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The Cincinnati Northern Railroad

NEW YORK CENTRAL LINES

TIME-TABLE

No. 53

Effective

12:01 A. M., Central Standard Time

Sunday, April 28, 1929

J. V. KENNEDY,
General Superintendent

SAFETY FIRST.

"Safety First" at all times and in all places, is the most important rule of conduct, of each and every employe, whatever his position. The safety of every movement, or action, in its effect upon himself and others and upon property, must be the first consideration of every trainman, yardman, stationman, shopman, sectionman, and all other classes of employes. Trains and engines must be operated accordingly, under all circumstances; the maintenance of schedule time must be subordinated to the observance of signal indications and obedience thereto, whatever the weather, or other, conditions may be.

RAILROAD CROSSINGS AT GRADE

NAME	LOCATION	SIGNALS
C.H.&D. Ry. (Int. Elec.)	Franklin	None
C. C. C. & St. L.	Carlisle Junction	Interlocking
B. & O.	Carlisle	Interlocking
D. & W. Ry. (Int. Elec.)	West Alexandria	None
Penna.	West Manchester	Interlocking
C. C. C. & St. L.	Savona	Semaphore
Penna.	2 miles south Greenville	Interlocking
D. & U.	D. & U. Crossing	Interlocking
Penna.	Meekers	Interlocking
C. C. C. & St. L.	Ansonia	Interlocking
N. Y. C. & St. L.	Celina	Semaphore
Erie	Ohio City	Semaphore
N. Y. C. & St. L.	Ohio City	Semaphore
Ft.W.&L Ry. (Int. Elec.)	Van Wert	None
Penna.	Van Wert	Interlocking
N. Y. C. & St. L.	Latty	Interlocking
Wabash	Cecil	Interlocking
B. & O.	Sherwood	Interlocking
T. & I. (Int. Elec.)	Bryan	None
N. Y. C.	Bryan	Interlocking
Wabash	West Unity	Interlocking
Wabash	Alvordton	Interlocking
T. & W. (Int. Elec.)	0.5 miles north Alvordton	Interlocking
N. Y. C.	Addison Junction	Gate
N. Y. C.	N. Y. C. Junction	Interlocking
M. C. R. R.	N. Y. C. Junction	Interlocking

RAILROAD CROSSINGS NOT AT GRADE

NAME	LOCATION	POSITION
N. Y. C.	Hudson	Above Grade
N. Y. C.	Cement City	Below Grade

INTERMEDIATE STATIONS

NAME	LOCATION
Lewisburg Quarry	1.0 miles north of Lewisburg.
Gasco	1.0 miles south of Paulding.
Oar Mill	0.7 miles south of West Unity.
Clay	1.0 mile south of Rollin.
Abbott	0.5 miles north of Manitou Beach

SURGEONS

NAME	RESIDENCE
L. A. Ensminger	Chief Surgeon, Indianapolis, Ind.
J. C. Evans	Cincinnati, O.
N. A. Hamilton	Franklin, O., phone 98.
S. A. Hawes	Greenville, O., phone 209.
J. C. Poling	Ansonia, O.
J. B. Sampsell	Van Wert, O.
D. F. Russell	Van Wert, O.
C. E. Huston	Paulding, O.
J. W. Long	Bryan, O.
Isaac L. Spalding	Hudson, Mich., phone 26.
W. L. Finton	Jackson, Mich.
H. F. Tangeman	Oculist, Union Central Bldg., Cincinnati, O.
S. A. Edwards	Oculist, Van Wert, O.

1. The superior direction of trains is north.

2. C. C. C. & St. L. time table governs between Cincinnati and Carlisle Jct.

3. Michigan Central timetable governs between N.Y.C. Jct. and Jackson.

4. Carlisle Jct., Wiggims, Ansonia, Van Wert Yard, Bryan, N. Y. C. Jct., Jackson Jct. and Jackson are register stations.

5. At Carlisle Jct., and N. Y. C. Jct. trains will be registered by operators.

6. Enginemen are relieved from examining register at intermediate register stations, except when they act as pilot, or have no conductor, but this does not relieve them from knowing whether all trains due, which are superior or of the same class, have arrived or left, before leaving such station.

