM:</b> Elevator Track.....						X	X	X	X	X	X	X	X	X	X	X
<b>CUMBERLAND:</b> Onion Track.....						X	X	X	X	X	X	X	X	X	X	X
<b>Springfield Branch</b>																
<b>BRIDGE 0.13:</b> 0.13 m. east of Xenia.....	X	X	10	10	X	X	X	10	X	10	X	X	10	10	10	X
<b>BRIDGE 0.23:</b> 0.23 m. east of Xenia.....	X	X	30	30	X	X	X	30	X	30	X	X	30	30	30	X
<b>BRIDGE 3.14:</b> 3.14 m. east of Xenia.....	X	X	10	20	X	X	X	10	X	5	X	X	20	20	20	X
<b>BRIDGE 6.37:</b> 6.37 m. east of Xenia.....	X	X	20	20	X	X	X	20	X	15	X	X	20	20	20	X
<b>YELLOW SPRINGS:</b> Coal Tipple.....	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
Mill Track.....	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
H. L. Hackett Company.....	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
Dewline Milling Company.....	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
<b>BRIDGE 10.29:</b> 0.29 m. east of Yellow Springs.	X	X	10	10	X	X	X	10	X	10	X	X	10	10	10	X
<b>SPRINGFIELD:</b> Intag Track.....																
Wagner Pole Track.....																
Wagner Track.....	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
Fulmer Track.....	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
Carson Track.....	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
All other Industrial Tracks.....	X	X	M	M	X	X	X	X	X	X	X	X	M	M	X	X
Allen Tool Co.....	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
Pure Oil Co.....	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
Mills Coal Co.....	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
McKenzie Lumber Co.....	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
Hackett Track.....	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
Shuey Track.....	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
Tuttle Elevator Track.....	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
<b>CLEMENT-HEMPSTEAD:</b> Secondary Track.....	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
<b>DAYTON-LYTLE:</b> Secondary Track.....	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X

## OTHER EQUIPMENT RESTRICTIONS

## Steam Suburban Cars

★ 3116. The following classes of passenger cars must not be hauled between heavier steel cars or between heavier steel cars and the engine:

Coaches	Combined Passenger and Baggage	Passenger—Baggage and Mail
P-54 MP-54 MP-54c	PB-54 MPB-54 MPB-54b MPB-54c	MPBM-54 MBM-62

NOTE—For purpose of identification, P. R. R. suburban cars of MP-54, MBM-62 types are shorter than the through service cars, and are not equipped with buffer diaphragms.

Long Island Rail Road suburban cars of P-54 type are shorter than the through service cars, but are equipped with buffer diaphragms and may be identified by means of the description on board located in toilet.

Reading Company passenger cars, all types, are subject to the same restrictions as provided for P. R. R. MP-54 types.

## Cabin Cars in Passenger Train

★ 3117. Cabin cars, other than all-steel construction equipped with four-wheel trucks, must not be moved in passenger, mail, express or Main trains.

## Cars Utilizing Compressed Inflammable Gas

★ 3118. Cars utilizing acetylene, butane, propane or other compressed inflammable gas for cooking, lighting, or other purposes, must not be accepted for movement unless the pintsch or acetylene gases have been drained from the permanent containers on cars so equipped, or unless the portable containers with other types of gases have been removed.

## Cars Seventy Feet Or More in Length

★ 3119. Cars having a stenciled length of load space of seventy feet or more, or passenger-carrying cars of P70 car length or greater, must not be coupled to cabin cars of the 2-axle type nor to cabin cars having 4-wheel trucks if the latter have couplers of the riveted yoke type.

## Passenger—Mail—Express—Main Trains

★ 3120. The following restrictions must be observed with reference to physical condition of foreign railroad cars received for movement over our lines:

(a) Passenger equipment cars of all-wood construction must not be operated in passenger, mail, express or Main trains nor accepted from foreign railroads for movement in such trains.

(b) Cars having steel underframe with wood superstructure or having steel underframe with composite superstructure and wood sheathing must not be used for transporting passengers.

