1.25

THERE IS ALWAYS TIME FOR COURTESY

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Make SAFETY Your POLICY

The New York Central Railroad Company

OHIO CENTRAL DIVISION

Time Table No. 5

FOR EMPLOYEES ONLY

Effective 2:00 A. M. Eastern Standard Time

Sunday, April 24, 1960

A. L. JOHNSON,
Transportation Superintendent

A. S. GILMAN, INC., CLEVELAND

ATTENTION

TRAIN AND ENGINE CREWS

Always keep in mind that the customer is the BUYER and that it is your job to make every BUYER a satisfied customer. To that end, the following matters deserve your constant attention:

1. If an error or misstatement has been made somewhere along the route, put forth every effort to correct it. Nothing should be considered too trivial.

2. Ever be alert to the safety and comfort of your passengers, and freely give information and advice when requested. The aged, infirm and the young passenger traveling unaccompanied require special attention. Be helpful to them in every way possible, particularly in assisting them on and off trains, and occasionally inquire as to their comfort.

3. Protect both coach and sleeper passengers against undue noise or disturbance, particularly at night. Remember they pay to sleep.

4. The avoidance of arguments or friction with passengers is a test of your diplomacy. A calm and pleasant manner, regardless of the circumstances, is the best assurance of your success.

5. Keep posted on connecting line train service, arbitrary holds they have in effect for our trains, and advise passengers so as to avoid, as far as possible, any uneasiness on their part about missing connections, and when same is unavoidable, tell them what time the next connection is due to depart.

6. Cheerfully offer explanation of unusual delays and pass such information to other members of your crew—Brakeman, Porter, Sleeping Car, Pullman and Dining Car employes—so they too may advise passengers. Generally speaking, passengers will gladly accept a condition which they understand, but on the contrary are irritated when kept in ignorance.

7. Neatness of appearance and courtesy bespeak pride in your job, and create good-will for the Railroad.

8. Being considerate of others is the key to popularity. This applies to the institution and individual alike. Many of your passengers may be riding a train for their first time. This is especially true of the younger generation. Kind and attentive treatment to make them feel at home creates additional passenger traffic.

9. Remember that people traveling on passes have a right to that privilege, and are entitled to the same courteous treatment as other passengers. A satisfied "free-transportation" passenger is always a booster.

10. On crowded trains, New York Central employes riding on passes should, and will if properly approached, cheerfully cooperate in seeing that revenue passengers are given every possible consideration.

11. Train Porter should keep coaches clean and in tidy condition at all times. Toilets particularly are the source of adverse comment. Inspect them frequently.

12. AVOID ROUGH HANDLING OF YOUR TRAIN. New York Central enginemen have an enviable reputation for smooth starting, running and stopping of their trains. Never lose sight of this feature, as passengers are more disposed to avoid the route that does not give them a smooth ride, than they are to exert the effort involved in registering complaints about it.

13. Of equal importance is SMOOTH HANDLING OF FREIGHT TRAINS. Rough handling results in damaged lading and delays due to damaged equipment, which creates dissatisfied customers.

14. On-Time delivery of passengers, mail, express and freight at destination is what the customers pay for and expect. Your best efforts, always within the zone of safety, should be extended to keep your trains on time.

SPECIAL INSTRUCTIONS

Special Instructions prefixed by letter or number modify Rules of the Operating Department with corresponding letter of number, unless otherwise specified.

A. The title Transportation Superintendent will be used instead of Superintendent.

A-1. OTHER RAILROADS.

Between: Stanley Tower and Rockwell Jct., first class trains run via T. T. R. R. and C. & O. Ry.
Bremen and New Lexington, trains run via P. R. R.
Spangler and Zanesville, trains run via P. R. R.
Armitage and West Athens, freight trains run via C. & O. Ry.
Hobson Jct. and Kanauga, trains run via C. & O. Ry.
Kanauga and Gallipolis, freight trains run via C. & O. Ry.

B-2 LAWS AND REGULATIONS.

Hours of Service Law.

When train or engine service employees have been on duty 14 hours, they must notify the Transportation Superintendent promptly.

Employees must know when called for service that they are available under the Hours of Service Regulations, and if in any doubt, bring it to the attention of the proper official.

Reports.

When car of live stock is due to be fed, rested and watered within 3 hours, the conductor must send report to the Transportation Superintendent by wire.

Defective Cars.

Cars becoming defective enroute when loaded with live stock or perishable freight may be hauled by chains instead of couplers to next repair point, and when so hauled at the rear of caboose must be chained in addition to being coupled unless the air brakes are in service.

Other defective cars must not be hauled by chain in revenue trains or in association with cars commercially used, beyond the first side track.

Ohio and West Virginia.

At railroad crossings and junctions at grade, not interlocked, all trains must come to a full stop, not nearer than two hundred (200) feet, nor farther than eight hundred (800) feet from the crossing, and shall not cross until signalled to do so by the watchman, nor until the way is clear.

Within the State of Ohio, when a pusher or helper engine is used to assist and assemble train and the pusher or helper engine is located behind the caboose, employes are prohibited from riding in or on the caboose while train is being assisted.

K-1. FIGHTING.

Fighting while on duty or on company property is prohibited.

L-2 MIS-USE OF COMPANY PROPERTY.

Abuse, mis-use, defacing of or deliberate damage to or destruction of company property, tools or equipment is forbidden.

M. SAFETY.

Employees must provide themselves with the book of Safety Rules and be governed by the rules contained therein.

O. READING ON DUTY.

While on duty, books, magazines or papers other than company instructions, must not be read.

REPEATING INSTRUCTIONS:

All verbal instructions affecting train movements or involving equipment or track conditions must be repeated back by the employee receiving them.

1. STANDARD TIME.

Eastern Standard Time is in use.

3. STANDARD CLOCKS.

Stanley yard	Telegraph office.
	Diesel shop.
Kenton	Telegraph office.
West Columbus	Telegraph office.
	Engine house.
Bucyrus Yard	Engine house.
Corning	Telegraph office.
	Engine house.
Fultonham	Telegraph office.
Hobson	Telegraph office.
	Yard office.
	Engine house.
Charleston	Yard office.
	Dispatcher's office.
Dickinson	Telegraph office.

3b. COMPARING WATCHES.

When practicable, conductors and enginemen must compare watches with each other before commencing each day's work. Other engine and train employees must compare watches with the conductor or engineman as soon as practicable.

12. HAND, FLAG AND LAMP SIGNALS.

Engine, while handling wrecking crane engaged in wrecking operations, must not be moved until given proper hand signal with green flag or green light.

West Columbus: Trains and engines entering or leaving No. 1 or No. 2 main tracks, must receive proceed signal with green flag by day and green light by night, from switchtender.

Movements through crossover, between main track and side track, will be governed by hand signals given by switchtender, with yellow flag by day and yellow light by night.

13. EMERGENCY SIGNALS AT INTERLOCKING AND OTHER POINTS.

Whistle or horn signal at:
"SA" Tower, Stanley.
"F" Tower, Fostoria.
"BJ" Tower, Grandview.
"WF" Tower, Frankfort Street.

Institute—Klaxon Horns located on Southward manual block signal and on Signal No. 46162. When sounded, trains and engines operating on side tracks must stop and will not move until instructed by plant guard or other authorized person.

14. ENGINE WHISTLE SIGNALS.

The whistle must be sounded at whistle posts and where required by rule or law.

In sounding whistle signal 14 (*l*) the forward facing horn must be used. The rear facing horn will be used in sounding this signal only when the forward facing horn is inoperative.

15. TORPEDOES.

After exploding a torpedo or torpedoes, train or engine will proceed, reducing speed and preparing to stop short of train ahead or obstruction. After proceeding for a distance of one mile from the place where torpedo was exploded train may resume normal speed if track is seen to be clear.

19. MARKERS.

Engines occupying the main track with cars must display a red flag by day and a red light by night on the rear of the rear car.

Note—Reflectorized markers on each side of rear car or a circular reflectorized disc, mounted in the center of the rear car of a train, may be used in lieu of marker lamps on territories specified in the time table.

21a. OMISSION OF WHITE SIGNALS.

The display of white signals will be omitted.

34. FLAGMEN'S SIGNALS.

The following signals will be used by flagmen:

Day Signals—A red flag.	Night Signals—A white light.
Torpedoes.	Torpedoes.
Fusees.	Fusees.

83. TRAIN REGISTERS.

Stanley Yard	Telegraph office.
West Columbus	Telegraph office.
Bucyrus Yard	Engine House.
Thurston	Telegraph office.
Bremen	Telegraph office
New Lexington	Telegraph office.
Corning	Telegraph office.
Fultonham	Telegraph office.
Hobson	Yard office.
Kanauga	Telegraph office.
Dickinson	Telegraph office.

Thurston, Bremen, New Lexington, Hobson and Kanauga: Operators register all trains.

Corning: Southern Subdivision. Second class and extra trains register by phone.

Engines or trains with initial station at Bigley Avenue Junction, Morris Street Junction or Bridge Junction will verbally ascertain from the Train Dispatcher whether all trains due which are superior or of the same class have arrived or left.

83d. CLEARING OF TRAINS.

Trains will not leave the following stations without Clearance Form A

Bremen: All trains.
New Lexington: All trains.
Kanauga: All Southward trains.

Trains will not receive Clearance Form A at the following stations:

Hitop.
Swiss.

Stanley Yard: Trains or engines must not occupy track south of signal E-61 from Yard K lead, or south of Signal E-81, Yards O and S lead without permission from Train Dispatcher at Fostoria.

Between Berwick and Toledo: Ohio Division trains will display signals on train orders issued by Transportation Superintendent of Ohio Division.

93. YARD LIMITS.

Stanley Yard (Western Subdivision).
Bowling Green.
Findlay: North Findlay to Hancock, inclusive.
Kenton.
Marysville.
West Columbus: Grandview to Truro, inclusive.
East Columbus: Truro to Woodland Ave., inclusive.
Basil to Thurston, inclusive.
Corning: Rendville to BK, inclusive.
Stanley Yard: Main St. to south end yards.
(Eastern Subdivision.)
Fostoria.
Spore to Bucyrus, inclusive.
Mt. Gilead Jct. to Mt. Gilead.
Heath.
Muskingum.
Spangler.
Fultonham.
Tropic.
Glouster to Buckingham (MP 83.4).
Armitage to Grosvenor, inclusive.
Hobson to Hobson Jct., inclusive.
Institute.
Charleston: Shorr to Stuart, inclusive.
Belle to Dickinson, inclusive.
Glen Ferris to Gauley Bridge, inclusive.
Swiss.
Bigley Ave. Jct. to City Limits (Hitop Branch).

S-93. YARD LIMITS.

Note—Where automatic block signal system rules are in effect "known to be clear" includes when track is known to be clear by signal indication.

