

Toledo & Ohio Central Railway.

TIME TABLE.

No. 10.

To take effect at 1 o'clock A. M., Sunday, December 18th, 1904.

Central Standard Time.

FOR THE GOVERNMENT AND INFORMATION OF EMPLOYEES ONLY.

M. S. CONNORS,
GENERAL SUPERINTENDENT.

H. E. SPEAKS,
SUPERINTENDENT.

WESTERN DIVISION

TRAINS NORTH BOUND.

Station Nos.	STATIONS.	Miles from Columbus.	Sidings. Length in Cars.	FIRST CLASS.			SECOND CLASS.				FOURTH CLASS.					STATIONS.
				1	3	5	11	13	15	17	71	77	73	79	75	
				Daily	Daily Ex. Sunday	Daily	Daily	Daily Ex. Sunday	Daily Ex. Sunday	Daily	Local Daily Ex. Sunday	Local Daily Ex. Sunday	Local Daily Ex. Sunday	Through Daily	Through Daily	
0 DN	TOLEDO UNION STATION.....FW	132.2	Yard	a 1.30	a 6.10	a 10.50	a 9.00									TOLEDO UNION STATION
0 D	TOLEDO (CHERRY ST.).....	132.2	Yard													TOLEDO (CHERRY ST.)
2 D	FASSETT STREET.....W	130.5	Yard													FASSETT STREET
3 DN	WHITMORE.....FW	129.5	Yard					af 5.37				a 5.55	a 8.15			WHITMORE
DN	HICKOX TRY&T.....X	127.9	Yard	1.16	5.56	10.36	8.46	5.33				5.45	8.05			HICKOX
9 D	LIME CITY.....W	123.4	{ P 79 O 115	f 1.10	f 5.47	10.29	s 8.38	s 5.23				s 5.23	7.49			LIME CITY
13	DOWLING.....	119.0	O 35	1.04	5.40	10.23	s 8.29	s 5.15				s 4.44	7.18			DOWLING
15 D	DUNBRIDGE.....	117.6	{ P 76 O 5	1.02	5.38	10.21	s 8.26	s 5.12				s 4.30	7.10			DUNBRIDGE
17 D	SUGAR RIDGE.....	115.4	O 86	12.59	5.35	10.18	s 8.22	s 5.07				s 4.10	7.01			SUGAR RIDGE
21 DN	BOWLING GREEN.....W	111.5	{ P 75 O 128	s 12.54	s 5.30	s 10.12	s 8.14	s 5.00				s 3.06	6.47			BOWLING GREEN
24 D	PORTAGE.....	108.2	{ P 28 O 21	f 12.47	5.22	10.05	s 8.07	s 4.52				s 2.35	6.34			PORTAGE
26 D	MERMILL.....	106.1	O 26	12.43	5.19	10.02	s 8.03	s 4.48				s 2.16	6.26			MERMILL
28	MUNGEN.....	104.4	{ P 75 O 15	12.41	5.17	9.59	s 8.00	s 4.45				f 2.01	6.20			MUNGEN
29 D	TROMBLEY.....	103.2	O 18	f 12.39	5.15	9.57	s 7.57	s 4.42				s 1.50	6.16			TROMBLEY
30 D	CYGNET.....W	102.2	O 71	s 12.37	s 5.14	f 9.55	s 7.55	s 4.40				s 1.40	6.12			CYGNET
34 DN	GALATEA B&O.....X	97.9	{ P 77 O 130	f 12.30	f 5.07	f 9.49	s 7.46	s 4.32				s 12.30	5.55			GALATEA
37 D	VAN BUREN.....	95.2	{ P 29 O 13	f 12.25	5.03	9.44	s 7.41	s 4.26				s 12.05	5.42			VAN BUREN
39 D	MORTIMER NYC&STL.....X	93.3	{ P 67 O 28	f 12.21	5.00	f 9.40	s 7.37	s 4.22				s 11.50	5.33			MORTIMER
43 DN	NORTH FINDLAY LE&W.....X	88.9	P 75	12.14	4.53	9.33	s 7.28	s 4.13				s 11.10	4.55			NORTH FINDLAY
44 DN	FINDLAY OCC&STL.....XW	88.1	Yard	s 12.11	s 4.50	s 9.29	s 7.25	4.10 P.M.				a 3.42	4.45			FINDLAY
47	HANCOCK.....	85.5	P 67	12.04	4.42	9.22	7.18	P.M.				3.80	4.25			HANCOCK
51	BEAGLE.....	81.2	{ P 75 O 6	11.59	f 4.35	9.17	f 7.10					f 3.15	4.10			BEAGLE