7. Conductors of first class trains are relieved from examining register at intermediate register stations.

8. Nothing in these instructions will relieve conductors or enginemen from observing whether trains met, of the same or superior class, are displaying signals for a following section, or from observing whether such trains have been met.

9. Manual Block System will be used between Carlisle Junction and the yard limit board south of Van Wert and between the yard limit board north of Van Wert and N. Y. C. Junction. Rule 317 A will govern the movement of passenger trains and Rule 317 B will govern the movement of freight trains.

The permissive indication will be displayed to other than passenger trains to indicate that the train may proceed expecting to find the block occupied by

(a) a preceding freight train;
(b) an opposing freight train that is to be met before reaching the next open block station;
(c) a freight train or yard engine switching on main track.

At Rossburg the signal governing southbound trains is one hundred (100) feet south of the clearance point. Trains finding this signal indicating stop must stop to clear trains entering the siding.

10. First class trains must approach the south end of Van Wert Yard expecting to find the switch in position for movement to the yard.

11. Standard clocks are located at Cincinnati, Sharon Yard, Van Wert, Van Wert Yard, Jackson Jct., and Jackson.

12. Bulletin books are located at Franklin, Ansonia, Van Wert, Van Wert Yard, Bryan, and Cement City.

13. Trains and Engines must not exceed
20 miles per hour over D & U Crossing;
10 miles per hour over switches between Pennsylvania Railroad Crossing and Center Street, Van Wert;
10 miles per hour between the station and coal dock at Hudson; and must run slower wherever the regulations or prudence require.

Miles from Cincinnati	STATIONS Time Table No. 53 April 28, 1929	FIRST CLASS 16 DAILY EXCEPT SUNDAY	FOURTH CLASS 64 DAILY	62 DAILY	74 DAILY EXCEPT SUNDAY	76 DAILY EXCEPT SUNDAY
	EASTERN STANDARD TIME					
	CINCINNATI D N	A. M. 7.30	A. M.	A. M.		A. M.
15.4	SHARON YARD DN		12.35			
39.3	FRANKLIN D	s 9.05				7.00
	CENTRAL STANDARD TIME					
40.8	CARLISLE JCT. DN	8.08	1.30	11.00		6.05
41.1	CARLISLE DN	s 8.09				s 6.10
43.5	WIGGIMS	8.13	2.00	11.25		s 6.35
45.1	GERMANTOWN D	s 8.18				s 7.10
50.5	FARMERSVILLE D	s 8.30				s 7.40
51.6	BACKUS	8.32	2.35	11.58		7.45
55.0	INGOMAR	s 8.41				s 8.00
57.7	W. ALEXANDRIA D	s 8.46	3.00	12.25 PM 77		s 8.46 16
64.9	LEWISBURG D N	s 9.00	4.00	1.15 65		s11.00 77
70.8	W. MANCHESTER DN	s 9.13 77	4.30	1.40		s11.35
72.9	CASTINE	s 9.17				s11.45
77.2	SAVONA D	s 9.25				s12.05 PM
80.0	FT. JEFFERSON	f 9.30	4.55	2.12		f12.20 65
83.5	PENNA. CROSSING DN	9.37				
85.4	GREENVILLE D	s 9.45				s 1.10
86.1	D. & U. CROSSING	9.47				s 1.20
90.6	MEEKERS D N	9.55	5.35	3.01 17	A. M.	s 1.40
93.4	ANSONIA D N	s10.00	5.43	3.15	6.30	2.00
98.2	ROSSBURG D	s10.12	6.00	3.35	s 7.28	P. M.
102.2	NEW WESTON D	s10.19			s 8.10	
103.2	GILBERTS	s10.21			s 8.20	
107.7	ST. HENRY D	s10.29 65	6.30	4.10	s 8.40	
112.3	COLDWATER D	s10.40	6.58	4.35 63	s 9.50 65	
117.8	CELINA D	s10.53 74 75	7.30	5.22	s10.53 75 16	
124.1	TAMA	f11.02			f12.05 PM	
128.4	ROCKFORD D	s11.08	8.05 75	5.55	s 1.00	
134.1	OHIO CITY DN	s11.23	8.30 65	6.25	s 1.36 17	
141.4	VAN WERT DN	11.40 11.45				
142.5	VAN WERT YARD DN	11.55 A. M.	9.00 A. M.	7.00 P. M.	2.30 P. M.	

