

The New York Central Railroad Company

OHIO DIVISION

Time Table No. 30-A

FOR EMPLOYEES ONLY

Effective 12:01 A. M.

Sunday, June 25th, 1933
EASTERN STANDARD TIME

Superseding Time Table No. 30

Dated April 30th, 1933

E. W. BROWN,
Superintendent.

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SPECIAL INSTRUCTIONS

Rules referred to by numbers are the Rules for the Government of the Operating Department, unless otherwise specified.

M. OTHER RAILROADS.

Between Stanley Tower and Rockwell Jct., first class trains run via T. T. and C. & O.
 Between the connection 800 feet south of Everett St. and through the interlocking at Bellefontaine, trains run via C. C. C. & St. L.
 Between Big Four Crossing and Columbus Union Station, first class trains run via C. C. C. & St. L.
 Between Bremen and New Lexington, trains run via P. R. R.
 Between Spangler and Zanesville, trains run via P. R. R.

O. OBSERVANCE OF PASSING TRAINS.

When trains are passing, trainmen of freight trains must observe the general condition of trains on other tracks for entire length of each train.

When a freight train is standing, trainmen of that train must place themselves in best position on ground to observe running gear of passing passenger trains, and, when other duties do not interfere, the same observation must be made of passing freight trains.

When approaching track pans or immediately after passing them, and frequently at other points, rear trainmen must observe each side of their train.

When trains are passing, signalman or operator, whenever practicable, must observe from signal station or station platform, the condition of the train for its entire length. Trackmen, bridgemen, signal maintainers, pumpers and other employes must make similar observations.

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

All signals must be acknowledged.

Passenger trainmen will comply with the above as far as practicable.

DEFINITION.

Communicating Station: A station where an operator or signalman is on duty, or where a trainman may communicate by telephone with train dispatcher, signalman or operator.

3. STANDARD CLOCKS.

Toledo.....	Telegraph office.
Stanley Yard.....	Yardmasters office.
Kenton.....	Engine House.
St. Marys.....	Telegraph office.
West Columbus.....	Telegraph office.
Columbus.....	Engine house.
Bucyrus.....	Telegraph office.
Corning.....	Engine house.
Fultonham.....	Telegraph office.

6. SIGNS.

B Stop on signal for passengers only.
 C Stop on signal for passengers from N. Y. C. & St. L. No. 2.
 K Stop on signal to load and unload supplies.
 P Stop on signal for parcel post.
 R Stop for U. S. Mail daily except Monday.

6a. SIGNS.

Rule 6a is eliminated.

12. HAND, FLAG AND LAMP SIGNALS.

The following will be used when giving signals in connection with Special Instruction O, where other signals are not required:

Manner of Using Indication

By day: Nose held with right hand, and left hand pointed toward track. Hot journal.

By night: Lamp swung vertically in small circle; lamp to be held by guard wire around globe.....Hot journal.

By day: Raise and lower right hand slowly full length of body.....Car door swinging or about to fall.

By night: Raise and lower lamp slowly full length of body and in addition give "Stop" signal.....Car door swinging or about to fall.

By day: Hand shoved in sliding motion out from body.....Brakes sticking.

By night: Lamp shoved in sliding motion out from body.....Brakes sticking.

By day: Hand raised and held stationary.....All right.

By night: "Proceed" signal.....All right.

14. WHISTLE SIGNALS.

Sound	Indication
o — — —	Will not stop for water at next water station; to be sounded passing station (or signal station) as far in advance of the water station as possible. Signalman will inform dispatcher also next signal station in advance when reporting train.

17. HEADLIGHTS.

When rules require the headlight to be displayed, it must be dimmed while passing through yards where yard engines are employed; approaching stations at which stops are to be made or where trains are receiving or discharging passengers; approaching train order signals, junctions, terminals, or meeting points or standing on main track at meeting points and on two or more tracks when approaching trains in the opposite direction.

19. MARKERS.

Trains with rear car not equipped to display markers, as per Rule 19, will display red flag by day and red light by night, on rear of train.

C. C. C. & St. L. trains will display as markers, lights showing green to the front and side, and red to rear. Rule 19 is modified accordingly.