(c) Baggage or kitchen cars with steel underframe and wood superstructure assigned in Main movement, may be moved in Main trains or exclusive express trains to any point on line except when required to operate through East and North River Tunnels, New York Division.

(d) Passenger refrigerator cars with steel underframe and wood or composite superstructure, without lights or heating stoves, will be accepted for movement through East and North River Tunnels, New York Division.

(e) Passenger equipment cars with trucks having wood side and end members, with or without plates bolted thereto, must not be operated in passenger, mail, express or Main trains nor accepted from foreign railroads for movement in such trains.

(f) Cars with cast iron wheels must not be operated in passenger trains. Mail, express or Main trains having such cars must be operated at freight train speed.

Cars offered for movement in violation of clearances or any of these physical restrictions must not be accepted for movement over our lines.

#### Passenger Car Buffer Plates

★ 3121. Passenger train cars having continuous buffer plates must not be coupled to freight cars having coupler release levers with a center projecting arm.

#### Folding Steps

★ 3122. Folding steps which operate in conjunction with vestibule trap doors on passenger cars are not within the established clearance limits, unless in fully closed position or fully open position. Vestibule traps of cars equipped with folding steps must not be opened or closed while cars are in motion.

#### Dead Or Disabled Engines

★ 3123. Dead engines of a design having two or three pairs of drivers and no trucks, may be moved only at speeds not exceeding 20 miles per hour. Dead engines of a design having four pairs of drivers and no trucks shall be restricted to speeds not exceeding 25 miles per hour.

Two or more such dead engines in the same train shall be separated by one or more cars.

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

Class of Engines	Miles per Hour
C1 HH1 I1s I1sa J1 J1a N1s N2sa All others.....	8       15

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

When it is necessary to move a light engine with any main or side rods disconnected, from a terminal to another point, the Master Mechanic or Road Foreman of Engines will notify the Superintendent the speed permitted before the engine is dispatched and the latter will then issue the necessary instructions.

When necessary to tow a diesel engine designed for road service, the reverser drum must be locked in neutral position. All isolation switches must be placed in "start" position. If necessary to keep power units idling, the fuel pumps and control switches must be in closed position.

The following instructions for shipment of Diesel engines dead in trains are intended to cover several types of Diesel engines and may not apply in every detail to all such engines.

1. The reversing lever on the master controller stand must be moved to the "Off" position and the handle locked in position or removed. Reversers shall be centered and locked in position. Isolation switches shall be placed in "Start" position. Motor cut out switches and battery switch shall be opened. The high capacity starting fuse shall be removed. The transition lever must be moved to the "Off" position before the control push button is pulled out.

2. On all "A" units:

(a) Place the dead engine cock on the control valve in "Dead" position.

(b) Close double heading cock (Handle vertical).

(c) Place Independent Brake Valve handle in "Release" position and remove handle.

(d) Place Automatic Brake Valve handle in "Running" position and remove handle.

(e) When so equipped, the safety control cock on brake valve must be in "OUT" position (Handle up).

(f) Place the Rotair Valve handle on "Pass" position on all leading units, and on all trailing units place the handle in "Lap" or "Pass Lap" position.

(g) The safety valve on Control Valve must be set to limit brake cylinder pressure to 30 pounds.

(h) The brake pipe branch pipe cut-out cock must be open.

(i) The Shifter Lever on Brake Valve must be in "AU" position.

3. On all "B" units:

(a) Place the dead engine cock on Control Valve in "Dead" position.

(b) When so equipped, the controlled emergency cock on Control Valve must be placed in Passenger, "P" position.

(c) The cut-out cock to NS-1 Reducing Valve must be closed.

(d) Either remove or secure the Hostler's brake valve handle in "Release" position.

(e) Open cut-out cock in the Independent Application and Release pipe under Hostler's brake valve.

(f) The brake pipe branch pipe cut-out cock must be open.

(g) The safety valve on Control Valve must be set to limit brake cylinder pressure to 30 pounds.