54 D	ARLINGTON NO.....XW	78.2	{ P 26 O 15	s 11.54	s 4.31	9.12	s 7.04					s 3.02	4.00			ARLINGTON
58 D	WILLIAMSTOWN.....	74.1	{ P 75 O 10	11.48	f 4.25	9.06	s 6.56					s 2.44	3.45			WILLIAMSTOWN
61 DN	DUNKIRK PFW&C.....X	70.9	{ P 24 O 32	s 11.43	s 4.20	s 9.02	s 6.50					s 2.30	3.35			DUNKIRK
65	BLANCHARD.....	67.0	{ P 75 O 6	11.37	4.07	8.56	f 6.48					f 2.00	3.22			BLANCHARD
72 DN	KENTON OCC&STL.....FXW	60.0	Yard	s 11.27	s 3.57	s 8.47	6.30	A.M.				s 1.30	3.00			KENTON
76	MENTZER.....	56.2	{ P 75 O 12	11.16	3.45	8.34						f 1.00	4.05	2.15		MENTZER
82 DN	RIDGEWAY OCC&STL.....X	50.7	{ P 68 O 16	s 11.10	s 3.38	f 8.28	s 12.45					s 12.45	3.38	1.56		RIDGEWAY
86	HORTON.....W	46.4	{ P 90 O 10	11.02	f 3.31	8.21	f 12.15					f 12.15	3.16	1.37		HORTON
90 DN	WEST MANSFIELD.....W	42.5	{ P 66 O 44	s 10.55	s 3.24	s 8.15	s 11.59					s 11.59	2.58	1.21		WEST MANSFIELD
92	LUNDA.....	39.7	{ P 70 O 8	10.50	f 3.19	8.09	f 11.29					f 11.29	2.45	1.09		LUNDA
96 D	RAYMONDS.....	36.5	{ P 64 O 20	s 10.44	s 3.14	f 8.04	s 10.44					s 10.44	2.32	12.55		RAYMONDS
97 DN	PEORIA ERIE.....X	34.7	{ P 40 O 78	s 10.41	s 3.11	f 8.01	a 7.55	a 5.30				a 8.55	10.15	2.25	12.45	PEORIA
100	OTTER.....	31.7	P 67	10.35	3.05	7.55	f 7.50	f 5.25				f 8.40	9.48	2.12	12.31	OTTER
104 DN	MARYSVILLE OCC&STL.....XW	28.0	{ P 95 O 63	s 10.29	s 2.59	s 7.49	s 7.43	s 5.12				s 8.30	9.13	1.55	12.13	MARYSVILLE
108	DIPPLE.....	24.0	P 70	10.19	2.49	7.39	f 7.35	f 5.03				f 8.13	8.45	1.35	11.53	DIPPLE
114 D	ARNOLD.....W	18.6	{ P 92 O 14	10.12	2.42	7.32	s 7.21	s 4.55				f 8.00	8.30	1.07	11.27	ARNOLD
117 DN	KILE.....	15.2	{ P 73 O 16	10.08	2.37	7.27	s 7.15	s 4.48				f 7.46	8.15	12.47	11.10	KILE
119 D	AMLIN.....	12.7	O 22	10.05	2.34	7.24	s 7.10	s 4.43				f 7.28	8.05	12.30	10.57	AMLIN
122	RENNER.....	10.2	P 96	10.02	2.31	7.21	f 7.06	f 4.38				f 7.20	7.53	12.14	10.46	RENNER
125 DN	HIGHWAY PCC&STL.....X	6.9	P 96	9.57	2.27	7.17	f 7.00	f 4.30				f 7.10	7.31	11.50	10.29	HIGHWAY
131 DN	W. COLUMBUS B&O.....FXW	1.5	Yard	9.50	2.20	7.10	s 6.50	s 4.20				6.55	7.05	11.25	10.00	W. COLUMBUS
132 DN	COLUMBUS PCC&STL.....X	0.0	Yard	9.45	2.15	7.05	6.45	4.15				A.M.	A.M.			COLUMBUS

General Rules All Divisions and Branches.

North-Bound Trains are Superior to Trains of the same class South-Bound in accordance with Rule 81.

The schedule time at stations of first and second class trains, or extra trains running on special schedule, applies to the point designated for receiving or discharging passengers except at meeting points, designated by schedule or train order, in which cases the time applies to switch where the inferior train enters siding. (See Rules 5 and 90.)