Footnotes to Rule S93 and D93 reading:

Note: Where automatic block signal rules are in effect, "known to be clear" includes when track is known to be clear by signal indication—Applies only between:

B. & O., West Columbus, and Bannon,
Signal E341 and Signal E382, Fostoria,

where Automatic Block System is in use in Columbus and Fostoria territory.

D93a. MOVEMENTS AGAINST THE CURRENT OF TRAFFIC.

Movements against the current of traffic within yard limits must be made prepared to stop short of train or obstruction.

May be made on authority of Train Dispatcher except:

(a) B. & O. R.R. Tower and Frankfort Street under supervision of Yardmaster.
(b) Frankfort Street and Bannon by permission of signalman at Frankfort Street.

98. RAILROAD CROSSINGS AT GRADE.

Location	Railroad	Signals
Galatea	B. & O.	Interlocking.
*Mortimer	Nickel Plate	Interlocking.
North Findlay	Nickel Plate	Interlocking.
*Arlington	A. C. & Y.	Interlocking.
Dunkirk	P. R. R.	Interlocking.
Kenton	Erie	Interlocking.
Ridgeway	Ohio Division	Interlocking.
*Peoria	Erie	Interlocking.
*Marysville	Ohio Division	Interlocking.
Mounds	P. R. R.	Interlocking.
Grandview	Ohio Division	Interlocking.
West Columbus	B. & O.	Interlocking.
LM Tower	P. R. R.-C. & O.	Interlocking.
Frankfort St.	C. & O.	Interlocking.
Bannon	N. & W.	Interlocking.
East Columbus	B. & O.	Interlocking.
	U. S. Government	Target.
Stanley Tower	T. T.	Interlocking.
Fostoria	Nickel Plate (L. E. & W.)	Interlocking.
	Nickel Plate	Interlocking.
	C. & O.	Interlocking.
	B. & O.	Interlocking.
Berwick	Ohio Division	Target.
*Sycamore	A. C. & Y.	Interlocking.
Bucyrus	P. R. R.	Interlocking.
Martel	Erie	Interlocking.
	Ohio Division	Interlocking.
Edison	Ohio Division	Interlocking.
*Centerburg	P. R. R.	Interlocking.
Heath	B. & O.	Interlocking.
Walser	B. & O.	Target.
Fultonham	Pgh. Plate Glass	Stop Sign
*Darlington	P. R. R.	Interlocking.
Crooksville	P. R. R.	Target.
Armitage	C. & O.	Target.
Grosvenor	B. & O.	Interlocking.
Port Amherst	C. C. R. R.	Interlocking.
Cedar Grove	K. C. & N. W.	Target.
	Kellys Creek R. R.	Target.
Blue Creek	B. & O.	Target.

Peoria—Erie Railroad Crossing: Trainmen will be governed by instructions located in telephone compartment of concrete instrument house, located in northeast corner of crossing, when home signal indicates Stop.

Mortimer—Nickel Plate Crossing: Trainmen will be governed by instructions posted in Control Case, northwest corner of crossing, when home signal indicates Stop.

Marysville—Ohio Division Crossing: Trainmen will be governed by instructions posted in control box located in the southeast angle of crossing, when home signal indicates Stop. Normal position of interlocking for Ohio Central Division movement.

Port Amherst—C. C. R. R. Crossing: During hours Port Amherst interlocking closed, N. Y. C. interlocking home signals will be set in Proceed indication and C. C. R. R. home signals in Stop indication.

Centerburg—If home signal fails to clear on approach of trains and there is no evidence of an approaching train on the P.R.R., unlock emergency control case, located at northeast corner of crossing, and be governed by the instructions posted in the control case.

*Automatic Interlocking

101a. PROTECTION AGAINST RETURN MOVEMENTS.

When a portion of a train is left on the main track, it must be protected against the return movement. At night, or when weather conditions require, torpedoes must be used, and, in addition, a white light must be displayed on the front of the head car. This does not relieve the engineman from using necessary caution to avoid accident in returning.

103. PUBLIC CROSSINGS AT GRADE.

Obstructing Public Crossings.

Columbus, Whittier Street:

When northward home signal at Frankfort Street does not indicate proceed, trains or engines moving northward on either No. 1 or No. 2 track must stop one-hundred (100) feet south of Whittier Street and must not proceed over Whitter Street until interlocking signal indicates proceed and must then move promptly.

Trains or engines must not call for signal at Frankfort Street Interlocking until ready to make prompt movement over Whittier Street.

Trainmen must flag trains or engines over the following crossings:

East Columbus Branch: Main Street
Broad Street
Spangler.....Maysville Avenue
Rendville.....Z. & W. Route 13

Automatic Flashing Light signals with or without Gates.

At all crossings where signs are provided on other than main tracks to indicate "End of Circuit", trains and engines operating on such tracks must proceed slowly past sign located adjacent to track and approximately fifty feet from crossing and not cross the highway until gates are in horizontal position. (Where flashing light signals are in service without gates, the flashing lights must be operating for at least 20 seconds.)

At all crossings where sign are provided on main tracks to indicate "End of Circuit", trains and engines stopping on main tracks must stop back of sign. When starting, if gates are raised (or flashing lights not operating), must proceed slowly past sign and not cross highway until gates are in horizontal position. (Where flashing light signals are in service without gates, flashing lights must be operating for at least 20 seconds.)

In addition to automatic operation, controllers are provided for manual control of flashing light signals at the following crossings.

Bucyrus, Ohio.....Hopley Avenue
Baltimore, Ohio.....Main Street
Corning, Ohio.....Main Street
Nitro, W. Va.....42nd Street
Glasgow, W. Va.....3rd Street

Member of train or yard crew, when making switching movement, will operate controllers in accordance with instructions posted at the crossings.

104a. NORMAL POSITION OF SWITCHES.

The normal position of switches is as follows:

West Columbus: For No. 2 track.

Thurston: Junction switch, Eastern and Western Sub-Divisions, for movement Corning and Columbus.
Junction switch, Z. & W. Sub-Division, for movement Thurston to Bucyrus.

Bucyrus: Junction switch, south end of yard, for movement to yard lead.

Shorr: For No. 2 track.

Bigley Ave. Jct.: For No. 2 track.

Swiss: Junction switch, N. F. & G. for movement to N. F. & G. main track.

Fultonham: Junction switches, Pittsburgh Plate Glass Company, for N.Y.C. movement.

104e. SPRING SWITCHES.

Location	Normal Position
Stanley Yard: Junction of south leads to Yards S and O	For Yard S.
Stanley Yard: Junction of northward and southward running tracks north of Walbridge Road	For Southward running track.
Kenton: North end of siding	For main track
Stuart: at south junction of northward and southward main tracks	For Track No. 2

When signal indicates "STOP," switch must be examined and if found in proper position train may proceed; if not in proper position, switch must be operated by hand before movement is made over it. Except at Stuart, trainmen must call manual block operator at Charleston for instructions before proceeding. Rule 104B will govern if switch is found defective.

105. SIDINGS.

Trains taking siding will take first switch, except:

Lime City: Southward, second switch.
Bowling Green: Southward, fifth switch.
Galatea: Northward, second switch north of B. & O. crossing.
North Findlay: Northward, first switch north of Nickel Plate Crossing.
Southward, fifth switch.
Kenton: Northward, first switch north of Erie crossing.
Southward, first switch south of depot.
Ridgeway: Southward, first switch south of Ohio Division crossing.
Marysville: Northward, third switch north of Ohio Division crossing.
Grandview: Northward, first switch north of Ohio Division crossing.
Truro: Southward, fifth switch.
Thurston: Southward, Toledo to Thurston, first switch north of Main Street.
Southward, Columbus to Corning, second switch.
Northward, to Columbus, second switch.
New Lexington: Southward, second switch south of station.
Stony Ridge: Southward, second switch.
Luckey: Northward, second switch north of station.
Sycamore: Southward, first switch south of station.
Spore: Southward, second switch.
Edison: Southward, first switch south of Ohio Division crossing.
Johnstown: Southward, second switch.
Granville: Southward, second switch.
Glouster: Southward, second switch south of station.
Armitage: Southward, third switch.
Northward, second switch.
Albany: Southward, first switch south of station.
Northward, second switch.
Kanauga: Southward, second switch.
Arbuckle: Southward, second switch.
Rumer: Northward, second switch.
Nitro: Northward, second switch north of station.
Dunbar: Southward, first switch south of station.
Levi: Southward, second switch.
Smithers: Southward, first switch south of station.
DB Tower: Southward, first switch south of Mile Post 156.
Northward, second switch.

Capacity based on 44-ft. cars.	Southward	Northward	Northward and Southward
Lime City	...	...	107
Bowling Green	...	...	148
Galatea	...	...	103
North Findlay	...	...	110
Hancock	...	...	102
Dunkirk	...	...	100
Kenton	...	...	90
Ridgeway	...	...	95
West Mansfield	...	...	110
Marysville	...	...	130
Scottslawn	...	...	78
Kile	...	...	98
Renner	...	...	82
Highway	...	...	98
Stonington	...	...	83
Truro	...	...	126
Basil	...	...	78
Thurston Toledo-Thurston	...	...	123
Thurston Columbus-Corning	...	...	148
Bremen	...	...	96
New Lexington	...	...	90
Clay Bank	...	...	94
New Salem	...	...	33
Stony Ridge*	...	...	98
Luckey*	...	...	98
Woodside*	...	...	143
Norris*	...	...	101
Landgraf*	...	...	102
Sycamore	...	...	98
Spore	...	...	96
Martel	...	...	96
Edison	...	...	100
Johnstown	...	...	63
Granville	...	...	56
Glouster	...	...	94
Chauncey	...	...	113
Armitage	...	...	142
Albany	114	62	...
Kanauga	...	...	90
Arbuckle	...	...	124
Robertsburg	...	...	83
Rumer	...	...	119
Courtney	...	...	90
Putnam	...	...	79
Nitro	...	...	132
Dunbar	...	...	81
Levi	...	...	135
Midwest	...	...	125
Smithers	...	...	80
DB Tower	...	...	104

* Indicate controlled siding.

109. BULLETIN BOARDS AND BOOKS.

Bulletin Orders posted in books must be signed for by train and yard service employees.

Notices over 12 months old will be removed and re-issued if still in effect.

Stanley Yard	Yard office. Diesel shop.
Findlay	Former Passenger station.
Kenton	Yard office.
Grandview Ave	Yard office.
West Columbus	Yard office. Engine house.
South Columbus	Switchmen's shanty.
Thurston	Telegraph office.
Fostoria	Freight station.
Bucyrus Yard	Yard office. Engine house.
Fultonham	Telegraph office. Engine house.
Corning	Telegraph office. Engine Dispatcher's office.
Hobson	Yard office. Engine house.
Nitro	Telegraph office.
Institute	Telegraph office.
Charleston	Yard office. Engine Dispatcher's office.
Dickinson	Yard office. Engine house.