(h) If "B" unit is not part of a locomotive and hauled singly, remove the pipe plugs from the dual connections and open the cut-out cocks of the "Independent Application and Release," "Actuating" and "Straight Air" pipes at one end of unit to assure an atmospheric vent for these pipes.

4. Make certain all cocks are open on connecting hoses between all units on dead engines.

5. Brake cylinder piston travel must not be increased as this would result in rough handling of dead engines.

6. Water must be drained from the cooling and the heating systems when danger of freezing exists.

7. Place engine as far away from engine hauling train as is feasible, preferably next to the cabin. A new engine must not be moved at a speed greater than 25 miles per hour for at least the first 150 miles, after which speed may be increased as conditions justify. Cover exhaust stacks and close louvers to exclude dirt and water.

#### Roller Bearing Equipment

★ 3124. Engines and cars equipped with roller bearing journals must not be operated through water, except in emergency when authorized by the Superintendent and then, only as specified below:

(a) Steam and electric engines and cars, other than MU cars and rail motor cars, may be run through water when its depth does not exceed 7 inches (measured from top of rail) at a speed not exceeding 2 miles per hour.

(b) MU cars, rail motor cars and diesel engines may be run through water when its depth does not exceed 2 inches (measured from top of rail), at a speed not exceeding 2 miles per hour.

### USE OF TELEPHONES

★ **3501.** Employes using telephones in connection with train movements must satisfy themselves that they are in communication with the proper persons and must not consider conversation finished until the persons taking part are assured that they have heard all of the conversation and that it is understood.

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

If telephones fail, trainmen will use any means of communication to avoid delay.

When used for block operations, transmitting train orders or making any arrangement pertaining to the movement of their trains, the conductor, engineman or driver must personally receive all orders on the telephone and make all verbal arrangements pertaining to the movement of his train, but neither is relieved of any responsibility as prescribed by Rule 106.

Verbal arrangements and instructions in regard to trains being clear of, or desiring to occupy certain tracks, etc., must be repeated by the person receiving the information.

**3502.** Train and engine service employes using telephone in connection with the movement of their train will identify themselves to the signalman by giving their name, occupation, identification and location of train involved. Operators and signalmen, when answering telephone will identify themselves by name and station.

**3503.** Trains doing work on sidings or to be met or passed by another train or trains must place a man within hearing distance of the telephone bell in order that instructions may be given if desired.

Employes authorized to use telephones, will see that shelter boxes are properly closed after using them.

**3504.** Enginemen, Conductors and Drivers of track cars required to copy train orders at block-limit stations or other outlying points will preserve such copies, endorse on the face of them their name and occupation, and turn them in with their time cards at end of trip or day. The Yard Master, Crew Dispatcher or other person receiving these orders will forward them daily to Division Operator, Columbus Division, Union Station, Columbus, Ohio.

Conductors and Enginemen of other Divisions will endorse their copies of Train Orders as above and send them to Division Operator, Columbus Division, Union Station, Columbus, Ohio.

### GENERAL INSTRUCTIONS

#### Machinery Of Rotary Or Swinging Type

★ **3601.** Machinery of rotary or swinging type such as cranes, derricks, steam shovels, etc., whether loaded on cars or moving on own wheels, must not be moved in revenue trains unless form CT-310 covering the specific movement is attached, one to each side of car on which it is loaded or one to each side of the machine when moving on own wheels, and form CT-310-A is attached to the billing.

When such shipments are set off for repairs that may affect the requirements of the A.A.R. Loading Rules, they must not again be moved except upon authority of the Superintendent, and not until proper inspection has been made and billing endorsed by agent or yardmaster "Re-inspected at..... and loaded as per A.A.R. Loading Rules." Conductors when setting off such shipments for repairs must notify the proper officer that it is rotary type machinery.

In all movements of such rotary or swinging type machinery on own wheels in revenue trains the boom end must trail, except that when necessary the Superintendent may authorize movement with boom end forward, in which event the authority will include any additional speed restrictions that may be required.

When cranes are shipped on their own wheels, all coal must be removed from the coal bunkers, and all water removed from the boilers and reservoirs. When boom is detached the light end of crane should trail. Where trucks are secured to body with keyed or nutted center pin, key or nut should be removed from pin on trailing end. All locking pins and hold-downs must be in secured position.