Railroad Crossings not otherwise indicated will be governed by interlocking signals.

Yondota St.—L. S. & M. S. Ry. When the target is

Horizontal: T. & O. C. and Penna. Co. trains may pass.

Vertical: L. S. & M. S. trains may use the crossing over T. & O. C. and Penna. Co. tracks, or move between T. & O. C. and L. S. & M. S., or Penna. Co. and L. S. & M. S. tracks.

Diagonal: All trains *must stop*. Position of target at night will be shown by two red lights.

Hickox—The lower arm on the south home signal post will govern the movement of trains from T. & O. C. to T. Ry. and T. Co. track.

Dunkirk—P., F. W. & C. Ry. In addition to the derail 800 feet south of the crossing, there is also one 50 feet south of the crossing for the purpose of allowing north bound T. & O. C. trains to stand at the station platform between the two derrails. On the east side of the track are one Distant and two Home Signals to govern north-bound trains. These three signals must show white before north-bound trains may proceed and the signal west of the main track, 800 feet south of the crossing, governs the derail opposite to it for south-bound trains.

The lower arm on Home Signal, north of crossing, will govern the movement of trains to the passing track. The Dwarf Signal on passing track will govern the movement of trains to connecting track with P., Ft. W. & C. Railway.

Slater—The position of the gate will indicate when trains may pass. Trains passing this crossing at night must open the gate for themselves, and leave gate clear for the other road, locking it with the switch lock provided for that purpose.

Findlay—C., C., C. & St. L. Ry. Target vertical: T. & O. C. trains may pass. Target horizontal: C., C., C. & St. L. trains may pass. Target diagonal: All trains blocked. The night operator at Findlay will handle this target at night.

Bellefontaine. Two short blasts of engine whistle call for signals for main track, and five short blasts for transfer track to Big Four.

Corning—Z. & W. Ry. North-bound trains will be governed by the arm on the high post when on main track, and by Dwarf Signal when on siding.

South-bound trains will be governed by the top arm on right hand bracket when on main track, and by lower arm when necessary to use scale track.

South-bound trains will sound one long and four short blasts of the engine whistle for main track, and four short blasts for scale track.

North-bound trains from main track, one long blast and from scale track, four short blasts.

North Findlay, L. E. & W. Crossing; Findlay, F., Ft. W. & W. Crossing; Arlington, N. O. Ry. Crossing; Sycamore, N. O. Ry. Crossing; Berwick, C., C., C. & St. L. Crossing; Fostoria, N. Y., C. & St. L. and H. V. Crossing, and Hocking Valley Crossing about one mile south of Whitmore. The position of gate will indicate when trains may pass.

Thurston and Mt. Gilead. When the position of the target is vertical, T. & O. C. trains may pass.

Fostoria, L. E. & W. Crossing. Horizontal position of target, blocks trains of all three roads. Diagonal position, T. & O. C. trains may use the crossing. Display of signal ball by day and signal light by night permits L. E. & W. to use the L. E. & W. transfer crossing with the T. & O. C.

B. & O. Crossing. When the position of the target is horizontal, T. & O. C. trains may pass. A signal in the form of a cylinder with a green ball attached has been added to the target at H. V. and B. & O. crossing, to govern trains passing over the "Coldwater Track" and the east arm of the "Y" track just north of B. & O. crossing. When a green ball or green light is displayed, H. V. trains will pass, and when a green ball or green light is not displayed, T. & O. C. trains may pass.

Toledo. 1. No trains or engines except first and second class trains and trains running on special schedule will move in either direction between Whitmore and Dock office in yard "A" without first obtaining permission from the Operator at Whitmore and will report to him immediately on arrival at destination after receiving such permission. Telephones are located in the Dock Office, at Yondota St., Fassett St., and Brown Road, for this purpose. When permission has been received, trains or engines may proceed, clearing superior trains and protecting according to rule.

2. Passenger trains will be blocked apart between Whitmore and Fassett St., i. e. the operator at Whitmore will hold a passenger train following another passenger train, until the operator at Fassett St. advises that the preceding train has passed that point, and vice versa for south-bound passenger trains.

3. Passenger trains will be blocked apart between Fassett St. and dock office. Operator at Fassett St., will hold passenger trains following each other until the operator at dock office advises that the preceding train has passed that point, and vice versa with south bound passenger trains.

4. Second-class trains may run ahead of first-class trains between Toledo and Whitmore.

5. No train or engine will exceed a speed of 10 miles per hour between south end of yard "A" and Lake Shore Crossing opposite iron elevator.