Stanley Tower and Rockwell Jct: T.T.R.R. and C. & O. R.R.

General Orders and Notices, governing this territory will be posted in passenger station at Bellefontaine.

Bremen and New Lexington: P.R.R.

General Orders and Notices, governing this territory will be posted in West Columbus Yard Office and Engine House; Bucyrus Engine House, Hobson Yard Office and Engine House; Corning Yard Office and Engine House.

Spangler and Zanesville: P.R.R.

General Orders and Notices, governing this territory will be posted in Yard Office at Fultonham.

Armitage and West Athens
Hobson Jct. and Kanauga
Kanauga and Gallipolis
} Via C. & O. R. R.

General Orders and Notices, governing this territory will be posted in Yard Office and Engine House at Hobson.

DESIGNATION AND USE OF MAIN TRACKS.

Single Track:

Between: Stanley Yard and West Columbus.
Bannon and Bremen.
New Lexington and Corning.
Stanley Yard and Fostoria Signal E 341.
Fostoria Signal E 382 and Thurston.
Thurston and Spangler.
Muskingum and Ferro.
Fultonham and Rendville.
Glouster and Buckingham (MP 83.4)
Corning and Hobson.
Kanauga and Shorr.
Stuart and Swiss.
Bigley Ave. Jct. and Hitop.

D-151.

Two Tracks:

Between Frankfort St. and Bannon.
Tracks are numbered from the West and will be used as follows:
No. 1, Southward.
No. 2, Northward.

Fostoria: Between Signals E 341 and E 382.
West Columbus and Frankfort St.
Tracks are numbered from the West and will be used as follows:
No. 1, Southward and Northward.
No. 2, Northward and Southward.

Between Shorr and Stuart.
Tracks are numbered from the West and will be used as follows:
No. 1, Southward.
No. 2, Northward.

206a. MOVEMENT BY TRAIN ORDERS.

When an engine consists of more than one unit, the number of the leading unit or the numbers of both the leading and rear units, may be used to identify the train.

221. TRAIN ORDER SIGNALS.

Rules 221-A, 221-B and 221-C will apply at offices as listed under Stations, Office Calls and Office Hours.

223. ABBREVIATIONS.

Automatic Block Signal System	ABS
Manual Block Signal System	MBS
Traffic Control System	TCS

MOVEMENT OF TRAINS BY BLOCK SIGNALS

Track	Between	Assigned Direction	Operation
Single	Stanley Yard and West Columbus	None	Rules 300-373 incl.
1	Frankfort St.-Bannon	Southward	Rules 251-254 incl.
2	Bannon and Frankfort St.	Northward	Rules 251-254 incl.
1	West Columbus and Frankfort Street	None	Rules 550-562 incl.
2	Frankfort Street and West Columbus	None	Rules 550-562 incl.
Single	Bannon and Bremen	None	Rules 300 373 incl.
Single	New Lexington and Corning	None	Rules 300-373 incl.
Single	Stanley Interlocking and Fostoria Signal E341	None	Rules 550-562 incl.
1	Fostoria Signal E341 and Signal E382	None	Rules 550-562 incl
2	Fostoria Signal E382 and Signal E341	None	Rules 550-562 incl
Single	Fostoria Signal E382 and Berwick	None	Rules 550-562 incl
Single	Corning and Hobson	None	Rules 300-373 incl
Single	Kanauga and Shorr	None	Rules 300-373 incl
Single	Stuart and Gauley Bridge	None	Rules 300-373 incl

SPECIAL SIGNAL ASPECTS AND INDICATIONS

281

Fig. 22B

INDICATION—Proceed.
NAME—Clear.

285A

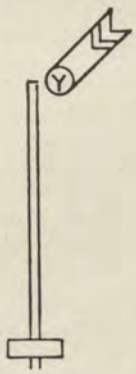


Fig. 141A

INDICATION—Proceed prepared to stop at next signal. Train exceeding medium speed must at once reduce to that speed.

NAME—Approach-Restricting.

297. RAILROAD GRADE CROSSING SIGNALS.

Trains must stop before proceeding unless otherwise indicated.

Location	Signal	Position	Indication
East Columbus	Target (Two)	Horizontal	Proceed.
Berwick	Target Normal position for Ohio Central Division.	Vertical	Ohio Central Division trains proceed without stopping, at a speed not exceeding 15 miles per hour.
Walser	Target	Vertical	Proceed. N.Y.C. R. R. trains will approach crossing under full control, prepared to stop, and when target is in vertical position may, without stopping, proceed over crossing at a speed not exceeding 15 miles per hour.

Location	Signal	Position	Indication
Fultonham..... Pittsburgh Plate Glass Company	Stop Sign.....		Trains and engines on both railroads will stop before proceeding over these junction switches.
Crooksville.....	Target.....	Horizontal..	Proceed.
Armitage.....	Target..... Normal position for N.Y.C.	Horizontal..	N. Y. C. trains and engines must approach crossing prepared to stop, but if target is in horizontal position, may proceed without stopping at a speed not exceeding 15 miles per hour.
Cedar Grove..... K. C. & N. W. Kelly Creek R. R.	Target..... Normal position for N.Y.C.	Horizontal..	Proceed. N.Y.C. R. R. trains will approach crossing under full control, prepared to stop and when target is in horizontal position, may without stopping proceed over crossing at a speed not exceeding 15 miles per hour.
Blue Creek.....	Target.....	Horizontal..	Proceed.

Crooksville—P. R. R. Crossing:

Trainmen will handle target and leave it in proceed position for N. Y. C.

Blue Creek—B. & O. Crossing:

Trainmen will handle target and leave it in proceed position for B. & O.

STOP SIGNS.

At signs reading "Stop" trains and engines, after making a stop, will proceed in accordance with instructions contained in the time-table under other rules, Bulletin Orders or instructions posted at the location.

300. MANUAL BLOCK SIGNAL SYSTEM.

A signalman may admit a train other than a passenger train to a block that is wholly or partly within yard limits under a clear block indication when it is known that the block is not occupied by a passenger train or not occupied by a train other than a passenger train outside of yard limits.

Indications of manual block signals will convey to second class and extra trains information as to condition of that portion of the block that is not within yard limits. Second class and extra trains and engines must move within yard limits prepared to stop unless main track is seen or known to be clear.

At interlockings where home (or dwarf) signals are also used as manual block signals, enginemen or trainmen must, before passing stop signal, in addition to clearance Form A, receive hand signal as provided in Rule 663, or permission from the signalman.

305a. INTERLOCKING SIGNALS USED AS MANUAL BLOCK SIGNALS.

Interlocking signals which serve also as Manual Block signals will display Manual Block indications on top arm or light. When other than top indication is used to display a "proceed" indication, Clearance Form A, Clearance Forms A and B, or Clearance Form A and a train order will be used to indicate the condition of the block except:

Kenton: Erie Interlocking, Southward home signal, Main track, Middle Indication.

Ridgeway: Northward home signal from siding, Middle Indication.

Thurston: Southward home signal. Bottom Light—block occupied indication.

Where an automatic signal is in use in Manual Block territory, it will indicate condition of track only between automatic signal and fixed signal reading "End of Automatic Block."

Manual Block Signals are Remotely Controlled as Follows:

Location		Control Station
Midwest:	South end siding.....	Dickinson.
Levi:	North end of siding.....	Port Amherst.
New Lexington:	South end of siding.....	New Lexington.

Trains must not pass these signals without entire train or to do switching without first notifying the controlling signalman of intended moves and must report to controlling signalman as soon as such moves have been completed.

During hours Port Amherst train order and manual block office closed, the manual block signals at Levi do not govern block movements.

Indications of approach signals at Institute, do not apply to that portion of the block between approach signal and manual block signal.

505. AUTOMATIC BLOCK SIGNAL SYSTEM.

Unless otherwise provided, Manual Block Signal System Rules will govern movements against the current of traffic.

Trains stopped by automatic signals as shown below, will, before proceeding, communicate with Signalman and be governed by his instructions:

Bucyrus Interlocking—Signal No. 40691, Southward tonnage trains.

Martel Interlocking—Signal No. 40812, Northward tonnage trains.

Grandview Interlocking—Signal No. 42991, Southward trains.

Bannon Interlocking—Signal No. 43071, Southward trains with 75 or more cars.

512. TRAIN DELAYED IN BLOCK.

When a train or engine has passed a signal permitting it to proceed and is delayed in the block, it must proceed at restricted speed to the next signal; except if it can be seen, or it is known that track is clear to next signal and that such next signal displays a proceed indication, train having been delayed may proceed in accordance with the indication received at the last signal passed before delay occurred.

514. ENTERING BLOCK BETWEEN SIGNALS.

A train or engine entering a block between signals must be protected as required by the rules and must proceed at restricted speed to the next signal in advance unless it can be seen or known that the track is clear to next signal in advance and such signal displays a proceed indication.

663a. REMOTE CONTROL SWITCHES AND SIGNALS.

Location	Signal Station	Tracks
1.03 miles south of	Dunkirk.....	Main to Siding
1.18 miles north of	Kenton.....	Main
.83 mile south of	Ridgeway.....	Main to Siding
1.10 miles south of	Thurston.....	Main to Siding

At locations where remote control switch may be operated by hand in an emergency, additional instructions are posted in the phone booth at the location.

663b. AUTOMATIC INTERLOCKING.

Mortimer, Peoria and Centerburg—

After train has passed approach signal, permitting it to proceed and is delayed in the block, it must proceed at restricted speed, expecting to find the home signal in stop position.

Provisions of Rule 663b will govern, if home signal fails to display a proceed indication after reaching a point 300 feet in rear of signal.

INTERLOCKING LIMITS.

Interlocking limits at:

Dunkirk and Ridgeway cover tracks between interlocking and remote control signals.

701. OBSERVANCE OF PASSING TRAINS.

If any indication of conditions endangering a train is observed, "Stop" signal must be given. If there are no apparent defects, employees must give "Proceed" signal.

703. MAKE-UP OF FREIGHT TRAINS.

Trains containing cars equipped with "K" type brake equipment, limit to 50 cars.

Defective cars carded "Rear End Only" must not be placed forward of 15 cars from caboose. So far as possible, inspectors must apply these cards to cars requiring such movement prior to trains being made up in the yard.

Snow plows must not be hauled backward when being moved in freight train.

705. LEAVING CARS ON SIDE TRACKS.

Cars must not be left bridging across insulated joints in track rails where tank cars are placed.

Cars with hot journals must not be left on any track in close proximity to where gasoline is loaded or unloaded.