Miles from Jackson	STATIONS Time Table No. 53 April 28, 1929	FIRST CLASS		FOURTH CLASS			
		17	65	63	77	75
		DAILY EXCEPT SUNDAY	DAILY	DAILY	DAILY EXCEPT SUNDAY	DAILY EXCEPT SUNDAY
	CENTRAL STANDARD TIME					
102.2	VAN WERT YARD DN	P.M. 1.04 64	A.M. 8.00	P.M. 2.40		A.M. 7.10
103.3	VAN WERT....DN	1.20				
110.6	OHIO CITY....DN	s 1.36 74	8.30 64	3.10		s 7.45
116.3	ROCKFORD.....D	s 1.47	8.50 75	3.30		8.05 64 s 8.50 65
120.6	TAMA	f 1.54				f 9.15
126.9	CELINA.....D	s 2.03	9.20	3.55		s10.53 16 74
132.4	COLDWATER..D	s 2.18	9.50 74	4.35 62		s12.01 PM
137.0	ST. HENRY.....D	s 2.27	10.29 16	5.05		s12.40
141.5	GILBERTS	f 2.36				s 1.00
142.5	NEW WESTON....D	f 2.39				s 1.30
146.5	ROSSBURG.....D	s 2.46	11.10	5.35	A.M.	s 2.00
151.3	ANSONIA....DN	s 2.56	11.30	5.55	6.10	2.30
154.1	MEEKERS....DN	3.01 62	11.40	6.10	s 6.20	P.M.
158.6	D. & U. CROSSING	3.09			s 6.35	
159.3	GREENVILLE....D	s 3.13			s 7.20	
161.2	PENNA. CROSSING DN	3.17				
164.7	FT. JEFFERSON	f 3.23	P.M. 12.20 76	6.45	s 7.40	
167.5	SAVONA.....D	s 3.28			s 8.11	
171.8	CASTINE	f 3.36			s 8.40	
178.9	W. MANCHESTER DN	f 3.40	12.50	7.15	s 9.13 16	
179.8	LEWISBURG..DN	s 3.49	1.15 62	7.45	s11.00 76	
187.0	W. ALEXANDRIA..D	s 4.03	1.50	8.15	s12.25 PM 62	
189.7	INGOMAR	f 4.08			s12.40	
193.1	BACKUS	4.14	2.20	8.40	1.00	
194.2	FARMERSVILLE..D	f 4.17			s 1.10	
199.6	GERMANTOWN..D	s 4.28			s 1.30	
201.2	WIGGIMS	4.32	3.10	9.22	s 1.50	
203.6	CARLISLE....DN	f 4.37			s 2.00	
203.9	CARLISLE JCT. DN	4.38	3.20	9.30	2.05	
	EASTERN STANDARD TIME					
205.4	FRANKLIN.....D	s 5.45			3.10	
229.3	SHARON YARD DN			12.30		
244.7	CINCINNATI..DN	7.20 P.M.	P.M.	A.M.	P.M.	