Whitmore. 1. When governing blade is in horizontal position, thus: (—) or a red light is displayed, it signifies danger, and the train must come to a full stop. When the governing blade stands in a vertical position, thus: (|), or a white light is displayed, it indicates safety, and the train may proceed, providing it can reach the next station, without encroaching upon the time of a superior train.

2. Top arm on semaphore governs north-bound trains from Western Division, and lower arm governs north-bound trains from Bucyrus Division

3. All trains and engines except first and second class trains and trains running on special schedule will reduce speed to three miles per hour between Pennsylvania transfer switch and telegraph office at Whitmore.

Columbus. 1. The lower arm on the North Home Signal post, at the crossing near Broad street, will govern the movement of engines to the freight house tracks and passenger siding, and the Dwarf Signals on these tracks indicate the position of the switches, which are controlled from the tower.

2. The semaphore on the telegraph pole just north of Columbus (Broad street) will govern Hocking Valley trains going north from Broad Street Station.

3. North-bound freight trains whose tonnage is too heavy to admit of starting (if stopped by home signal at Broad St.) and pulling over L. M. and H. V. Crossing, will stop at Mound St. and announce their presence to the Towerman, L. M. and H. V. Crossing, by telephone, when if advised that crossing is not then in use, will proceed, governed thereafter by Interlocking Rules. The purpose of announcing their presence to Towerman does not give to such trains any rights whatever to the crossing, but is done only for the reason that the physical condition of the Railway between Mound and State Streets is such that approach of trains cannot be seen in time to set up route for such trains in case crossing is clear, without bringing trains to a stop, which it is sought to avoid. Trains must also announce their arrival at Mound St. to the General Yard Master's office and secure

permission before proceeding. Yard Master's office will notify operator at Broad St., who will lower the semaphore, the normal position of which is stop, for the approaching train. The lowered position of the semaphore indicates that all trains due have arrived or departed. This will avoid the necessity of such trains stopping to examine the register at (Broad St.) Columbus. The operator must know before lowering semaphore that all trains due have arrived and departed.

4. Frankfort St., H. V. side track crossing, near Canal bridge. Caution semaphores are placed 600 feet from the crossing, and are interlocked with a target placed at the crossing. When the target is in a vertical position the caution signals will show blades in a hanging position by day and white lights by night, and trains on T. & O. C. track may proceed, not exceeding a speed of ten miles an hour over the crossing. When the target is in a horizontal position, the caution signals will show the blades in horizontal position by day and green lights by night, and trains must come to a full stop before reaching the crossing, as this position allows trains on H. V. track the use of the crossing.

5. A one-arm semaphore has been placed at a point south of Green Lawn for the protection of trains crossing over from H. V. to T. & O. C. tracks. When switch at north end of siding is thrown for main track, semaphore will be placed at stop for north-bound trains approaching on T. & O. C. tracks.

6. No train or engine, except first and second class trains, and trains running on a special schedule, will move in either direction between South Columbus and West Columbus without first obtaining permission from the Yard Master's office, and will report to him immediately on arrival at destination after receiving such permission. Telephones have been placed at the Yard Master's office, West Columbus, at the Little Miami transfer switch, in the tower at the Little Miami-Hocking Valley crossing, in the stairway at Broad Street Station, in flagman's house at Mound street, at Green Lawn, and flagman's house at High Street, South Columbus, for that purpose. When permission is received trains may proceed, clearing superior trains and protecting themselves according to rule. Operator at Broad Street will report south-bound Corning Division trains, and they will not stop at that point to report to the Yard Master.

7. An annunciator has been placed in the tower at Little Miami and Hocking Valley crossings that shall be rung when trains wish to use the crossing. For T. & O. C. trains starting from passenger station, bell shall be rung three times when starting from side track and four times if starting from main track. For H. V. trains give one long ring of bell.

South Columbus. A semaphore is placed south of High street for the protection of Hocking Valley trains crossing onto T. & O. C. track. North bound T. & O. C. trains must observe this semaphore and not pass it except when the blade stands at safety, except that north-bound passenger trains may pull up to High Street, but must stop to clear north switch of passing track.

Moxahala. Electric Block Signals are established at points north and south of Moxahala station, and at points north and south of Moxahala tunnel, to govern trains between those points. Trains approaching these signals and finding them "white" may proceed. When "red" they must stop and not proceed until the signals are "white." Trains must be under perfect control when approaching these signals, to prevent passing them in case they are suddenly turned red.

No trains must use less than one and one-half minutes in running through Moxahala Tunnel.