32. UNNECESSARY NOISE.

The use of the engine whistle must be avoided between Parsons Ave. and West Columbus, except in whistling for road crossings, or emergency.

34. COMMUNICATION OF SIGNAL INDICATIONS.

Indication of signals day and night will be communicated as follows: "red," "yellow" or "green." When other than the top arm or top light of a signal is "yellow" or "green," add "middle arm," or "middle light," or "bottom arm," or "bottom light," as the case may be. Rule 34 is modified accordingly.

83. TRAIN REGISTERS.

Toledo.....	Telegraph office.
★Stanley Yard.....	Telegraph Office.
St. Marys.....	Telegraph office.
West Columbus.....	Telegraph Office.
Columbus.....	Telegraph office.
Bucyrus.....	Telegraph office.
Thurston.....	Telegraph office.
New Lexington.....	Telegraph office.
Corning.....	Telegraph office.
Fultonham.....	Telegraph office.
Spangler.....	Telegraph office.
Shawnee.....	Telegraph office.
Bucyrus.....	First class trains register by slip.
Thurston.....	All trains register by slip.
West Columbus.....	First class trains register by slip. Helper engineers register by phone.

★For second class and extra trains between Stanley Yard and West Columbus.

Arrival and departure of first class trains at Stanley Yard will be registered by operator as instructed by dispatcher.

Arrival and departure of first class trains at Big Four crossing will be registered at West Columbus by operator as instructed by dispatcher.

Form T-1452 will be filled out from train register, signed by conductor, and delivered to the engineman.

At West Columbus, when head brakeman reports in advance of Conductor, Operator will fill out form T-1452 for brakeman to be delivered to engineman before leaving engine house tracks.

83. CLEARING OF TRAINS.

Trains will not leave the following stations without Clearance Card:

Kenton:	All trains except first class.
Steelton:	All southward trains except first class.
Thurston:	All trains.
Bremen:	All northward trains except first class.
New Lexington:	All southward trains except first class.
Bucyrus Yard:	All trains.
Fultonham:	All trains.

Stanley Yard: Trains or engines coming out on Eastern Division main track south of signal E-61, from Yard K Lead, or South of Signal E-81 yards O and S Lead, must call Fostoria Dispatcher for permission regardless of the signal indication.

When two or more sections are run on a first class schedule, train orders will be issued for the display of signals as per Rule 95.

C. C. C. & St. L. trains will display signals Berwick to Toledo on train orders issued by Superintendent of Cincinnati-Sandusky Division, C. C. C. & St. L. Ry.

88. TRAINS TAKING SIDING.

Bremen: Southward extra trains will take siding unless otherwise ordered.

Bucyrus: Northward freight trains will take siding at south end new No. 1 unless otherwise ordered.

90. SIDING SWITCHES.

Trains taking siding will take first switch, except:

Bowling Green.....	Southward, third, south of passenger station.
Galatea.....	Northward, second north of crossing.
Mortimer.....	Northward, first north of crossing.
North Findlay.....	Northward, first north of N.Y.C. & St. L. crossing.
Arlington.....	Southward, first south of A. C. & Y. crossing.
Kenton.....	Northward, third north of Erie crossing.
Ridgeway.....	Southward, first south of C. C. C. & St. L. crossing.
Peoria.....	Northward to Toledo, fourth. Northward to St. Marys, third. Southward from St. Marys, second.
Wapakoneta.....	Northward, second north of B. & O. crossing.
Lakeview.....	Northward, second.
Bellefontaine.....	Southward, first south of C. C. C. & St. L. Crossing.
East Liberty.....	Southward, third.
Marysville.....	Northward, fourth north of C.C.C. & St. L. crossing.
Truro.....	Southward, first south of Junction.
Harley.....	Northward, second.
Basil.....	Northward, second.
Thurston.....	Southward, Toledo to Thurston, second south of standpipe. Southward, Columbus to Corning, second.
Pleasantville.....	Northward, to Columbus, third.
Rushville.....	Northward, second south of station.
New Lexington.....	Northward, first north of station.
Stony Ridge.....	Southward, second south of station.
Lucky.....	Northward, second north of station.