VAN WERT TO JACKSON—NORTH

Miles from Cincinnati	STATIONS Time Table No. 53 April 28, 1929	FIRST CLASS				FOURTH CLASS							
			16			64		62		72		70	
			DAILY EXCEPT SUNDAY			DAILY		DAILY		DAILY EXCEPT SUNDAY		DAILY EXCEPT SUNDAY	
	CENTRAL STANDARD TIME												
141.4	VAN WERT..DN		A.M. 11.45			P.M.		P.M.		A.M.			
142.5	VAN WERT YARD DN		11.55	63		1.04	17	9.00		6.30			
146.6	CAVETT		f12.01	PM						s 6.50			
149.6	SCOTT.....D		f12.05			1.45	73	9.35		s 7.10			
151.6	HAVILAND		s12.10							s 7.25			
156.2	LATTY.....DN		s12.17	73		2.10		10.05		s 8.30			
159.8	PAULDING.....D		s12.30	17						s10.00			
165.9	CECIL .....DN		s12.42			2.50		11.00		s10.26	63 73		
171.6	SHERWOOD ..DN		s12.52			3.20		11.40		s12.08	PM 17		
175.3	MOATS		f12.59							f12.25			
178.7	NEY.....D		f 1.05	72		3.45		12.05	AM	s 1.05	16	A.M.	
185.2	BRYAN ....D N		s 1.17			4.25		12.50	65	1.45		6.00	
188.8	PULASKI		f 1.27							P.M.		f 6.15	
195.7	WEST UNITY....D		s 1.40	71		5.00		1.25				s 7.00	
200.8	ALVORDTON..DN		s 1.50			5.30		2.05				s 8.47	63
205.2	WALDRON.....D		f 2.00									s 9.10	
209.0	PRATTVILLE....D		f 2.08			6.10		2.35				s 9.30	
214.8	HUDSON.....D		s 2.20			7.00		3.15				s10.00 s10.45	71 17
219.8	ROLLIN.....D		f 2.29			7.40		3.50				11.20	
223.9	MANITOU BEACH D		f 2.38									s12.01	PM
225.9	ADDISON JCT. ..D		f 2.42									s12.15	
226.7	WOOD		2.44			8.55	65	4.50				12.19	
231.2	CEMENT CITY....D		s 2.53									s 1.20	
235.0	CLARKS LAKE ..D		f 3.02									s 1.30	
239.0	ACKERSON LAKE		f 3.10			9.40		5.30				f 1.45	
240.4	LYONETTE		f 3.13										
243.5	N.Y. C. JCT. ... D N		3.18			10.00		5.50				1.55	
244.7	JACKSON ....D N		3.30 P.M.			10.15 P.M.		6.00 A.M.	63			2.00 P.M.	

Miles from Jackson	STATIONS Time Table No. 53 April 28, 1929	FIRST CLASS								FOURTH CLASS							
		17								63		65		71		73	
		DAILY EXCEPT SUNDAY								DAILY		DAILY		DAILY EXCEPT SUNDAY		DAILY EXCEPT SUNDAY	
	CENTRAL STANDARD TIME																
	JACKSON....DN	A.M. 9.45	....	.....	....	.....	....	.....	....	A.M. 6.00	62	P.M. 7.30	....	A.M. 6.15	....	.....	....
1.2	N.Y.C. JCT. .... DN	9.49	....	.....	....	.....	....	.....	....	6.05	....	7.40	....	6.20	....	.....	....
4.3	LYONETTE.....	f 9.54	....	.....	....	.....	....	.....	....	.....	....	.....	....	.....	....	.....	....
5.7	ACKERSON LAKE ..	f 9.57	....	.....	....	.....	....	.....	....	6.25	....	8.05	....	f 6.35	....	.....	....
9.7	CLARKS LAKE ..D	s10.04	....	.....	....	.....	....	.....	....	.....	....	.....	....	s 6.50	....	.....	....
13.5	CEMENT CITY ..D	s10.13	....	.....	....	.....	....	.....	....	6.50	....	.....	....	s 7.30	....	.....	....
18.0	WOOD	10.21	....	.....	....	.....	....	.....	....	7.05	....	8.55	64	7.45	....	.....	....
18.8	ADDISON JCT. ..D	s10.23	....	.....	....	.....	....	.....	....	.....	....	.....	....	s 7.55	....	.....	....
20.8	MANITOU BEACH D	s10.27	....	.....	....	.....	....	.....	....	.....	....	.....	....	s 8.05	....	.....	....
24.9	ROLLIN .....D	s10.35	....	.....	....	.....	....	.....	....	7.27	....	9.20	....	s 8.39	....	.....	....
29.9	HUDSON.....D	s10.45	70	.....	....	.....	....	.....	....	7.52	....	10.25	....	s10.00	70	.....	....
35.7	PRATTVILLE....D	s10.57	71	.....	....	.....	....	.....	....	8.12	....	10.50	....	s10.57	17	.....	....
39.5	WALDRON ....D	s11.05	....	.....	....	.....	....	.....	....	.....	....	.....	....	s11.25	....	.....	....
43.9	ALVORDTON..DN	s11.14	..	.....	....	.....	....	.....	....	8.47	70	11.25	....	s12.15	PM	.....	....
49.0	WEST UNITY....D	s11.22	....	.....	....	.....	....	.....	....	9.02	....	11.50	....	s 1.40	16	.....	....
55.9	PULASKI	f11.33	....	.....	....	.....	....	.....	....	.....	....	.....	....	f 2.00	....	A.M.	....
59.5	BRYAN ....D N	s11.42	....	.....	....	.....	....	.....	....	9.32	....	12.50	AM 62	2.15	....	6.30	....
66.0	NEY.....D	s11.54	....	.....	....	.....	....	.....	....	9.50	....	1.30		P.M.	....	s 7.14	....
69.4	MOATS	f12.01	PM	.....	....	.....	....	.....	....	.....	....	.....	....	.....	....	f 7.30	....
73.1	SHERWOOD ..D N	s12.08	72	.....	....	.....	....	.....	....	10.08	...	2.00	....	.....	....	s 8.45	....
78.8	CECIL .....DN	s12.18	....	.....	....	.....	....	.....	....	10.26	72 73	2.35	....	.....	....	s10.26	63 72
84.9	PAULDING .....D	s12.30	16	.....	....	.....	....	.....	....	.....	....	.....	....	.....	....	s11.20 PM	....
88.5	LATTY.....DN	s12.38	73	.....	....	.....	....	.....	....	11.05	....	3.40	....	.....	....	s12.17 12.38	16 17
93.1	HAVILAND.....	s12.47	....	.....	....	.....	....	.....	....	.....	....	.....	....	.....	....	s 1.18	....
95.1	SCOTT .....D	s12.52	....	.....	....	.....	....	.....	....	11.23	....	4.25	....	.....	....	s 1.45	64
98.1	CAVETT.....	f12.57	....	.....	....	.....	....	.....	....	.....	....	.....	....	.....	....	s 2.10	....
102.2	VAN WERT YARD DN	1.04	64	.....	....	.....	....	.....	....	11.55	16	5.15	....	.....	....	2.30	....
103.3	VAN WERT ..D N	1.15 P.M.	....	.....	....	.....	....	.....	....	..... A.M.	....	..... A.M.	....	.....	....	..... P.M.	....