General Rules All Divisions and Branches.

BULLETIN BOOKS.

Engine House, Toledo, Whitmore, Hickox, Findlay, Yard Master's office and engine house West Columbus, Columbus, Bucyrus, Corning and Thurston.

REGISTER STATIONS.

All trains must register at Toledo, Whitmore, Hickox, Findlay, Kenton, St. Marys (L. E. & W. Crossing,) Peoria, West Columbus, Columbus, (Broad street,) Thurston, Bremen, New Lexington, Corning, Bucyrus and Fostoria.

Whitmore. First and second class trains will hand operator register slip.

Hickox. T. & O. C. trains will hand operator register slip.

St. Marys. Trains will hand operator register slip.

Peoria. First and second class trains and No. 75 and No. 79 will hand operator register slip.

West Columbus. Western Division trains starting from (Broad street) Columbus, will hand operator register slip. The arrival and departure of Corning Division trains at (Broad street) Columbus, will be recorded at West Columbus, in register provided for this purpose. Trains departing from and arriving at Broad street, will be registered by operator at West Columbus, and trains arriving and departing from West Columbus will register themselves and not stop to check register at Broad street.

South Columbus. First-class trains and trains running on special schedule will hand register slips to operator, who will place them in a register box provided for that purpose for the information of north-bound third and fourth class and extra trains, whose conductors will examine these slips to ascertain the arrival and departure of such trains. This register box is placed upon a post at cross-over, midway between Hocking Valley and T. & O. C. tracks.

Thurston. No. 3 and No. 4 will hand operator register slip.

Blank Form J 1087 will be filled out from train registers and signed by conductor, and delivered to the engineman. Enginemen must know that blank is correctly and fully made out and signed before acting on same.

Trains starting from Toledo (O. C. Depot), Whitmore, Hickox, Findlay, Kenton, St. Marys, West Columbus, Columbus (Broad street), Thurston, Corning and Bucyrus will report for orders or clearance card before leaving. Trains going from one division to another at Thurston and Columbus (Broad St.) will be considered as starting from these points.

STANDARD CLOCKS.

Fassett Street, Freight House Toledo, Whitmore, Findlay, Kenton, Peoria, St. Marys, West Columbus, Telegraph Office Columbus, Dispatcher's Office, Bucyrus, Thurston and Corning.

Through Freight and Extra trains will pass local Freight trains where overtaken, and Extra trains may run ahead of fourth-class trains.

An Extra train must not pass another Extra train, except as provided in Rule 94 and Form H; except that helping engines returning may pass extra freight trains.

YARD LIMITS, within which switching engines may work without special orders, are designated by yard limit boards.

All trains, except regular passenger trains, sections thereof, or trains running on special schedule, will enter and pass through yard limits at a rate of speed not exceeding eight miles per hour. Switching and helping engines will move under full control at all times. Road engines making up their trains in yard limits, will be regarded the same as yard engines under this rule. Trains in yard limits will be governed by Rule 99.

At telegraph offices which are designated on time table as day offices only, the operator will display night signals in accordance with Rule 9, and will continue such signals until he is excused from duty by the dispatcher. When an order is received at such offices, operator will display, in addition to signal required by Rule 221, a red light, placed on the semaphore mast, where it will be visible from the inside of the office and in full view of approaching train.

When a 31 order is delivered to a Conductor, he must read it aloud to the Operator (who will compare while the Conductor reads,) and then deliver a copy to the Engineer, who will read it aloud to the Conductor. The Engineer will hand it to the Fireman and Head Brakemen, and require them to read it aloud and will see that all understand it alike. The Conductor must hand his copy to the other Brakemen and require them to read it aloud and see that all understand it alike.

The same rule to apply in case of 19 orders, except the Conductor is not required to read the order to the Operator, nor the Engineer to the Conductor.

The changing of front cupalo light from white to green, while train is in motion will indicate that train is to be stopped as soon as consistent with safety. Such change in cupalo light must be followed by regular lamp stop signal.

When for any purpose, engines or cars are detached from train at night, trainmen must place a red light on head end of first car in rear cut, to avoid possibility of damage to equipment by reason of head cut being backed into rear cut when coupling up.

When about to couple onto train, the engine must be stopped not further than three feet from train and then moved toward train for the purpose of coupling.

Not less than fifty per cent of the cars in each freight train must be air cars coupled up and in operation.

Brakeman on Passenger trains must ride in rear end of rear coach, with danger signals, while passing through Toledo and Columbus yards, and Moxahala Tunnel.