When pivoted machinery, equipped with swinging booms of which a part may swing or extend outward, is moved from one service point to another in work trains, boom anchors and cables must be in place and locking devices fastened. When such equipment is moved during the progress of work on or about main tracks, stops must be in use to prevent fouling adjacent tracks, and crane operator must be in cab.

Boom must be securely anchored, with center lock in place, and crane operator must be in cab while train movements are being made on adjacent tracks.

#### Heavy Machinery Over Tracks At Grade Crossing

★ **3602.** To provide against possible accident to railroad property, and insure the safe passage of heavy machinery or implements at grade crossings, special provision should be made to protect such movement over the tracks.

Agents and foremen should keep closely in touch with such matters and give the Supervisor of Track advance information to enable him to make proper arrangements with the owners or those in charge of the equipment to insure full protection is afforded while tracks are to be crossed.

**3605.** Trainmen must not pass over container cars while cars are in motion.

**3606.** A sufficient number of hand brakes must be applied on cars or cuts of cars left standing on any track to make them secure. When necessary and practicable, car wheels must be blocked.

### Overhead Clearance

★ 3610. Employees are warned of close overhead clearance at the following locations and must not go on top of box cars, engines or other high equipment while movements are being made under these bridges or structures, except at locations marked thus (\*) where it will be permissible when engaged in classification or switching when extreme care must be exercised to avoid possibility of personal injury.

Structure	Location
	<b>MAIN LINE (and Yard Tracks)</b> Columbus:
*Highway Bridge 2.43..	Taylor Avenue.
*Highway Bridge 1.52..	St. Clair Avenue (West of Joyce Ave.)
*Highway Bridge 1.40..	St. Clair Avenue.
*Highway Bridge 1.00..	Cleveland Avenue (West of Joyce Ave.)
*Highway Bridge 0.88..	Cleveland Avenue.
*Highway Bridge 0.84..	N. & W. Freight House Lead.
*Concourse and Umbrella Sheds.....	Union Depot Station Tracks.
*Driveway over Sec- ondary Tracks.....	Union Depot.
Highway Bridge 0.01..	High Street.
Highway Bridge 0.08..	Front Street (East of Dennison Ave.)
Highway Bridge 0.05..	Maple Street (East of Water Street).
Highway Bridge 0.10..	Naghten Street (East of Water Street).
Highway Bridge 0.15..	Front Street (East of Water Street).
Highway Bridge 12.54..	East of West Jefferson.
Highway Bridge 51.59..	West of Wilberforce.
Highway Bridge 54.25..	Monroe Street, Xenia.
Westward Home Signal.	Greene, just west of Passenger Station.
Trolley Wires.....	Dayton: East 5th Street. West 5th Street. West 3rd Street. Brown Street. All Industrial Tracks Entering Buildings.
Highway Bridge 35.37..	East of West Sonora.
Highway Bridge 36.97..	Main Street, West Sonora.
Highway Bridge 34.19..	West of Woodstock.
Highway Bridge 36.25..	West of Brush Lake.
Highway Bridge 36.88..	East of Cable.
Highway Bridge 46.39..	Urbana.
Highway Bridge 53.07..	West of Westville.
Signal Bridge 569-570..	Garrett.
Signal Bridge 613-614..	East of Conover.
Signal Bridge 661-662..	Fletcher.
Signal Bridge 692-693..	East of Piqua Crossing.
Signal Bridge 708.....	East of Piqua Crossing.
Highway Bridge 118.84.	19th Street, Richmond.
	<b>Springfield Branch:</b>
Highway Bridge 18.69..	Springfield.
Highway Bridge 18.81..	Springfield.
Highway Bridge 18.91..	Springfield.

\*Coal Wharves and Sand Houses at St. Clair, Spruce Street, Xenia and Richmond Enginehouses and Bradford Coal Docks.

### Spectacles With Colored Glass

★ 3615. The use of spectacles with colored glass by employees whose duties require them to distinguish the position or color of signals is prohibited.