14. Passenger trains must not exceed
50 mlies per hour between Carlisle Junction and N. Y. C. Junction;
40 miles per hour when handled by freight engines;
40 miles per hour on first curve north of Germantown station;
35 miles per hour on second and third curves north of Ingomar; on curve between station and water tank, Lewisburg; and on first curve south of station at West Manchester;
30 miles per hour over Pennsylvania Railroad Crossing 2 miles south of Greenville;
35 miles per hour on curve at Mile Post 158 north of D & U Crossing; on Stump's Curve 3.5 miles south of Van Wert; on curve just north of Leeson Avenue, Van Wert; over north and south switches of Van Wert Yard; on curve one mile north of Paulding; and on first curve south of station at Hudson;
40 miles per hour on curve between Mile Post 23 and the foot of Rollin Hill;
35 miles per hour on first curve south of Clarks Lake and must run slower wherever regulations or prudence requires.

15. Southbound passenger trains must not exceed 30 miles per hour over N. Y. C. Railroad Crossing, Bryan.

16. Freight trains must not exceed 30 miles per hour between Carlisle Junction and N. Y. C. Junction and when handling loaded self-clearing hopper bottom coal cars must not exceed 25 miles per hour between Carlisle Junction and Lewisburg and between Van Wert and N. Y. C. Jct. Southbound freight trains and light engines must not exceed 20 miles per hour through Germantown.

17. Cincinnati Northern trains may use Railroad Crossings at Savona, Celina and Ohio City, when semaphore is in vertical position; when red ball is displayed at Ohio City, no train may use crossing. Signal at Celina must be restored to horizontal position after Crossing is cleared. At Addison Jct. position of gate governs use of crossing.

18. "f" before the figures of a schedule indicates flag stop to receive or discharge passengers, mail, express or freight.

19. The "Wig-Wagging" of train order signal (or of home signal used in lieu thereof) and its immediate return to normal position, will indicate an approaching train, or engine may proceed and pass signal at reduced speed, prepared to receive train orders and clearance cards, but if not received in passing, the train or engine must be stopped immediately and not proceed until properly authorized. This does not authorize holding the main track on the time of a superior train.

20. "The following abbreviations are authorized: Ackerson for Ackerson Lake; Unity for West Unity; Henry for St. Henry; Jefferson for Fort Jefferson; Chester for West Manchester; Alex for West Alexandria."