Engines running backwards and yard engines outside of yard limits will not exceed a speed of fifteen miles per hour.

Through freight trains will not exceed a speed of twenty-five miles an hour, and local freight trains thirty miles an hour.

D—Day telegraph office. **DN**—Day and night telegraph office. **N**—Night telegraph office only. **W**—Water station. **F**—Fuel Station. **X**—Railroad crossing. **P**—Passing siding. **O**—Other tracks.

Tracks not located at stations:

Hobart, seven-tenths mile south of Hickox, switch opens south will hold 6 cars.

Henehan's quarry track and Coon's stock track, three-quarters of a mile north of Lime City, are spur tracks; switch opens north; will hold 50 cars.

Portage lime kiln track, one mile north of Portage; will hold 13 cars.

Myer's saw mill track, one-half mile south of Trombley, is a spur track; switch opens north; will hold 9 cars.

Tank siding, eight-tenths mile south of Cygnet; will hold 15 cars.

Oil Center track, two miles south of Cygnet, is a spur track; switch opens north; will hold 7 cars.

Bell Pottery track, two and one-third miles south of Mortimer, is a spur track; switch opens north; will hold 23 cars.

Findlay Tool and Ax Co. track, one and one-half miles north of North Findlay; spur track, opens south; holds 54 cars.

Target works and brick-yard tracks, two miles south of Findlay, are spur tracks; switches open south; will hold 47 cars.

Quarry tracks, one-fourth and one-half mile south of P. C. C. & St. L. Crossing; switch opens north. Stonington, just south of the foregoing, will hold 35 cars.

Quarry track, one mile north of East Liberty; holds 29 cars.

Bridge works tracks, one mile south of Bellefontaine, two spur tracks. One with switch opening south will hold 25 cars; the other, with switch opening north, will hold 17 cars.

Gravel pit track, two and one half miles south of Wapakoneta.

Hertenstein's Foundry, Neff avenue, Columbus, is a spur track, switch opening north.

Cassidy siding, one-half mile north of Roseland; spur track opens north; holds 14 cars.

Shepards, one mile north of Roseland; spur track opens south; holds 13 cars.

Krumm's track, one mile south of Roseland; spur track; switch opens north; will hold 8 cars.

Miller's track, two and one-half miles south of Pleasantville; spur track; switch opens north; will hold 7 cars.

Mentor track, two miles south of Pemberville; spur track; switch opens south; will hold 16 cars.

Quarry track two and one-fourth miles south of Prairie Depot. Spur track opens north; holds 7 cars.

Relief track on top of McCutchenville Hill, one-half mile south of Berwick, is a spur track; switch opens north; will hold 27 cars.

Stone quarry track, one mile north of Spore; spur track; switch opens south; will hold 61 cars.

Trains taking the siding to be met or passed will in all cases take the first switch, except at the stations named below. See Rule 90.

Lime City, south-bound trains will take the first switch south of the station.

Bowling Green, south-bound trains will take the third switch.

Mortimer, north-bound trains will take second switch north of station.

Kenton, north-bound trains will take first switch north of C. & E. Crossing.

West Mansfield, south-bound trains will take the first switch south of station.

Raymonds, north-bound trains will take the first switch north of the station.

Peoria, north-bound trains will take the third switch north of station.

Marysville, north-bound trains will take fourth switch north of Big Four Crossing.

Truro, south-bound trains will take the first switch south of Junction switch.

Harley, north-bound trains will take the first switch north of station.

Thurston, south-bound Corning Division trains will take the second switch from the north.

Pleasantville, south-bound trains will take the second switch south of station.

Rushville, north-bound trains will take the second switch from the south.

New Lexington, north-bound trains will take the third switch from the south.

Pemberville, north-bound trains will take the second switch north of bridge.

Woodside, south-bound trains will take the first switch south of station.

Fostoria, south-bound trains will take the first switch south of L. E. & W. Crossing. North-bound trains will take the first switch north of N. Y. C. & St. L. Crossing.

Sycamore, south-bound trains will take the first switch south of station.

Martel, north-bound trains will take the first switch north of station.

Edison, south-bound trains will take the first switch south of C. C. C. & St. L. Crossing.

Granville, south-bound trains will take the second switch from the north. North-bound trains will take the third switch from the south.

Clemons, the siding north of station will be known as south-bound passing track. The siding south of station will be known as north-bound passing track.

COMPANY SURGEONS.