715. GAMBLING.

Gambling on Company Property by employees is forbidden.

HAND BRAKE TEST.

A running test of hand brakes must be made on a Rail Diesel Car or Rail Motor Car upon leaving initial terminal when operating as a single unit. As soon as speed permits, engineman must place throttle lever of RDC car in No. 1 position (rail motor car in OFF position) and signal for brakes. The conductor or members of train crew must then apply hand brakes to determine if they are operating properly. In case hand brakes do not operate properly, car must proceed at restricted speed to the nearest point at which repairs can be made.

RAIL DIESEL CARS, CLASS RDC.

When operating single unit RDC cars, arrangements must be made for an absolute block in the rear of each car operated.

When making stops in automatic block and interlocking signal territory, two stops must be made. After the first stop is made, the car will be moved forward at least six feet when making the second stop, to avoid stopping on sand.

At interlockings, remote controlled locations and in Traffic Control System Territory, switches in route taken by RDC cars will not be operated until it has been ascertained that movement through the route has been completed.

DIESEL EQUIPMENT:

A. LEAVING DIESEL LOCOMOTIVE UNATTENDED (ENGINES RUNNING)

*1. Apply Independent Brake Full On
2. Place automatic brake in running position.
3. Place throttle in idle, selector handles in "Off" and remove reverser handle.
4. Pull out generator field switch or, if equipped, place generator field circuit breaker in "Off". (Leave all other switches and circuit breakers in running position if desired).
5. Apply hand brakes.
6. If on grade, chain or block wheels.
7. All electric control jumpers must remain connected between units.

*Note: Locomotives conditioned for towing, or movement "Dead" in Train, or to be picked up by switching crews, may be left with the Independent Brake in running (release) position.

B. Air Brakes.

Road engines must have the Controlled Emergency feature of 24 RL brake equipment set in Passenger (or Passenger Lap), except when coupled to a freight train.

Engines operating light in road service, yard or terminal territory, must have the Rotair Valve and Controlled

Emergency Cocks set as follows:
Rotair Valve operating "A" unit set in "Pass" position.

Controlled Emergency Cock "B" unit set in "Pass" position.

Rotair Valve trailing "A" unit set in "Pass Lap" position

C. Passing Over Railroad Crossings at Grade

When crossing a railroad crossing at grade, throttle should be moved back to Run 3 and kept in that position until all locomotive units have passed over the crossing.

D. Diesel stopping over open flames.

Diesel engines must not be stopped over burning fusees or other open flames, lights or fires when it can be avoided. When so stopped and engine cannot be promptly moved, the fusees or fire must be extinguished. Open flame switch heaters must be relighted after the engine has been moved.

LUBRICATION AND CARE OF JOURNAL BOXES.

All New York Central System road locomotives and all new passenger cars, as well as many of the older cars, are equipped with the Twinplex Hot Box Alarm. In the event that any of these bearings become overheated a strong and somewhat disagreeable odor is released and also a dense white smoke. Train and engine crews, also towermen, crossing watchmen, maintenance of way forces and other employes will be on the lookout for these indications and whenever they are observed the train must be stopped immediately. When the hot box is located it must be given the usual attention in accordance with prescribed practices.

Current "Instructions for the Lubrication and Care of Journal Boxes" govern.

When a journal is found overheating enroute, train must be stopped and examination made. Packing must be adjusted or box repacked if this will overcome trouble. If cause of heating cannot be corrected in this manner or car cannot be moved to the next terminal through use of cooling compound, car should be set out.

Water or snow should not be used for cooling hot journals except in emergency, and when used, journal should be cooled as slowly as conditions will permit.

When cars with hot journals are set out where inspectors do not take immediate charge, precaution must be taken to know that journal is left in condition to avoid damage to car by fire.

Conductor must make prompt report to Transportation Superintendent and car foreman of cars treated enroute, or set out account overheated journal, stating whether treated by cooling compound or by water or snow, also whether heating was detected by odor or smoke of Hot Box Alarm.

Cooling Compound.

An approved hot journal cooling compound, and Form NYCS RS-74, furnished by storekeeper, shall be carried as part of caboose equipment and train crew equipment in passenger service.

Cooling compound shall be used for emergency treatment of overheated journals of cars enroute in trains. Treatment should be given before journal becomes red.

Journals with broken brasses shall not be treated with cooling compound.

When applying cooling compound, packing in journal box shall be loosened by use of packing iron, after which cooling compound shall be applied along full length of rising side of journal; particular attention to be given to placing compound at back or inside end of journal.

Cars having journals treated with cooling compound shall be tagged in a prominent place near journal box, using Form NYCS RS-74, at time compound is applied.

FATALITIES.

The body of a person who dies on a train must be left at first station stop where a Health Officer is available and station employe on duty. Station employe must not permit the body to be removed from station without proper authority. If person who dies is accompanied by an attendant, conductor must confer with attendant as to disposition of body, and such information must be given to the station employe.

If train stops at a station other than where the body can be removed, conductor will give advance notice to the station where the body is to be left, and station employe must notify Health Officer promptly.

Where the body of a person meeting violent death or death from unknown cause is located on railroad property, other than aboard train, the body should not ordinarily be moved from the place where found unless the Coroner is first notified and his permission is received to remove the body; but if it is apparent that the Coroner's permission cannot be secured without undue delay to trains, the body may first be moved to a position where trains can conveniently pass, after noting its position and condition for the Coroner's information. This is particularly important where death appears due to foul play. In all cases an employee must be left with the body until arrival of the Coroner.

RAIL DETECTOR CARS AND CLEARANCE CAR X-8016.

Cars operating under own power:

Cars must be brought to full stop before movement is made on to turn tables.

Trains or engines must not be permitted to follow such cars into block between open signal stations in ABS territory or between controlled signals in TCS territory.

Cars approaching highway crossings which are provided with automatic protection must not pass over crossings until Manual protection is provided, unless it is known that the automatic protection is functioning.

At Railroad crossings, where automatic interlocking is in use, such cars will come to a stop and must not proceed over crossings until all instructions covering emergency use of such crossings have been complied with.

At interlockings, remote controlled locations and in Traffic Control System Territory, switches in route taken by these cars will not be operated until it has been ascertained that movement through the route has been completed.

In Automatic Train Stop territory, if car is not equipped with Automatic Train Stop device, movements will be made in accordance with Time Table Special Instructions governing such moves, except that Train Dispatcher will arrange for clear block between open signal station and in TCS territory, between remote interlocking, both in advance and in rear of car.

Cars X-8015 and X-8016 are equipped with Automatic Train Stop Devices for forward and reverse operation and rules governing such operation will apply.

When Towing Cars in Train:

During freezing weather, if heat is not provided in car, domestic water must be drained. Diesel engine and car heating water, if not protected with anti-freeze solution, must be drained.

Rail detector cars, other than NYC, must not be handled in freight or passenger trains. NYC cars X-8015 and X-8016 may be handled on rear end of passenger trains, (see speed restrictions.)

Car X-8016 must be coupled to train at No. 1 end of car.

Car must not be coupled between a locomotive and any other car while switching at any time.

If fuel tanks have not been drained, they should be placarded as "Inflammable Material."

TRACK CARS:

Rules 1926 to 1944 inclusive apply in the following territories:

Stanley & Berwick—Eastern Sub-Division
Stanley & Corning—Western Sub-Division
Corning & Gauley Bridge—Southern Sub-Division

OVERHEAD CLEARANCES.

Employees must not go on top of box cars, engines and other high equipment while movement is being made under the signal lines at the following locations on account of such lines having less than the required overhead clearance:

Location	Track
Eastern Sub-Division	
Fostoria, Ohio	North end two tracks where pole line crosses track No. 834 (Auto-Lite Track)
Berwick, Ohio	Main Track

Employes are warned of close overhead clearances at the following locations, and must not go on top or side of box cars, engines or other high equipment while movements are being made under these bridges or structures:

LOCATION	DESCRIPTION
Bucyrus, Galion Iron Works	Buildings with less than standard clearance.
Muskingum	P. R. R. overhead bridge, one-fourth mile south of Muskingum; employees must keep off top of cars, engines, or other high equipment while movement is being made.
Buckingham Yard	Engines must not be operated under tipple on tracks serving Sunday Creek Coal Company and employees must keep off top and side of moving equipment through plant.
Alloy	Alloy overhead bridge, employees must not go on top of cars, engines or other high equipment while movement is being made.

SPEED RESTRICTIONS

Speed restrictions are shown in miles per hour and apply to entire train.

GENERAL

(Unless otherwise restricted)

Engines:

Nos. 509 to 510 with traction motor pin engaged.....25

Nos. 509 to 510 with traction motor pin removed.....45

Nos. 567 to 957.....45

Nos. 1000 to 8357, light or with cabooses, limited to maximum track speed but not to exceed.....60

Nos. 8400 to 9820, light or with cabooses, limited to maximum track speed but not to exceed.....45

*Nos. 1000 to 5104
6600 to 6903, operating backward.....30

*Nos. 1000 to 5104
6600 to 6903, operating backward by night over public crossings.....15

1000 to 3372	65	6025 to 6026	65
3700 to 3701	65	6028 to 6038	65
3702 to 3709	70	6041 to 6075	65
3800 to 3803	65	6200 to 6236	60
3804 to 3821	70	6600 to 6903	70
5000 to 5005	75	7000 to 7012	70
5006 to 5017	65	7100 to 7118	65
5100 to 5101	75	8000 to 8008	65
5102 to 5104	65	8100 to 8113	60
5600 to 5610	65	8200 to 8248	65
5611	70	8250	65
5612 to 5708	65	8255 to 8265	65
5713 to 5737	65	8267 to 8269	65
5739	65	8271	65
5792	65	8275 to 8285	65
5802 to 5803	65	8287 to 8288	65
5808 to 5827	65	8291 to 8292	65
5904 to 5927	65	8295	65
5949 to 6022	65	8297 to 8305	65
8307 to 8309	65	8345 to 8348	75
8311 to 8316	65	8349	65
8318	65	8352	75
8320 to 8342	65	8353 to 8357	65
8344	65	8400 to 9820	45

*An engine consisting of more than one unit is considered as operating backward when the employee in the leading unit does not have full control of the engine.

Engines not equipped with automatic train stop device, or running backward where wayside equipment is not provided on both sides of track, if an emergency requires such operation in Automatic Train Stop territory.....30

Diesel engines operating through water..... 3
Note:—Diesel engines must not be operated through water more than 3 inches above top of rail.