Pemberville.....	Northward, second.
Woodside.....	Southward, second.
Hatton.....	Southward, first south of station.
New Riegel.....	Southward, second.
Berwick.....	Northward, fourth north of C.C.C. & St. L. crossing.
Sycamore.....	Southward, first south of station.
Spore.....	Southward, second.
Martel.....	Northward, first north of Erie crossing.
Edison.....	Southward, first south of C. C. C. & St. L. crossing.
Centerburg.....	Southward, second south of P. R. R. crossing.
Johnstown.....	Southward, third.
Granville.....	Southward, second.
Heath.....	Northward, second north of B. & O. crossing.

93. YARDS. Limits defined by signs.

Bowling Green.
 Findlay: Findlay to North Findlay, inclusive.
 Kenton.
 Peoria.
 Bellefontaine.
 Wapakoneta.
 St. Marys.
 West Columbus: Big Four Crossing to Bannon, inclusive.
 East Columbus: Truro to Woodland Ave., inclusive.
 Thurston.
 Bremen.
 New Lexington.
 Corning: Corning to Rendville, inclusive.
 Stanley Yard: Main St. to south end yards.
 Fostoria.
 Bucyrus.
 Mt. Gilead: Mt. Gilead Jct. to Mt. Gilead.
 Muskingum.
 Spangler.
 Fultonham.
 Sallito.
 Tropic.
 Glouster.
 Drakes: Drakes to Carrington, inclusive.
 Shawnee.

Redfield Branch, Pine Run Branch and Mine 52 Branch at Tropic, will be governed by yard limit rules.

Passenger trains must be given full protection at all times. Rule 93 is modified accordingly.

Within Yard Limits: From 30 minutes before sunset to 30 minutes after sunrise a red light must be displayed on the rear of last car of all cuts occupying main or running tracks. If engine is detached and cars are left standing on such tracks, a red light must be displayed on both ends of cut.

98. RAILROAD GRADE CROSSINGS.

Location	Railroad	Signals
Galatea.....	B. & O.....	Interlocking
Mortimer.....	N.Y.C. & St.L.....	Interlocking
North Findlay.....	N.Y.C. & St.L.....	R. R. grade crossing
Arlington.....	A. C. & Y.....	Interlocking
When signal displays stop indication, trainmen will be governed by instructions posted in telephone booth at crossing.		
Dunkirk.....	P. R. R.....	Interlocking
Kenton.....	Erie.....	Interlocking
Ridgeway.....	C.C.C. & St.L.....	Interlocking
Peoria.....	Erie.....	Interlocking
M. J.....	N.Y.C. & St.L.....	Interlocking
Interlocking will be normally set for N.Y.C. & St.L. movements. To change for N.Y.C. movements trainmen will be governed by instructions posted in control box located in southwest angle of crossing.		
Wapakoneta.....	B. & O.....	Interlocking
Slater.....	D. T. & I.....	R. R. grade crossing
Bellefontaine.....	C.C.C. & St.L.....	Interlocking
Marysville.....	C.C.C. & St.L.....	Interlocking
Interlocking will be normally set for N.Y.C. movements. If home signal indicates stop, trainmen will be governed by instructions posted in control box located in the southeast angle of crossing.		

Mounds.....	P. R. R.....	Interlocking
Big Four Cross'g.....	C. C. C. & St. L.....	Interlocking
West Columbus.....	B. & O.....	Interlocking
Frankfort St.....	P. R. R.-C. & O.....	Interlocking
Bannon.....	C. & O.....	Interlocking
East Columbus.....	B. & O.....	Interlocking
Stanley Tower.....	T. T.....	Interlocking
Fostoria.....	N. Y. C. & St. L.....	R. R. grade crossing
	N. Y. C. & St. L.....	R. R. grade crossing
	C. & O.....	R. R. grade crossing
	B. & O.....	R. R. grade crossing

† In order to avoid blocking of street crossings between High Street, the first street north of the N. Y. C. & St. L. (L. E. & W.) crossing and the N. Y. C. & St. L. crossing, southward freight trains will, in addition to the pole target signal at the N. Y. C. & St. L. (L. E. & W.) crossing, receive a hand signal from the watchman before passing over the crossing and if no signal is received will stop to clear High street until signaled to proceed.