### Observation Of Train For Defects

3620. Referring to Rule 77, a train must be stopped when it is observed with any of the following defects or other indications of conditions endangering the train:

Hot Journal  
Sliding Wheels  
Broken Wheels  
Defective Trucks  
Dragging Brake Connection  
Lading Shifted Over Side Or End Of Car  
Swinging Car Door

### Hog Drenchers

3622. From May 1st to October 1st, whenever the temperature reaches 70 degrees above zero or over, cars loaded with hogs must be sprayed or drenched enroute. Care must be exercised that water is not sprayed on hogs.

Drenchers are located as follows:

Bradford.  
Yard A, Columbus.

Notation must be made on billing showing points and time at which hogs were drenched.

### Delay Involving Equipment—Freight Trains

3623. When freight trains are delayed by reason of broken couplers, draft rigging or end of a car pulling out, air hose bursting, defective train lines, undesired quick action of air, hot boxes, train parting or other defects, conductors will be careful to give the following information in a report to be sent to Superintendent from first telegraph or telephone office from which the report can be sent, without serious delay to the train:

1. Date of accident.
2. Train number.
3. Direction train was moving.
4. Place where accident occurred.
5. Engine number and whether pulling or pushing train.
6. Number of loaded and number of empty cars in train.
7. Whether train was stopping or starting.
8. Initials and number of car, kind of car, end of car damaged, whether loaded or empty.
9. Location of car in train.
10. Disposition made of car.
11. If loaded give lading, tonnage, consignor, consignee and destination.

### PERSONAL INJURIES

★ 3701. Emergency calls for surgeons will have preference over other business, except train orders and power emergency calls.

Employees injured on company property or while on company business, will be treated by the nearest physician named in the following, without cost. If hospital attention is necessary, they should be sent, if practicable, to one of the hospitals named in the following.

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



3702. Medical Examiners and Company Surgeons		
Location	Name and Address	Telephone Number
Columbus.....	Dr. Irvin Black, Office, 20th St. Shop..... Daily except Saturday and Sunday—8:30 A. M. to 5:00 P. M. Saturday— 8:30 A. M. to 12:00 Noon. Emergency calls outside of these hours taken care of by arrangement through Crew Dispatchers. Residence, 1639 Summit St.....	{MA. 1121 Ext. 317       WA. 3082
Xenia.....	Dr. Irvin Black, Office in Freight Station..... First and Third Thursday— 10:45 A. M. to 2:15 P. M.	No phone
Dayton.....	Dr. Irvin Black, Office in Dayton Union Depot... First and Third Thursday 3:00 P. M. to 4:00 P. M.	No phone
Richmond.....	Dr. M. A. Barbour, Office, Passenger Station..... Tuesday— 8:00 A. M. to 12:01 P. M. 1:30 P. M. to 4:00 P. M.	No phone
Indianapolis....	Dr. M. A. Barbour, Office, 764 S. Emerson Ave..... Monday— 12:00 Noon to 4:30 P. M. Tuesday, Wednesday and Thursday— 8:30 A. M. to 12:00 Noon 1:30 P. M. to 4:30 P. M.	RI. 9331
Columbus.....	Dr. George J. Heer, Office, 475 E. Town St..... Residence, 475 E. Town St.....	MA. 7805 GA. 5505
	Dr. R. B. Samson, Office, 475 E. Town St..... Residence, 1635 E. Columbus St.	MA. 7805 EV. 4476
	Dr. C. D. Hoy, Office, 9 Buttles Ave..... Residence, 55 S. Columbia Ave..	
	Dr. H. V. Postle (Oculist), Office, 21 E. State St..... Residence, 1211 Bryden Rd.....	AD. 5768 FA. 5260
Xenia.....	Dr. Paul D. Espey, Office and Residence; 122 North Detroit St.....	55-R
Dayton.....	Dr. C. S. Derby, Office, 1020 Reibold Bldg..... or Call Physician's Exchange..... Residence, 403 Forker Blvd.....	FU. 7081  FU. 1153 WA. 6253
Milford Centre..	Dr. J. L. Boylan, Office, E. State St..... Residence, E. State St.....	2221 2241