Clearance car X-8016, under own power or being towed.....55

Rail detector cars, under own power or being towed.....40

Trains handling cars equipped with K type brakes.....40

Snow plows and flangers.....35

Trains handling Speno Ballaster Equipment.....30

Circus trains with freight equipped cars.....30

Freight trains with pusher engines.....30

Trains with snow loader and snow melter units not in service.30
(Loader and melter units to be coupled and moved in train with loader unit trailing)

Trains with loaded ore cars less than 25 feet in length.....30

Work trains with cranes moving on own wheels.....30

Revenue trains with cranes moving on own wheels.....25

Trains with scale test cars or Jordan Spreader.....25

At night, over facing point hand operated switches, when operating against the current of traffic in Automatic Block Signal System territory where switch lights are not in use....15

Switches and crossovers not interlocked, when diverging....15

DIVISION

(Unless otherwise restricted)

	Eastern *Subdivision	Western *Subdivision	Southern *Subdivision	Z. & W. *Subdivision	Hitop Branch
All trains	40	40	40	30	15
Wrecking cranes handled in wrecking service	30	30	30	30	15
Snow plows and flangers	35	35	35	30	15
Trains with cranes moving on own wheels except as above	30	30	30	20	15

*Eastern Subdivision: Stanley to Thurston, via Bucyrus.

*Western Subdivision: Stanley to Corning, via Columbus.

*Southern Subdivision: Corning to Swiss, including Glouster to Shawnee.

*Z. & W. Subdivision: Thurston to Zanesville;
Muskingum to Ferro;
Fultonham to Rendville.

LOCAL

(Unless otherwise restricted)

Eastern Subdivision:	MPH
Stanley through Interlocking	10
Bucyrus: Through interlocking, Northward trains	20
Between Bucyrus and Thurston:	
Trains handled by DES 1200 HP diesels	35

Eastern Subdivision:	MPH
Fostoria: Between north yard limit board and south corporation line	35
Sycamore: Through Interlocking, Northward	20
Over first street north and first street south of station	25
Centerburg: Through Interlocking	20

COMPANY SURGEONS

BELLE: Jas. H. Gray
Phone WI 92271

BOWLING GREEN: H. E. Whitacre, 313-318 Wood County Bank Building.
Office Phone 2951; Residence, 9501

BUCYRUS: J. W. Arnold, 241 E. Rensselaer St.
Phone 6-2821

D. G. Arnold, 241 E. Rensselaer St.
Phone 6-2821

CHARLESTON: W. O. McMillan, Morris and Lee Sts.
Phone DI 2-3156

U. G. McClure, Morris and Lee Sts.
Phone DI 2-6543

R. L. Anderson, 1208 Kanawha Boulevard
Phone DI 3-7559

LeRoy B. Mathews, 1121 Quarrier St.
Phone DI 2-0251

COLUMBUS: George J. Heer, 475 East Town St.
Phone CA 1-7805

R. C. Obetz, 327 East State St., Room 309.
Phone CA 4-3285; Residence, HU 8-6116

John T. Read, 327 East State St.
Phone CA 4-3285

FULTONHAM: Louis P. Cassady, Hoover Ave.
Phone, Office VI 9-2369

FINDLAY: Frank M. Wisely, 521 W. Sandusky St.
Phone Main 351
Residence, 903 S. Main St. Phone Main 1197

KENTON: J. C. Lindsey, 214 North Main St.
Phone 24125

LONGACRE: A. E. Bays, 503½ Ferry St., Montgomery, W. Va.
Phones: Office, 960; Residence, 485

MARYSVILLE: Fred Callaway, 104 W. Fourth St.
Phones: Office, Canal 2121; Residence, Canal 8831

MIDDLEPORT: R. E. Boice, 208 East Main St., Pomeroy, O.
Phone WY 22503

MILLERSPORT: Paul M. Whetstone, North Lancaster St.
Phone HO 7-4311

NEW LEXINGTON: C. B. McDougal, Jr., 213 North Main St.
Phone 161

TOLEDO: Ord. W. Burkholder, 456 W. Delaware Ave.
Phone, Office, CH 4-7531

Arthur E. Cone, 1636 West Bancroft St.
Phone JE 6736

ZANESVILLE: W. L. Cruise, 803 Market St.
Phone: Office, GL 2-1011; Residence, GL 2-1654

Robt. S. Martin, 601 Market St.
Phone: Office, GL 3-2380; Residence, GL 2-2536

NOSE, EAR AND THROAT

COLUMBUS: Edward W. Harris, 350 E. Broad St.
CA 4-9000

OCULISTS

BUCYRUS: F. W. Kehrer, 115 W. Warren St.
Phone 5-1891

COLUMBUS: Dr. R. H. Magnuson, Suite 709, 150 East Broad St.
Phone CA 4-7482

TOLEDO: E. C. Unckrich, Colton Bldg.
Phone CH 1-2505

ZANESVILLE: Robert S. Martin, 601 Market St.
Phone GL 3-2380

HOSPITALS

ATHENS: Sheltering Arms
Phone 3-1920

BUCYRUS: Bucyrus City
Phone 51276

CHARLESTON: McMillan, Corner Lee and Morris Sts.
Phone DI 2-3156

COLUMBUS: Mt. Carmel, 793 West State St.
Phone CA 4-3171

Grant, 125 South Grant Ave.
Phone CA 4-5151

FINDLAY: The Blanchard Valley Hospital, 1800 So. Main St.
Phone Main 36

KENTON: Hardin Memorial, 921 East Franklin St.
Phone 4041-4042

TOLEDO: St. Vincent's
Phone CH 1-8161

ZANESVILLE: Bethesda
Phone GL 2-4535

Western Sub-Division:	M.P.H.
Stanley: Through Interlocking	10
Stanley Yard: Facing over spring switches	15
Bowling Green: Over Wooster and Court Sts	15
North Findlay: Through Interlocking	20
Findlay: Over all street crossings between Belle Ave. and Olive St., inc	25
Kenton: Over Leighton St	15
Kenton: Main track switch just North of Depot to connection Ohio Division, when diverging	10
Between Ohio Division Bridge and Wayne St	30
Through Interlocking, Erie R. R., Southward	20
Marysville: Over Main St	20
Marysville: Southward Signal 42751	30
Mounds: Through Interlocking	20
Between B. & O. Crossing and LM	20
Between LM and Frankfort Street	25
Between Frankfort Street and Bannon	35
South Columbus: Industrial lead over Markison Ave	4
East Columbus Branch	15
Brice: Over dead rail in scale track	2
Between Thurston and Corning: Trains handled by DES 1200HP Diesels	35
Bremen: Between Carter St. and station	15
New Lexington: Between Brown St. and station	15
Over Main St	25
Between Rendville and BK	25
Southern Sub-Division:	
Between: Glouster and Buckingham (MP 83.4)	20
Glouster: City Limits	20
Chauncey: Over public road crossing south of station	30
Grosvenor: Signal U231 and U242	25
Between Mile Post 28 and first curve north of Mile Post 30	35
Between Mile Post 33–20 and Mile Post 41	35
Between Kanauga and Pt. Pleasant	25
Raymond City: From Mile Post 106 to Mile Post 108	35
Nitro: 11th Street and 19th Street	15
Dunbar: Corporation limits	35
Charleston: Between Mile Post 122 and Mile Post 128	15
Port Amherst: Through Interlocking	20
Smithers Branch	15
Between MP 160 and Swiss	15
Z. & W. Sub-Division:	
Between Thurston and Spangler	25
Between Milepost 49 and Fultonham	20
Mt. Perry: Highway crossing County Route 34; Between the hours 7:30 AM-8:30 AM and 3:15 PM-4:15 PM	5
Darlington: Over P. R. R. Crossing	20
Between Fultonham and Milepost 69, Misco	25
Through Tunnel, between Saltillo and Crooksville	10
Crooksville: Over Main Street	15
Between Muskingum and Ferro	20
Ferro: Between B. & O. R. R. connection switch and North switch siding	10
Hitop Branch:	
Cars handled ahead of engine	10
Through tunnels	10

ENGINE AND CAR RESTRICTIONS:

ENGINES AND CARS MUST NOT BE OPERATED AS SHOWN BELOW:

Cars weighing over 220,000 lbs. without permission from Transportation Superintendent.

Rossford Ordnance Depot:
North and south connections, over bridge: All engines

Findlay:
Differential Car Co., South Plant, over bridge: All engines. Cars with capacity of 70 tons or more.

Johnstown:
Johnstown Lumber track; over unloading pit: All engines. Cars with capacity of 70 tons or more.

New Lexington:
Over Bridge 390.1 on Interchange track: All engines. Cars with capacity of 70 tons or more.

Nitro:
General Chemical Company track, over pit—All engines.

Cedar Grove:
Tompkins Fuel Company, Tipple Track: Beyond derail south of tipple and second inside switch north of tipple—All engines.

Note: On Industrial sidings with sharp curvature and not shown above, care must be used in operating.

Z. & W. Branch

Location	Classes
Crooksville:	
Track leading to the Ceramic Supply Co.	1000 to 5104, 6600 to 6093
Glass Rock:	
Farm Bureau Track; over unloading pit	All engines

Muskingum: P. R. R. overhead bridge one-fourth mile south of Muskingum; Wreck cranes must be handled carefully account close overhead clearance.

Bigley Ave.—Hitop:

Between Kendalia and Hitop: Diesel engines Nos. 526 to 566, 1014 to 1040, 1044 to 1123, 1647 to 1662, 1677 to 1875, 2414 to 2475, 3323 to 3821, 4000 to 4507, 5000 to 5100, 5102 to 8411, 8700 to 9304, 9311 to 9516, 9628 to 9646.

Between Blue Creek and Hitop: Cars weighing over 160,000 lbs. without permission from Transportation Superintendent.

Between Bigley Ave. and Kendalia: Diesel engines Nos. 526 to 566, 1044 to 1087, 1108 to 1123, 3323 to 3332, 3500 to 3821, 4000 to 4507, 5000 to 5017, 5102 to 5104, 5608 to 5611, 5709 to 5712, 5738 to 5807, 5818 to 5903, 5928 to 5948, 6039 to 6040, 6210 to 6211, 6220 to 6903, 7100 to 7301, 8223 to 8280, 8299, 8303, 8308 to 8342, 8344 to 8346, 8349 to 8352, 8715 to 8739, 9104, 9105, 9111 to 9120.

60-TON TWIN FLEXI-VAN CARS.

Movement over vertical curves.

Cars must not be moved over humps in classification yards.
(a) Stanley Yard Hump—Toledo, Ohio.
(b) Scale Track—Dickinson, W. Va.

Movement over horizontal reverse curves.

(Crossovers and Turnouts)—
Uncoupled cars singly, or cars separated by coupled idler cars, (50' -6" or less in length) can negotiate crossovers and turnouts as sharp as No. 6.
(No. 6 crossover in Main Track at Institute, W. Va.)