Berwick.....	C. C. C. & St. L.....	R. R. grade crossing
★ Sycamore.....	A. C. & Y.....	Interlocking
Bucyrus.....	P. R. R.....	Interlocking
Martel.....	Erie.....	Interlocking
	C. C. C. & St. L.....	Interlocking
Edison.....	C. C. C. & St. L.....	Interlocking
Centerburg.....	P. R. R.....	Interlocking
Heath.....	B. & O.....	Interlocking
Waiser.....	B. & O.....	R. R. grade crossing
Fultonham.....	Pgh. Plate Glass.....	Interlocking
★ Darlington.....	P. R. R.....	Interlocking
Crooksville.....	P. R. R.....	R. R. grade crossing

A signal indicating stop may be passed only on hand signal from trainman standing on crossing. Trainman must first see that no train is approaching on any track.

At Sycamore: Unlock box located on post at crossing marked "N. Y. C. Emergency Switch" and be governed by instructions posted therein.

★ At Darlington: If signal does not indicate "Proceed" after train or engine has been stopped three minutes and no P. R. R. train or engine approaching, or using crossing, trainman will go to crossing, unlock box located on post locked with both N. Y. C. and P. R. R. switch locks and stencilled "Time Release Box" and will be governed by instructions posted therein.

98. SIDINGS.	Capacity, based on 43-foot cars
Lime City.....	100
Dunbridge.....	100
Bowling Green.....	100
Portage.....	22
Mungen.....	100
Galatea.....	100
Mortimer.....	100
North Findlay.....	100
Hancock.....	100
Beagle.....	100
Arlington.....	100
Williamstown.....	100
Dunkirk.....	100
Blanchard.....	100
Kenton (Southward).....	100
Kenton (Northward).....	56
Mentzer.....	100
Ridgeway.....	98
Horton.....	79
West Mansfield.....	114
Lunda.....	59
Raymonds.....	99
Peoria (Toledo-Columbus).....	31
Peoria (St. Marys Branch).....	51
Wapakoneta.....	28
Slater.....	42
Lakeview.....	23
Lewistown.....	48
Bellefontaine.....	34
Summit.....	50
East Liberty.....	47
Otter.....	75
Marysville.....	101
Dipple.....	79
Arnold.....	77
Kile.....	102

Renner.....	83
Highway.....	102
Stoungton.....	84
Truro.....	80
Pickerington.....	75
Harley.....	81
Basil.....	80
Thurston (Toledo-Thurston).....	97
Thurston (Columbus-Corning).....	58
Pleasantville.....	59
Rushville.....	98
Bremen.....	98
New Lexington.....	93
Clay Bank.....	96
Stony Ridge (Southward).....	87
Stony Ridge (Northward).....	100
Luckey.....	100
Pemberville.....	96
Woodside.....	146
Wayne.....	104
Hatton.....	98
Norris.....	104
Landgraf.....	104
New Riegel.....	105
Berwick.....	91
Sycamore.....	100
Spore.....	97
New Winchester.....	71
Martel.....	99
Climax.....	71
Edison.....	102
Fulton.....	71
Bennington.....	75
Rich Hill.....	65
Centerburg.....	85
Croton.....	55
Johnstown.....	67
	85
Clemons (Southward).....	82
Clemons (Northward).....	82
Granville.....	57
Heath.....	73
Hebron.....	74
Millersport.....	69

100 PROTECTION OF ADJACENT TRACKS.

When a train is stopped suddenly, or by application of the brakes other than by a service application made by the engineman, enginemen and trainmen will promptly flag all trains approaching on other tracks unless it is known that no other track is obstructed. Rule D 100a is modified accordingly.

101a. DOUBLING TRAINS.

When necessary to cut train and take to top of hill, or from one station to another in two or more cuts, conductor will accompany each cut.

103. PUBLIC GRADE CROSSINGS.

When cars are pushed by an engine, except when shifting or making up trains in yards, a trainman must take a conspicuous position on the front of the leading car, and when shifting over public crossings at grade not protected by a watchman or by gates, a member of the crew must protect the crossing. Rule 103 is modified accordingly.

Bellefontaine: Approach the Electric Line crossing near the Bridge Works prepared to stop if crossing is obstructed.