21. Passenger train conductors will sound two long and one short blasts of the air whistle signal to be acknowledged by the engineman with two long and one short blasts of the whistle approaching meeting points. If the engineman fails to sound this whistle signal the conductor will take immediate steps to stop the train.

22. When rules require the headlight to be displayed, electric headlights will be dimmed:
(a) In yards where yard engines are employed.
(b) At meeting points.
(c) Approaching stations at which stops are to be made, or where trains are receiving or discharging passengers.
(d) When standing.
(e) On two or more tracks when approaching trains running in opposite direction.
(f) Approaching stations where "19" Train Orders are to be received.
(g) Passing both the engines and cabooses of freight trains on sidings.

23. Between sunset and sunrise, a red light must be carried on rear of last car of all cuts occupying main track within yard limits.

24. Employes must know that switch rails are in proper position and in good order before and after using a switch.

J. V. KENNEDY,
General Superintendent

H. H. GAUVEY,
Train Master

F. W. LAMSON,
Chief Dispatcher

SPEED TABLE

NOTE—This table is for information only and does not authorize exceeding speed limitations of special instructions or however issued.

Time per Mile.	Miles per Hour.	Time per Mile.	Miles per Hour.	Time per Mile.	Miles per Hour.	Time per Mile.	Miles per Hour.
0 min. 36 sec.	100.00	1 min. 30 sec.	40.00	2 min. 24 sec.	25.00	3 min. 18 sec.	18.18
0 " 37 "	97.30	1 " 31 "	39.56	2 " 25 "	24.83	3 " 19 "	18.09
0 " 38 "	94.74	1 " 32 "	39.13	2 " 26 "	24.66	3 " 20 "	18.00
0 " 39 "	92.31	1 " 33 "	38.71	2 " 27 "	24.49	3 " 21 "	17.91
0 " 40 "	90.00	1 " 34 "	38.30	2 " 28 "	24.32	3 " 22 "	17.82
0 " 41 "	87.80	1 " 35 "	37.89	2 " 29 "	24.16	3 " 23 "	17.73
0 " 42 "	85.71	1 " 36 "	37.50	2 " 30 "	24.00	3 " 24 "	17.65
0 " 43 "	83.72	1 " 37 "	37.11	2 " 31 "	23.84	3 " 25 "	17.56
0 " 44 "	81.82	1 " 38 "	36.73	2 " 32 "	23.68	3 " 26 "	17.48