J. W. CROWLEY, Division Superintendent

A. L. JOHNSON, Transportation Superintendent

L. W. PROBASCO, Assistant Transportation Superintendent

R. L. WALCUTT, Assistant Transportation Superintendent
Labor Relations

R. R. THOMPSON
T. A. RILEY
J. W. MEADOWS
R. D. VAN SLYKE
L. A. BRANDT
} Train Masters

F. E. SNIDER, Rules Examiner

R. W. MOSS, Road Foreman

V. E. SCOTT, Master Mechanic

C. F. HUNT, Division Engineer.

S. F. FURRY, Assistant Division Engineer.

C. DAVIS, Chief Train Dispatcher

P. G. WEST
C. J. ESTEP
H. E. LUCKETT
E. R. DENT
J. F. SMITH
J. R. SHEERAN
J. R. JENKINS
} Assistant Chief Train Dispatchers

D. E. TYRRELL
M. A. McMAHON
A. F. LANE
H. J. ROGERS
P. G. WEST
C. J. ESTEP
G. P. GLADDEN
L. C. BRUNELL
H. E. LUCKETT
J. T. COSGROVE
G. L. SHAFER
N. B. SHAFER
R. W. FOURA
E. R. DENT
J. F. SMITH
J. R. SHEERAN
J. R. JENKINS
} Train Dispatchers

TOLEDO TO COLUMBUS
SOUTHWARD

COLUMBUS TO TOLEDO
NORTHWARD — SECOND CLASS

	Miles from Toledo Read Down	STATIONS LEAVE / ARRIVE	Miles from Corning Read Up		91 Through Daily	77 Local Daily Except Sunday	73 Local Monday Wednesday Friday only	95 Through Daily	97 Through Daily	99 Through Daily
					A.M.	A.M.	P.M.	P.M.	P.M.	A .M.
	0.0	*Toledo*	*197.5*		.....	.....	.....	.....	.....	.....
	4.0	Stanley Tower	193.5		A.M.	A.M.	P.M.	P.M.	P.M.	A.M.
	4.6	Stanley Yard	192.9		8.25	.....	12.05	2.00	7.10	2.05
	8.8	Lime City	188.7		8.15	.....	.....	1.45	6.55	1.50
	14.6	Dunbridge	182.9		8.05	.....	11.15	1.35	6.45	1.40
	20.7	Bowling Green	176.8		7.50	.....	11.05	1.20	6.30	1.25
	30.0	Cygnet	167.5		.....	.....	.....	.....	.....	.....
	34.3	Galatea	163.2		7.25	.....	9.20	12.55	6.05	1.00
	38.9	Mortimer	158.6		7.15	.....	.....	12.45	5.55	12.45
	43.3	North Findlay	154.2		7.05	.....	9.00	12.35	5.45	12.35
	44.1	Findlay	153.4		7.00	.....	8.55	12.30	5.40	12.30
	46.8	Hancock	150.7		.....	.....	.....	.....	.....	.....
	54.0	Arlington	143.5		6.20	.....	.....	12.10	5.20	12.05
MBS	61.2	Dunkirk	136.3	MBS	5.56	.....	8.20	11.55	5.05	11.45
	72.2	Kenton	125.3		5.30	.....	8.00	11.30	4.40	11.22
	73.2	Erie Crossing	124.3		.....	.....	.....	.....	.....	.....
	81.5	Ridgeway	116.0		5.00	.....	A.M.	11.00	4.20	11.00
	89.6	West Mansfield	107.9		4.45	.....	.....	10.45	4.05	10.45
	97.5	Peoria	100.0		.....	A.M.	.....	.....	.....	.....
	104.2	Marysville	93.3		4.10	8.35	.....	10.10	3.30	10.10
	108.0	Scottslawn	89.5		.....	.....	.....	.....	.....	.....
	117.0	Kile	80.5		3.35	7.53	.....	9.35	3.05	9.35
	122.5	Renner	75.0		.....	.....	.....	.....	.....	.....
	124.9	Highway	72.6		.....	.....	.....	.....	.....	.....
	126.3	Mounds	71.2		3.15	7.12	.....	9.15	2.50	9.20
	127.4	Stonington	70.1		.....	.....	.....	.....	.....	.....
	130.1	Grandview	67.4		3.02	7.02	.....	9.02	2.32	9.02
	130.6	West Columbus	66.9		3.00	7.00	.....	9.00	2.30	9.00
	132.1	*Columbus*	*65.4*		.....	.....	.....	.....	.....	.....
		ARRIVE / LEAVE			A.M.	A.M.	A.M.	A.M.	P.M.	P.M.

Time shown at Stanley Yard applies to switch leading to Yard.

TOLEDO TO THURSTON
SOUTHWARD

THURSTON TO TOLEDO
NORTHWARD — SECOND CLASS

	Miles from Toledo Read Down	STATIONS LEAVE / ARRIVE	Miles from Thurston Read Up		51 Local Tuesday Thursday Saturday Only	53 Local Daily Except Sunday
					A.M.	P.M.
	0.0	*Toledo*	*147.7*		.....	.....
	4.0	Stanley Tower	143.7		.....	P.M.
	7.7	Stanley Yard	140.0		.....	3.00
	9.9	Stoney Ridge	137.8		.....	.....
	14.3	Luckey	133.4		.....	.....
	17.3	Pemberville	130.4		.....	.....
TCS	21.2	Woodside	126.5	TCS	.....	.....
	30.9	Norris	116.8		.....	.....
	35.4	Fostoria	112.3		.....	.....
	39.8	Landgraf	107.9		.....	.....
	46.2	Berwick	101.5		.....	10.45
	54.9	Sycamore	92.8		.....	10.15
	63.8	Spore	83.9		A.M.	9.57
	69.6	Bucyrus Yard	78.1		11.55	9.45
	79.3	Martel	68.4		11.25	A.M.
	87.2	Edison	60.5		10.50	.....
	88.4	Mt. Gilead Jct	59.3		.....	.....
	89.2	Mt. Gilead	58.5		.....	.....
	99.0	Marengo	48.7		10.05	.....
	108.2	Centerburg	39.5		9.40	.....
	118.4	Johnstown	29.3		9.05	.....
	129.6	Granville	18.1		8.25	.....
	133.3	Heath	14.4		8.10	.....
	138.5	Hebron	9.2		7.40	.....
	147.7	Thurston	0.0		7.00	.....
		ARRIVE / LEAVE			A.M.	A.M.

On single track, northward trains are superior to trains of the same class in the opposite direction, unless otherwise specified.

COLUMBUS TO HOBSON JCT.
SOUTHWARD

HOBSON JCT. TO COLUMBUS
NORTHWARD — SECOND CLASS

	Miles from Toledo Read Down	STATIONS LEAVE	ARRIVE	Miles from Corning Read Up		81 Through Daily	93 Through Daily	61 Local Tuesday, Thur., Sat. Only	83 Through Daily	85 Through Daily	37 Through Daily	39 Through Daily	41 Through Daily
						A.M.	A.M.	A.M.	A.M.	P.M.	A.M.	P.M.	P.M.
TCS	130.6	West Columbus		66.9	TCS	.....	7.40	.....	.....	.....	.....	.....	.....
ABS	133.3	Frankfort Street		64.2	ABS	.....	.....	.....	.....	.....	.....	.....	.....
ABS	137.6	Bannon		59.9	ABS	.....	.....	.....	.....	.....	.....	.....	.....
	141.2	Truro		56.3		.....	7.10	.....	.....	.....	.....	.....	.....
	149.0	Pickerington		48.5		.....	6.50	.....	.....	.....	.....	.....	.....
	152.6	Harley		44.9		.....	.....	.....	.....	.....	.....	.....	.....
	157.2	Basil		40.3		.....	6.35	.....	.....	.....	.....	.....	.....
MBS	157.8	Baltimore		39.7	MBS	A.M.	6.30	A.M.	A.M.	P.M.	.....	.....	.....
	160.8	Thurston		36.7		2.00	6.20	11.05	10.15	6.05	.....	.....	.....
	163.5	Pleasantville		34.0		1.55	6.10	10.55	10.05	6.00	.....	.....	.....
	173.8	Bremen		23.7		1.25	5.45	10.05	9.34	5.30	.....	.....	.....
	180.6	*Junction City*		*16.9*		.....	.....	.....	.....	.....	.....	.....	.....
	185.0	New Lexington		12.5		12.50	5.15	8.55	8.50	4.50	.....	.....	.....
	189.8	Clay Bank		7.7		12.35	4.55	8.30	8.35	4.35	.....	.....	.....
	196.2	Rendville		1.3		12.15	4.35	8.10	8.15	4.15	.....	.....	.....
	197.5	Corning		0.0		12.05	4.30	8.00	8.05	4.05	.....	.....	.....
	Miles from Corning			Miles from Swiss		A.M.	A.M.	A.M.	A.M.	P.M.	A.M.	P.M.	P.M.
MBS	0.0	Corning		173.0	MBS	.....	.....	.....	.....	.....	7.55	4.15	11.59
	8.0	Glouster		165.0		.....	.....	.....	.....	.....	7.30	3.50	11.35
	14.2	Poston Mine		158.8		.....	.....	.....	.....	.....	.....	.....	.....
	16.9	Chauncey		156.1		.....	.....	.....	.....	.....	7.10	3.30	11.15
	21.4	Armitage		151.6		.....	.....	.....	.....	.....	7.00	3.20	11.05
	23.2	Grosvenor		149.8		.....	.....	.....	.....	.....	6.50	3.10	10.55
	32.6	Albany		140.4		.....	.....	.....	.....	.....	6.26	2.45	10.30
	56.4	Hobson		116.6		.....	.....	.....	.....	.....	5.30	1.30	9.30
	57.1	Hobson Jct		115.9		.....	.....	.....	.....	.....	.....	.....	.....
		ARRIVE	LEAVE			A.M.	A.M.	A.M.	A.M.	P.M.	A.M.	P.M.	P.M.