Following public crossings must be protected by member of crew before movement is made over them:

Bellefontaine: Main Street.

East Columbus Branch: Main Street.

Broad Street.

Rendville, Z & W Main: First crossing north of Station.

104. NORMAL POSITION OF SPECIFIED SWITCHES.

Double track, West Columbus, for northward track.

Steelton, for northward track.

Truro, for movement Columbus to Corning.

Thurston, north wye, near stand pipe, for movement Corning to Bucyrus.

106. PASSING TRAINS.

Passenger trains will, if practicable, be moving when passed by a train on an adjacent track.

South Columbus: Southward passenger trains must approach station prepared to stop.

108. WATER STATIONS.

Portage.....	Truro.....	Bucyrus.....
Findlay.....	Thurston.....	Mt. Gilead.....
Kenton.....	Rushville.....	Clemons.....
St. Marys.....	New Lexington.....	Fultonham.....
Marysville.....	Corning.....	Spangler.....
Kile.....	Stanley Yard.....	Sayre.....
West Columbus.....	Fostoria.....	Drakes.....
South Columbus.....	Sycamore.....	

Engines of freight trains of more than 25 cars must be detached before taking water, unless, in the judgment of the engineman, it is unnecessary. Rule 108 is modified accordingly.

109. BULLETIN BOARDS AND BOOKS.

Stanley Yard.....	Yard Office.
	Engine house.
Findlay.....	Telegraph office.
Bellefontaine (C. C. C. & St. L.).....	Telegraph office.
West Columbus.....	Telegraph office.
	Engine house.
Columbus.....	Telegraph office.
Thurston.....	Telegraph office.
Corning.....	Telegraph office.
	Engine house.
Air Line Jct.....	Engine house.
Toledo.....	Telegraph office.
Carey (C. C. C. & St. L.).....	Telegraph office.
Bucyrus.....	Telegraph office.
	Engine house.
Fultonham.....	Telegraph office.
	Engine house.

110. DESIGNATION AND USE OF MAIN TRACKS.

Single Track:

Between Stanley Yard and B. & O. Crossing, West Columbus.
St. Marys and Bellefontaine.
Zanesfield and Peoria.
Steelton and Bremen.
Truro and Woodland Ave.
New Lexington and Corning.
Stanley Yard and a point 2,000 feet South of North Yard Limit Board, Fostoria.
A point 3,000 feet North of South Yard Limit Board Fostoria, and Thurston.
Mt. Gilead Jct. and Mt. Gilead.
Thurston and Spangler.
Muskingum and Ferro.
Fultonham and Rendville.
Glouster and Shawnee.

Double Track:

Between B. & O. Crossing, West Columbus, and Steelton.
Tracks are numbered from the west.
No. 1, No. 2.
Tracks will be used as follows:
No. 1, Southward.
No. 2, Northward.
Between Stanley Tower and a point 1.1 mile south.
Tracks are numbered from the west.
No. 2, No. 1.
Tracks will be used as follows:
No. 2, Northward.
No. 1, Southward.
Fostoria: Between 2,000 feet South of North Yard Limit Board and 3,000 feet North of South Yard Limit Board.
Tracks are numbered from the west.
No. 1, No. 2.
Tracks will be used as follows:
No. 1, Northward and Southward.
No. 2, Northward and Southward.

251. MOVEMENT OF TRAINS BY BLOCK SIGNALS.

Between signals E-472 and E-474 at Berwick, and Stanley interlocking, trains will run by block signals whose indications will supersede Time Table superiority, and unless otherwise provided, will take the place of train orders. Rules 83, S-83a and 1002 are modified accordingly.

Southward trains moving between Big Four Crossing and West Columbus will be governed by Manual Block Signals whose indications will supersede Time Table superiority. Rule 1002 is modified accordingly.

Between signal station at B. & O. Crossing, West Columbus, and signal station at Frankfort Street, trains and engines will run with or against the current of traffic by block signals, whose indications will supersede time table superiority. When running against the current of traffic the block signals will also take the place of train orders.