P. L. MEYERS, Toledo.
W. M. TULLER, Bowling Green.
J. C. MARTIN, Findlay.
F. D. BAIN, Kenton.
C. D. MILLS, Marysville.
W. U. COLE, Columbus.
E. N. HESTON, Thurston.

C. B. HOLCOMB, Corning.
J. W. CROFT, Corning.
C. A. HENRY, Fostoria.
J. A. CHESNEY, Bucyrus.
H. S. NOBLE, St. Marys.
W. W. HAMER, Bellefontaine.
F. C. HUNTER, Wapakoneta.

SPECIAL RULES.

WESTERN DIVISION AND ST. MARYS BRANCH.

Toledo. This time table must not be used between Hickox and Toledo Union Station.

Nos. 12 and 13 will use corresponding numbers on Bucyrus Division between Toledo and Whitmore.

Nos. 2, 4, 6, 14, 1, 3, 5 and 11 will run between Hickox and the Union Passenger Station, Toledo, via L. S. & M. S. Railway, H. V. R'y. and T. Ry. & T. Co.

Nos. 12 and 13 will use the east track, and Nos. 21, 23, 25, 24, 26 and 28 will use the west track at Cherry St. Station.

Findlay. No. 13 will occupy main track at Findlay 10 minutes before schedule leaving time; inferior trains will be governed accordingly.

Kenton. No. 11 will occupy main track at Kenton 10 minutes before schedule leaving time. Inferior trains will be governed accordingly.

A semaphore signal is located at a point 1200 feet north of north switch of south bound passing track, Kenton, which is connected with lever located at the north switch of this track, for the protection of south bound trains occupying main track while engine is taking coal and water. Trainmen will be particular to turn signal to safety when their train is ready to depart.

Peoria. No. 17 will not leave without No. 6's connection unless otherwise ordered. No. 71 will wait when necessary for No. 76 in order to get way cars for St. Marys Branch.

Slow Orders.

Columbus. All trains must use five minutes between Columbus and West Columbus.

Marysville. Trains will reduce speed to 10 miles an hour over Main Street crossing.

Findlay. Trains will reduce speed to 6 miles an hour over Cherry and Center Street crossings.

Mortimer. Passenger trains not scheduled to stop will reduce speed to 6 miles an hour to enable mail to be exchanged.

Van Buren. Trains will not exceed a speed of 30 miles an hour over Van Buren bridge. All trains except passenger trains will reduce speed to 8 miles an hour through Van Buren.

Bowling Green. Trains will reduce speed to 10 miles an hour over Wooster and Court Street crossings.

Special Stops.

Hobart, Tank Siding, Oil Center and Heckert. Trains 11, 12, 13 and 14 will stop on signal.

No. 3 will stop at all stations north of Kenton to let off passengers from stations south of Kenton.

No. 1 will stop on signal on Sunday at stations where no stop is shown.

Trombley, Mungen, Mermill, Portage and Lime City will be flag stops for No. 5, Sunday only.

No. 5 will stop on signal at all stations, not regular or flag stops, for Chicago passengers.

No. 2 will stop at Amlin on signal for passengers for Columbus and south thereof.

No. 4 will stop at Mortimer on signal for passengers from N. Y. C. & St. L. for points south of Findlay.

Overhead Obstructions which will not clear a Man on top of a Box Car.

Bridge No. 13, over L. S. & M. S., Toledo.

Bridge No. 21, over C. H. & D., Yard, Toledo.

Bridge under Big Four at Kenton.

Overhead Bridge between Summit and Bellefontaine.

Overhead Bridge one-half mile south of Lewistown.

CORNING DIVISION.

Columbus. The use of the engine whistle must be avoided between Parsons avenue and Little Miami and Hocking Valley crossings, except in cases of emergency, and except in whistling for road crossings between Hertenstein's track and H. V. side track crossing at Frankfort street.

All third and fourth class and Extra Corning Division trains will arrive and depart from West Columbus.

Truro. The Junction switch must be left set for track leading to and from Columbus.

Thurston. The north "Y" switch on the Bucyrus Division must be left set for the main track leading toward Corning. Other "Y" switches must be left set for Corning Division main track.

All north-bound Freight trains going to Bucyrus Division will take siding at the south switch of passing track clearing Corning Division main track, and will not occupy main track between south and north switch of passing track; and south-bound Bucyrus Division Freight trains will occupy main track between north and south switch of passing track. South-bound trains must stop so their engine will clear the Junction switch, making it possible for trains on either division to proceed. When a T. & O. C. or Z. & W. train occupies the main track in such a manner as to foul the Junction switch south of station leading from Bucyrus to Corning Division, or when a Z. & W. train is standing with part of the train occupying Corning Division main track and part Z. & W. main track north of station, the side of the train must be protected with danger signals against a train bound for Corning or Columbus as the case may be.