HOBSON JCT. TO SWISS
SOUTHWARD

SWISS TO HOBSON JCT.
NORTHWARD — SECOND CLASS

			Miles from Corning Read Down	STATIONS LEAVE	ARRIVE	Miles from Swiss Read Up			31 Through Daily	33 Through Daily	35 Through Daily	
									A.M.	P.M.	P.M.	
.....	.....		*57.1*	*Hobson Jct*	.....	*115.9*		.....	*4.20*	*12.30*	*8.30*	
.....	.....		66.6	Kanauga	.....	106.4		.....	3.50	11.55	7.55	
.....	.....		83.4	Arbuckle	.....	89.6		.....	3.10	11.13	7.10	
.....	.....		87.4	Robertsburg	.....	85.6		.....	3.02	11.05	7.02	
.....	.....		95.8	Rumer	.....	77.2		.....	2.40	10.45	6.42	
.....	.....		100.0	Red House	.....	73.0		.....	.....	.....	.....	
.....	.....	MBS	101.6	Courtney	.....	71.4	MBS	.....	2.20	10.30	6.27	
.....	.....		108.6	Putnam	.....	64.4		.....	2.05	10.20	6.09	
.....	.....		111.3	Nitro	.....	61.7		.....	2.00	10.15	6.04	
.....	.....		116.0	Institute	.....	57.0		.....	1.52	10.00	5.56	
.....	.....		117.0	College Station	.....	56.0		.....	.....	.....	.....	
.....	.....		119.1	Dunbar	.....	53.9		.....	1.48	9.51	5.51	
.....	.....		122.4	Shorr	.....	50.6		.....	1.42	9.45	5.45	
.....	.....		123.4	W. Charleston	.....	49.6		.....	.....	.....	.....	
.....	.....		125.4	Bigley Ave. Jct	.....	47.6		.....	.....	.....	.....	
.....	.....		126.2	Charleston	.....	46.8		.....	1.25	9.30	5.30	
.....	.....		127.8	Stuart	.....	45.2		.....	1.20	9.20	5.20	
.....	.....		131.1	Port Amherst	.....	41.9		.....	.....	.....	.....	
.....	.....		133.4	Levi	.....	39.6		.....	1.00	9.00	5.00	
.....	.....		136.6	Belle	.....	36.4		.....	12.55	8.55	4.55	
.....	.....		139.9	Dickinson	.....	33.1		.....	12.30	8.30	4.30	
.....	.....	MBS	144.3	Cedar Grove	.....	28.7	MBS	.....	A.M.	A.M.	P.M.	
.....	.....		146.6	Midwest	.....	26.4		.....	.....	.....	.....	
.....	.....		153.1	Smithers	.....	19.9		.....	.....	.....	.....	
.....	.....		156.4	Alloy	.....	16.6		.....	.....	.....	.....	
.....	.....		157.2	D. B. Tower	.....	15.8		.....	.....	.....	.....	
.....	.....		163.3	Gauley Bridge	.....	9.7		.....	.....	.....	.....	
.....	.....		168.9	Belva	.....	4.1		.....	.....	.....	.....	
.....	.....		173.0	Swiss	.....	0.0		.....	.....	.....	.....	
				ARRIVE	LEAVE				A.M.	A.M.	P.M.	

Time shown at *Hobson Jct.* is for information only.

On single track, northward trains are superior to trains of the same class in the opposite direction, unless otherwise specified.

BIGLEY AVE. JCT. TO HITOP

SOUTHWARD

Miles from Bigley Ave. Jct.	STATIONS		
	LEAVE		
.....	*Charleston*	.....	.....
0.0	Bigley Ave. Jct	.....	.....
2.7	Wilson	.....	.....
4.6	Mink Shoals	.....	.....
6.0	Creed	.....	.....
7.2	Clyde	.....	.....
7.6	Big Chimney	.....	.....
9.2	Sandy	.....	.....
10.1	North Pinch	.....	.....
11.5	Elkview	.....	.....
12.2	Colbon	.....	.....
13.4	Blue Creek	.....	.....
14.5	Oil Siding	.....	.....
15.4	Three Mile	.....	.....
16.0	Victor	.....	.....
17.1	Shrader	.....	.....
18.4	Coco	.....	.....
19.4	Pentacre	.....	.....
21.6	Quick	.....	.....
22.3	Coalridge	.....	.....
25.0	Sanderson	.....	.....
26.7	Acup	.....	.....
28.1	Camelot	.....	.....
30.3	Kendalia	.....	.....
32.2	Wills Hollow	.....	.....
33.5	Blakeley	.....	.....
34.3	Amelia	.....	.....
34.4	Hitop	.....	.....
	ARRIVE		

HITOP TO BIGLEY AVE. JCT.

NORTHWARD

Miles from Hitop	STATIONS		
	LEAVE		
0.0	Hitop	.....	.....
0.1	Amelia	.....	.....
0.9	Blakeley	.....	.....
2.2	Wills Hollow	.....	.....
4.1	Kendalia	.....	.....
6.3	Camelot	.....	.....
7.7	Acup	.....	.....
9.4	Sanderson	.....	.....
12.1	Coalridge	.....	.....
12.8	Quick	.....	.....
15.0	Pentacre	.....	.....
16.0	Coco	.....	.....
17.3	Shrader	.....	.....
18.4	Victor	.....	.....
19.0	Three Mile	.....	.....
19.9	Oil Siding	.....	.....
21.0	Blue Creek	.....	.....
22.2	Colbon	.....	.....
22.9	Elkview	.....	.....
24.3	North Pinch	.....	.....
25.2	Sandy	.....	.....
26.8	Big Chimney	.....	.....
27.2	Clyde	.....	.....
28.4	Creed	.....	.....
29.8	Mink Shoals	.....	.....
31.7	Wilson	.....	.....
34.4	Bigley Ave. Jct	.....	.....
.....	*Charleston*	.....	.....
	ARRIVE		

On single track, northward trains are superior to trains of the same class in the opposite direction, unless otherwise specified.

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	0 min. 50 sec.	72.00	1 min. 5 sec.	55.38	2 min. 0 sec.	30.00
0 " 40 "	90.00	0 " 51 "	70.59	1 " 10 "	51.43	2 " 10 "	27.69
0 " 41 "	87.80	0 " 52 "	69.23	1 " 15 "	48.00	2 " 20 "	25.71
0 " 42 "	85.71	0 " 53 "	67.92	1 " 20 "	45.00	2 " 30 "	24.00
0 " 43 "	83.72	0 " 54 "	66.67	1 " 25 "	42.35	2 " 40 "	22.50
0 " 44 "	81.82	0 " 55 "	65.45	1 " 30 "	40.00	2 " 50 "	21.18
0 " 45 "	80.00	0 " 56 "	64.29	1 " 35 "	37.89	3 " 0 "	20.00
0 " 46 "	78.26	0 " 57 "	63.16	1 " 40 "	36.00	3 " 30 "	17.14
0 " 47 "	76.60	0 " 58 "	62.07	1 " 45 "	34.29	4 " 0 "	15.00
0 " 48 "	75.00	0 " 59 "	61.02	1 " 50 "	32.73	5 " 0 "	12.00
0 " 49 "	73.47	1 " 0 "	60.00	1 " 55 "	31.30	6 " 0 "	10.00

STATIONS, OFFICE CALLS AND OFFICE HOURS

WESTERN SUB-DIVISION
Stanley Tower to Corning

STATIONS	Miles from Toledo	Office Calls	* Train Order Office	* Manual Block Station	Rule 221
STANLEY TOWER.....INT. Open day and night.	4.0	SA	*	*	C
STANLEY YARD..... Open day and night.		WI	*	*	
LIME CITY.....	8.8				
DUNBRIDGE..... Open daily 7:30 A.M. to 4:30 P.M. except Sat. and Sun.	14.6	DU	*	*	C
BOWLING GREEN.....	20.7				
CYGNET.....	30.0				
GALATEA.....INT. Open day and night.	34.3	W	*	*	C
MORTIMER N.K.P. Crossing.....INT.	38.9				
NORTH FINDLAY.....INT. Open day and night.	43.3	FY	*	*	C
FINDLAY.....	44.1				
HANCOCK.....	46.8				
A.C. & Y.R.R. CROSSING...INT.	53.6				
ARLINGTON.....	54.0	RG			
DUNKIRK.....INT. Open day and night.	61.2	DK	*	*	C
KENTON..... Open day and night.	72.2	KO	*	*	C
ERIE CROSSING.....INT.	73.2			*	
RIDGEWAY.....INT. Open day and night.	81.5	WA	*	*	C
HORTON.....	85.5				
WEST MANSFIELD..... Open daily 8:00 A.M. to 5:00 P.M. except Sat. and Sun.	89.6	WM	*	*	C
PEORIA Erie R. R. Crossing..INT.	97.5				
MARYSVILLE..... Open day and night.	104.2	MV	*	*	C
OHIO DIVISION CROSSING INT.	105.3				
SCOTTSLAWN.....	108.0				
KILE..... Open daily 8:00 A.M. to 5:00 P.M. except Sun.	117.0	KI	*	*	C
RENNER.....	122.5				
HIGHWAY.....	124.9				
MOUNDS.....INT. Open day and night.	126.3	MU	*	*	C
STONINGTON.....	127.4				
GRANDVIEW.....INT. Open day and night.	130.1	BJ	*	*	
WEST COLUMBUS.....	130.6				
B. & O. R. R. CROSSING TOWER.....INT. Open day and night.	131.1				
L. M. TOWER.....INT. Open day and night.	132.1				
FRANKFORT STREET.....INT. Open day and night.	133.3	WF	*	*	
SOUTH COLUMBUS	134.9				
BANNON.....INT.	137.6				
WOODLAND AVE.....	147.7				
EAST COLUMBUS.....	135.2				
TRURO..... Open daily 9:00 A.M. to 6:00 P.M. except Sat. and Sun.	141.2	JH	*	*	C
PICKERINGTON.....	149.9				
HARLEY.....	152.6				
BASIL.....	157.2				
BALTIMORE..... Open daily 9:00 A.M. to 6:00 P.M. except Sat. and Sun.	157.8	BO	*	*	C
THURSTON..... Open day and night.	160.8	H	*	*	C
PLEASANTVILLE.....	163.5				
RUSHVILLE.....	169.3				
BREMEN..... Open day and night.	173.8	BM	*	*	C
JUNCTION CITY.....	180.6	JU			
NEW LEXINGTON..... Open day and night.	185.0	BD	*	*	C
CLAYBANK.....	189.8				
RENDVILLE.....	196.2				
CORNING..... Open day and night.	197.5	CN	*	*	