Trains or engines having work to do between B. & O. crossing and P. R. R.-C. & O. crossing, or between P. R. R.-C. & O. crossing and Frankfort Street, must inform the signalman. If delayed in making a through movement the signalman at the signal station towards which the train or engine is moving must be notified. Trains or engines clearing the block through a switch or crossover must report when clear and must, before entering block through a switch or crossover, secure permission from the signalman at the nearest signal station.

751. TIME SIGNAL STATIONS ARE OPEN.

Signal stations are open as specified in list of Stations, Office Calls, Signals and Telephones on pages 21 to 29.

801. INTERLOCKING SIGNALS.

Interlocking signals may also be used as block signals and, where so used, will be indicated by the letters INT.-M. B. in List of Stations, Office Calls, Signals and Telephones in time table.

Crossovers and switches No. 16 or longer are at the following locations:

Glen, leading to C. C. C. & St. L. connection.
Peoria, leading to Peoria-St. Marys main.
West Columbus, north end double track.
Steelton, south end double track.
Rendville, two turnouts at Z. & W. crossing.
Corning, two turnouts at south end station platform.
Stanley Yard, south end double track.
North and South end double track, Fostoria, leading to Track No. 2.
Berwick, leading to C. C. C. & St. L. connection.

At Interlockings where certain tracks are seldom run on, or are used for storage and rails are rusted, or cars have been standing and wheels are rusted, which may prevent shunting of track circuit, trainmen and signalmen must confer regarding movements to be made to insure interlocked switches will not be operated when cars are being moved over them.

801. REMOTE CONTROLLED SWITCHES.

Remote controlled Switches are located at:

Location	Signal Station	Tracks
1.04 miles north of.....	Mortimer.....	Main to siding
1.03 miles south of.....	Dunkirk.....	Main to siding
Glen.....		
2.65 miles north of.....	Kenton.....	Main to C. C. C. & St. L. cut off
.83 miles south of.....	Ridgeway.....	Main to siding
1.02 miles south of.....	Centerburg.....	Main to siding
.24 miles south of.....	Centerburg.....	Main to siding
.82 miles north of.....	Heath.....	Main to siding

Enginemen or trainmen finding signal governing movement over switch displaying the stop indication will call signalman at signal station for instructions. Additional instructions are located in telephone box.

301. SPRING SWITCHES.

At junction of south leads of Yards S and O, Stanley Yard. Normal position is for Yard S. Southward movement from Yard O will trail this switch.

At junction of northward and southward running tracks north of Water Tank, Walbridge Road. Northward movement from Yard O will trail this switch.

If stopped in making a trailing movement over these switches, must not take slack or back up until switch is thrown for the movement.

Speed of facing point movements over these switches must not exceed 15 miles per hour.

901. MANUAL BLOCK SYSTEM.

Between Stanley Yard and West Columbus Yard Office. St. Marys and Peoria. Steelton and Bremen. New Lexington and Corning. Berwick and Thurston water tank. Thurston water tank and Spangler. Fultonham and Rendville.

Manual Block Rules do not apply within yard limits at: Bellefontaine. Bucyrus. Mt. Glead. Corning. Between West Columbus Yard Office and B. & O. R. R. Crossing, West Columbus.

Rule 914 and 919 will not apply to trains taking siding at Mortimer, Dunkirk, Ridgeway, Centerburg and Heath.

Rule 917 is modified as follows:

A train must not go to a non-communicating station to be met or passed by other trains, unless the conductor and engineman have received a train order authorizing the movement and, in addition, have received a Permissive Card and a Clearance Card.

Rule 943 and last paragraph on clearance card will not apply at Galatea, Mortimer, Dunkirk, Ridgeway, Centerburg and Heath.

Rule 947. Second paragraph reading, "A train must not be admitted to a block which is occupied by an opposing train or by a passenger train, nor a passenger train admitted to a block occupied by a preceding train, except as provided in Rule 958, or by train orders," will not apply within yard limits in connection with movements of second class and extra trains. Indications of manual block signals will convey to second class and extra trains information as to condition of block only to yard limit signs.