No. 2 and No. 1 will wait for No. 22. No. 6 and No. 5 will wait for No. 26 unless otherwise ordered.

Rendville. All south-bound third and fourth class and Extra trains will approach Rendville carefully, and come to a full stop at a point north of the switch just north of the depot, expecting to find orders that north-bound Extra trains are being run to Rendville against them.

Corning. North-bound trains will use the West main track and south-bound trains the East main track of the double track between the first crossover switch south of depot and the first crossover switch north of the engine house. The switch at south end of double track must be left set for the north-bound or west track.

South-bound trains or engines will not proceed on south-bound track, unless the block signal at telegraph office stands at proceed, or by instructions from General Yard Master. This includes trains or engines arriving on north-bound track which may wish to return on south-bound track before reaching the signal. North-bound trains will be governed by semaphore at the engine house.

No. 3 will lay at Corning 15 minutes for dinner, and will have the right to occupy main track in front of station, without protection, whether on time or late; trains and yard engines will be governed accordingly.

This Time Table must not be used on the joint track between Bremen and New Lexington. Trains will be governed by C. & M. V. Railway Time Table and Book of Rules.

Overhead Obstructions which will not clear a Man on top of a Box Car.

Bridge No. 1326, over Scioto River, Columbus.

Bridge No. 1338, Green Lawn Avenue, Columbus.

Bridge No. 1385, over Alum Creek, at Bannon.

Bridge No. 1422, over Big Walnut, at Truro.

Bridge No. 1455, over Black Lick, at Brice.

Tunnel, New Lexington.

Tunnel, Moxahala.

BUCYRUS DIVISION.

Bucyrus. North-bound Freight trains will pull in No. 1 siding.

Thurston. The north "Y" switch on the Bucyrus Division must be left set for the main track leading toward Corning. Other "Y" switches must be left set for Corning Division main track.

All north-bound Bucyrus Division Freight trains will take siding at the south switch of passing track clearing Corning Division main track, and will not occupy main track between south and north switch of passing track; and south-bound Bucyrus Division Freight trains will occupy main track between north and south switch of passing track. South-bound trains must stop so their engine will clear the Junction switch, making it possible for trains on either division to proceed.

No. 23 will wait for No. 2 and No. 1. No. 27 will wait for No. 5 and No. 6, unless otherwise ordered.

Passengers will be carried on Nos. 88 and 89 if provided with ticket or pass. Conductor must see that each passenger is provided with ticket or pass before leaving station. These trains will not make station stops to pick up or land passengers. Passengers will be expected to get on and off the caboose where it stops while doing work.

No. 22 has right over No. 23, and No. 26 has right over No. 27 to Thurston. No. 84 has right over No. 83 to Fostoria.

Slow Orders.

Sycamore. Trains will reduce speed to 6 miles an hour over Sycamore street, and running switches must not be made over this street.

Edison. South-bound trains will reduce speed to 8 miles an hour over Boundary Street crossing.

Special Stops.

Spore Stone Quarry will be a flag stop for No. 21 and No. 28.

Overhead Obstructions which will not clear a Man on top of a Box Car.

Farm Crossing, McCutchenville Hill.

Bridge No. 505, over Sandusky River, south of McCutchenville.

Bridge No. 628, over Broken Sword, at Spore.

Bridge No. 690, over Sandusky River, Bucyrus.

Bridge No. 756, over Creek, at New Winchester.

Bridge No. 803, over Creek, at Martel.

Bridge No. 892, over Creek, at Mt. Gilead.

Bridge No. 1311, over Raccoon Creek, Granville.

Bridge No. 1324, overhead Bridge, Showman's Cut.

F. D. POLAND, Chief Train Dispatcher.

A. N. LYON, Assistant Chief Train Dispatcher.

(Bucyrus Division.)

Train Dispatchers.

Western Division.

A. E. THOMAS,

R. C. IRVINE,

J. D. HARROD.

Bucyrus Division.

F. M. HOUSTON,

A. B. COREY,

A. B. COE.

Corning Division.

H. E. RITTENHOUSE,

R. C. EBRIGHT,

J. F. FERRIS.

St. Mary's Branch.

F. H. SIMON.

C. L. GARDNER, Train Master, Columbus.

I. B. CHADWICK, Ass't Train Master, Bucyrus.