0 " 45 "	80.00	1 " 39 "	36.36	2 " 33 "	23.53	3 " 27 "	17.39
0 " 46 "	78.26	1 " 40 "	36.00	2 " 34 "	23.38	3 " 28 "	17.31
0 " 47 "	76.60	1 " 41 "	35.64	2 " 35 "	23.23	3 " 29 "	17.22
0 " 48 "	75.00	1 " 42 "	35.29	2 " 36 "	23.08	3 " 30 "	17.14
0 " 49 "	73.47	1 " 43 "	34.95	2 " 37 "	22.93	3 " 31 "	17.06
0 " 50 "	72.00	1 " 44 "	34.62	2 " 38 "	22.78	3 " 32 "	16.98
0 " 51 "	70.59	1 " 45 "	34.29	2 " 39 "	22.64	3 " 33 "	16.90
0 " 52 "	69.23	1 " 46 "	33.96	2 " 40 "	22.50	3 " 34 "	16.82
0 " 53 "	67.92	1 " 47 "	33.64	2 " 41 "	22.36	3 " 35 "	16.74
0 " 54 "	66.67	1 " 48 "	33.33	2 " 42 "	22.22	3 " 36 "	16.67
0 " 55 "	65.45	1 " 49 "	33.03	2 " 43 "	22.08	3 " 37 "	16.59
0 " 56 "	64.29	1 " 50 "	32.73	2 " 44 "	21.95	3 " 38 "	16.51
0 " 57 "	63.16	1 " 51 "	32.43	2 " 45 "	21.82	3 " 39 "	16.44
0 " 58 "	62.07	1 " 52 "	32.14	2 " 46 "	21.69	3 " 40 "	16.36
0 " 59 "	61.02	1 " 53 "	31.86	2 " 47 "	21.56	3 " 41 "	16.29
1 " 0 "	60.00	1 " 54 "	31.58	2 " 48 "	21.43	3 " 42 "	16.22
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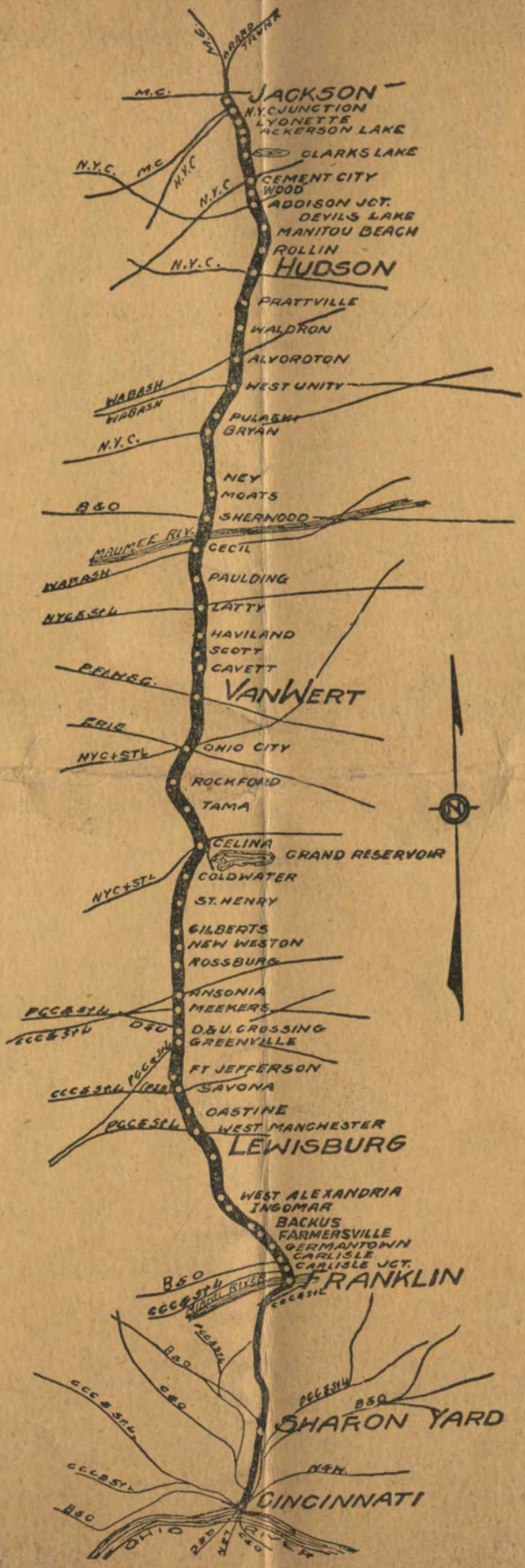
M.C.
JACKSON
N.Y. JUNCTION
LYONETTE
ACKERSON LAKE
CLARKS LAKE
N.Y.C.
M.C.
N.Y.C.
N.Y.C.
CEMENT CITY
WOOD
ADDISON JCT.
DEVILS LAKE
MANITOU BEACH
ROLLIN
N.Y.C.
HUDSON
PRATTVILLE
WALDRON
ALVORDTON
WABASH
WEST UNITY
WABASH
PULASKI
BRYAN
N.Y.C.
NEY
MOATS
B&O
SHERWOOD
MAUMEE RIV.
CECIL
WABASH
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CAVETT
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VANWERT
ERIE
NYC&STL
OHIO CITY
ROCKFORD
TAMA
CELINA
GRAND RESERVOIR
NYC&STL
COLDWATER
ST. HENRY
GILBERTS
NEW WESTON
ROSSBURG
ANSONIA
PCC&STL
MEEKERS
CCC&STL
D&O
D&U. CROSSING
GREENVILLE
PCC&STL
FT JEFFERSON
CCC&STL
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SAVONA
OASTINE
PCC&STL
WEST MANCHESTER
LEWISBURG
WEST ALEXANDRIA
INGOMAR
BACKUS
FARMERSVILLE
GERMANTOWN
CARLISLE
CARLISLE JCT.
B&O
FRANKLIN
CCC&STL
MIAMI RIVER
CCC&STL
PCC&STL
B&O
CCC&STL
PCC&STL
B&O
SHARON YARD
CCC&STL
N&W
CCC&STL
CINCINNATI
B&O
OHIO RIVER