EASTERN SUB-DIVISION
Stanley Tower to Thurston

STATIONS	Miles from Toledo	Office Calls	* Train Order Office	* Manual Block Station	Rule 221
STANLEY TOWER.....INT. Open day and night.	4.0	SA	*		
SO.....	7.7				
STONY RIDGE.....	9.9				
LUCKEY..... Open daily 8:00 A.M. to 5:00 P.M. except Sat. and Sun.	14.3	KY			
PEMBERVILLE.....	17.3				
WOODSIDE.....	21.2				
WAYNE.....	24.7				
NORRIS.....	30.9				
DISPATCHERS OFFICE..... Open day and night.	34.8				
FOSTORIA.....	35.4				
"F" TOWER.....INT. Open day and night.	35.9	F			
LANDGRAF.....	39.8				
NEW RIEGEL.....	44.2				
BERWICK.....	46.2				
McCUTCHENVILLE.....	49.3				
A. C. &. Y. R. R. CROSSING.....INT.	54.0				
SYCAMORE..... Open daily 8:00 A.M. to 5:00 P.M. except Sat. and Sun.	54.9	SY	*		B
DEUNQUAT.....	57.4				
LEMERT.....	60.5				
SPORE.....	63.8				
PENNSYLVANIA R. R. TOWER.....INT. Open day and night.	69.3	UR	*		C
BUCYRUS YARD.....	69.6				
MARTEL.....INT. Open day and night.	79.3	RM	*		C
EDISON.....INT. Open day and night.	87.2	AD	*		C
MT. GILEAD JCT.....	88.4				
MT. GILEAD	89.2	MG			
FULTON.....	94.7				
MARENGO.....	99.0				
PENNSYLVANIA R. R. TOWER.....INT.	107.9	CR			
CENTERBURG.....	108.2	CU			
CROTON	112.5				
JOHNSTOWN..... Open daily 7:30 A.M. to 4:30 P.M. except Sat. and Sun.	118.4	JO	*		B
ALEXANDRIA.....	124.7				
GRANVILLE.....	129.6				
HEATH..... Open day and night.	133.3	FN	*		C
HEBRON..... Open daily 8:00 A.M. to 5:00 P.M. except Sat. and Sun.	138.5	HN	*		B
MILLERSPORT.....	143.7				
THURSTON..... Open day and night.	147.7	H	*		C
THURSTON TO ZANESVILLE Z. & W. SUB-DIVISION	Miles from Thurston				
NEW SALEM.....	3.7	J			
THORNVILLE..... Open daily 8:30 A.M. to 12:30 P.M. except Sunday.	9.1	RN	*		B
WALSER.....	12.0				
YOST.....	13.5				
GLENFORD.....	15.1				
GLASS ROCK.....	16.9				
FULTONHAM..... Open daily 8.45 A.M. to 5.45 P.M. except Sat. and Sun.	27.3	FM	*		
PITTSBURGH PLATE GLASS CO. CROSSING					
WHITE COTTAGE.....	29.8				
ELIZABETH.....	31.8				
DARLINGTON.....	33.9				
FERRO..... ..	37.0				

STATIONS, OFFICE CALLS AND OFFICE HOURS

Z. & W. SUB-DIVISION—Continued
Thurston to Zanesville

STATIONS	Miles from Thurston	Office Calls	* Train Order Office	* Manual Block Station	Rule 221
MUSKINGUM	34.6				
SOUTH ZANESVILLE	35.4				
SPANGLER	36.0	RS			
ZANESVILLE	38.3	JR			

SOUTHERN SUB-DIVISION
Corning to Swiss

STATIONS	Miles from Corning	Office Calls	* Train Order Office	* Manual Block Station	Rule 221
CORNING Open day and night.	0.0	CN	*	*	
GLOUSTER Open daily 7:00 A.M. to 3:00 P.M. except Sat. and Sun.	8.0	GX	*	*	C
CHAUNCEY	16.9	CH			
ARMITAGE INT. Open day and night.	21.4	AN	*	*	C
WEST ATHENS		BX			
GROSVENOR INT. Open day and night.	23.2	AS	*	*	C
ALBANY Open daily 7:00 A.M. to 4:00 P.M. exc. Sat. and Sun.	32.6	BN	*	*	C
CARPENTER	37.6				
DEXTER	44.3				
LANGSVILLE	48.0				
MEIGS	50.7				
M. & N. E. JUNCTION	54.1				
HOBSON Open day and night.	56.4	HU	*	*	
HOBSON JUNCTION Open day and night.	57.1	HO	*		
CHESIRE					
KANAUGA Open day and night.	66.6	CK	*	*	C
GALLIPOLIS		GI			
POINT PLEASANT	69.1				
LEON	80.8				
ARBUCKLE	83.4				
ROBERTSBURG	87.4				
BUFFALO	90.7				
RUMER Open daily 3:55 P.M. to 7:55 A.M.	95.8	MR	*	*	C
RED HOUSE	100.0				
COURTNEY	101.6				
PUTNAM	108.6				
NITRO Open day and night, except closed Saturday 11:00 P.M. to Mon. 7:00 A.M.	111.3	NI	*	*	C
SATTES	113.7				
INSTITUTE Open day and night.	116.0	NS	*	*	C
DUNBAR Open 5:30 A.M. to 3:55 P.M. daily except Saturday and Sunday.	119.1	DA	*	*	C
SHORR	122.4				
WEST CHARLESTON	123.4				
BRIDGE JUNCTION					
BIGLEY AVE. JCT	125.4				
CHARLESTON Open day and night.	126.2	RN	*	*	C
MORRIS STREET JCT	126.4				
STUART	127.8				
PORT AMHERST INT. Open day and night except closed 3:55 P.M. to 11:55 P.M. daily, and closed 7:55 A.M. Sat. until 7:55 A.M. Mon.	131.1	QD	*	*	C

SOUTHERN SUB-DIVISION—Continued
Corning to Swiss

STATIONS	Miles from Corning	Office Calls	* Train Order Office	* Manual Block Station	Rule 221
LEVI	133.4	V		*	
BELLE Open 7:00 A.M. to 4:00 P.M. daily except Sat. and Sun.	136.6	BL	*	*	C
DICKINSON Open day and night.	139.9	QS	*	*	
CEDAR GROVE	144.3				
MIDWEST	146.6	RS		*	
DUNNS	150.9				
CANNELTON	152.3				
SMITHERS	153.1				
HAREWOOD					
BOOMER	155.5	BJ			
DB TOWER—ALLOY Open day and night.	157.2	DB	*	*	C
GAULEY BRIDGE	163.3				
BELVA	168.9				
BEECH GLEN	171.2				
SWISS	173.0				

HITOP BRANCH

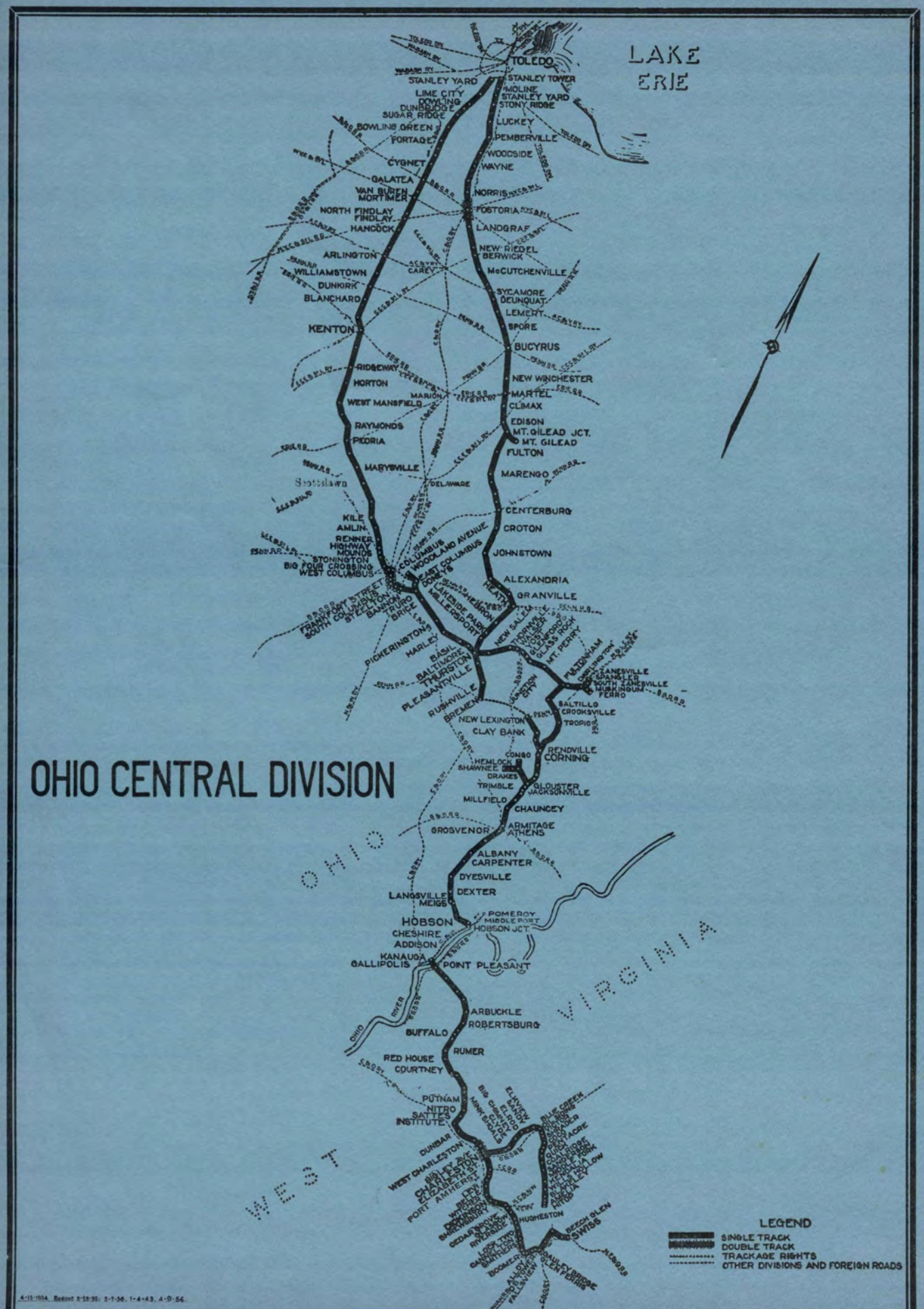
	Miles from Bigley Ave. Jct.				
BIGLEY AVE. JCT	0.0				
ELKVIEW	11.5				
BLUE CREEK	13.4				
PENTACRE	19.4				
QUICK	21.6				
SANDERSON	25.0				
CAMELOT	28.1				
WILLS HOLLOW	32.2				
BLAKELEY	33.5				

SOUTHERN SUB-DIVISION
Glouster to Buckingham

STATIONS	Miles from Glouster	Office Calls	* Train Order Office	* Manual Block Station	Rule 221
GLOUSTER Open daily 7:00 A.M. to 3:00 P.M. except Sat. and Sun.	0.0	GX			
DRAKES	8.0				
BUCKINGHAM	8.7				

Z&W SUB-DIVISION
Fultonham to Rendville

STATIONS	Miles from Fulton-ham	Office Calls	* Train Order Office	* Manual Block Station	Rule 221
CANNON	2.0				
SALTILLO	4.6	SA			
CROOKSVILLE Open daily 7:30 A.M. to 4:30 P.M. except Sat. and Sun.	8.9	CK	*		B
PENNSYLVANIA R. R. CROSSING	9.1				
TROPIC	11.4				
SAYRE	15.6				
RENDVILLE	21.1				



Ohio Central Division