Location	Name and Address	Telephone Number
Piqua.....	Dr. J. Robert Caywood, Office, Orr-Flesh Bldg..... Residence, 328 N. Downing St..	MA. 69 MA. 64
	Dr. Wm. W. Weis Office, 404 N. Wayne St..... Residence, 331 W. Greene St....	157 158
Richmond.....	Dr. F. E. Hagie, Office, 201-203 Second National Bank Bldg..... Residence, 164 So. 20th St.....	1901 6163
	Dr. F. P. Buche, Office and Residence, 106 S. 7th St.....	1997
	Dr. H. E. Allen (Oculist), Office, 21 S. Eighth St.....	2422
Indianapolis....	Dr. Daniel J. McCarthy, Office, 507 Hume-Mansur Bldg.. Residence, 3053 N. Meridian St..	LI. 3618 TA. 5321
	Dr. W. B. Matthew, (Oculist), Office, 520 Hume-Mansur Bldg.. Residence, 153 South 8th St., Beech Grove, Ind.....	MA. 6451 GA. 6437
3703. Location of Hospitals		
Location	Name and Address	Telephone Number
Columbus.....	Grant Hospital, 125 South Grant Ave..... White Cross, 700 N. Park Street.....	AD. 5151 AD. 9171
Xenia.....	Espey's Hospital, 122 North Detroit Street..... McClellan Hospital, Roger Street.....	MA. 55-R MA. 61
Springfield.....	City Hospital, Clifton and East Street.....	MA. 152
Dayton.....	Miami Valley Hospital, Main and Apple Streets.....	AD. 5141
Piqua.....	Memorial, Park and Nicklin Avenues....	MA. 1187
Richmond.....	Reid Memorial.....	2424
Indianapolis....	St. Vincent, Fall Creek Blvd. and Capitol Avenue..... Methodist Hospital, 1604 N. Capitol Ave.....	TA. 3301 TA. 1541



**THE PENNSYLVANIA RAILROAD  
COLUMBUS DIVISION**

Columbus, Ohio, April 20, 1948.

**GENERAL ORDER No. 1001**

Effective { 1.01 A. M. E. S. T. } Sunday, April 25, 1948.  
          { 12.01 A. M. C. S. T. }

**Applies in All Zones**

- (a) Time-Table No. 10 in effect. It contains the necessary instructions issued in General Orders up to and including **No. 910**, all of which must be removed from bulletin boards. Each employee must examine Time-Table No. 10 to see that his copy is complete with all schedule pages properly lined up and note changes in schedules and Special Instructions. Employees must turn in Time-Table No. 9 to bulletin board attendant, after Time-Table No. 10 takes effect.

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**Applies in Zone A**

- (b) MAIN LINE  
COLUMBUS

Trains Nos. 6041 and 6050 stop on signal at St. Clair Avenue to receive and discharge employees.

- (c) MAIN LINE

**GRANDVIEW AVENUE AND URLIN AVENUE**

Highway Crossing Signals (flasher-light type), manually operated by crossing watchman in watch-tower located west of Grandview Avenue north of No. 2 track, in service. Trains stopped west of Urlin Avenue must not move eastward over this crossing until crossing watchman has been notified that train is about to proceed. The crossing watchman will then cause the flasher lights at this point to operate, after which the train may proceed over the crossing.

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This General Order is printed in Time-Table No. 10 and will not be issued in sticker form.

W. H. MAPP,  
Superintendent.

# UNCLE SAM'S ARTERIES...

to keep them up to  
the nation's needs,  
railroads should be  
permitted to earn a  
return of  
not less  
than

6%



Association of  
**AMERICAN RAILROADS**

# SERVICE TO SELL

And that is the only thing we have to sell. Then let's go all out and sell it. With your help we can provide good, safe, dependable, courteous service to our patrons—both passenger and freight—which will assure us our full share of all traffic available.

Increased business means prosperous employment. Will you help?

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