The following interlocking signals at Signal Stations listed below will also be used as Manual Block Signals:

- Stanley Tower...Top indication of southward home signal, just north of Toledo Columbus Sub-Division switch leading to yard.
- Galatea.....Top indication of home signals.
- W
- Mortimer.....Top indication of northward home signal, and northward dwarf signal at north end of siding.
- S
- Top indication of southward home signal, and southward dwarf signal at south end of siding.
- Dunkirk.....Top indication of northward home signal just south of crossing.
- DK
- Top indication of southward home signal, and southward dwarf signal at south end of siding.
- Glen.....Top indication of home signals on N. Y. C. main and middle indication of home signal governing northward movements on C. C. C. & St. L. connection.
- Ridgeway.....Top indication of northward home signal governing movements on main track, and middle indication governing movements from siding.
- WA
- Top indication of southward home signal, and southward dwarf signal at south end of siding.

- Peoria.....Top indication of northward and southward home signals governing movements on main line. Bottom indication of northward home signal and southward home signal governing movements to and from St. Marys Branch.
- PA
- Mounds.....Top indication of home signals.
- MU
- Big Four Crossing.....Top indication of home signals.
- BJ
- Bottom indication of Big Four eastward home signals.
- Wapakoneta.....Top indication of home signals.
- WX
- Martel.....Top indication of northward home signal.
- RM
- Top indication of southward home signal, and southward dwarf signal.
- Edison.....Top indication of northward home signal, and northward dwarf signal.
- AD
- Top indication of southward home signal.
- Centerburg.....Top indication of northward home signal just south of crossing.
- CR
- Top indication of southward home signal, and southward dwarf signal at south end of siding.
- Heath.....Top indication of northward home signal, and northward dwarf signal at north end of siding.
- FN
- Top indication of southward home signal, and southward dwarf signal at south end of siding.

Rule 951 is modified as follows:

Signalmen must not permit a train to go to a non-communicating station to be met or passed by other trains until a Train Order, a Permissive Card and a Clearance Card have been delivered to the engineman and conductor authorizing the movement. When such orders are given the block signal must not be cleared.

1002. AUTOMATIC BLOCK SYSTEM.

Between Stanley Yard and Berwick. Between B. & O. Crossing, West Columbus, and Steelton. Between southward automatic block signal No. 1912, located 2800 feet south of south end of siding at Clay Bank and northward automatic block signal No. 1933 located 1000 feet south of south end of Moxahala tunnel. Between southward automatic block signal No. T-196.1, located 4500 feet north of north yard switch at Rendville, and northward automatic block signal No. T-197.2, located 700 feet south of south end of cross-over leading to Z & W main track. Corning, between passenger station and engine house. Automatic signals are in use in Manual Block territory as specified in list of Stations, Office Calls, Signals and Telephones.

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."

1002. GRADE SIGNALS.

A yellow disc, showing the letter G, displayed to the right of an automatic block signal, indicates grade signal. Grade signals must be observed as prescribed in Rule 1004, except when indicating "Stop; then Proceed," heavy tonnage freight trains will not be required to stop, but may proceed at slow speed to next signal in advance.

1004. AUTOMATIC BLOCK SIGNALS.

Southward tonnage trains stopped by automatic signal 40691, Bucyrus Interlocking, and northward tonnage trains stopped by automatic signal 40812, Martel Interlocking will, before proceeding, communicate with signalman, and be governed by his instructions. Rule 1004 is modified accordingly.

1008. SWITCH INDICATORS.

Switch indicators indicate when block is occupied or train is approaching. Switch indicators with push button (either on face or bottom of indicator case) so indicate only while the push button is depressed. Switch indicators for crossovers between main tracks indicate the condition of the opposite track.

Between Berwick and Stanley Yard, switch indicators indicate only trains approaching the entrance signal to siding.

Rule 1008 is modified accordingly.

1051. RAILROAD GRADE CROSSING SIGNALS.

- | Location | Signal | Position | Indication |
|--|-------------|--|--|
| North Findlay | Pole Target | Vertical | Proceed |
| (a) Slater | Pole Target | Vertical | Proceed |
| Fostoria: | | | |
| N. Y. C. & St. L. | Pole Target | Horizontal | Proceed |
| C. & O. | | | |
| N. Y. C. & St. L. | Pole Target | Horizontal with red disc or light on west side of target pole below target | Proceed |
| C. & O.-N. Y. C. & St. L. Trf. | Pole Target | Horizontal | Proceed |
| (b) B. & O. | Pole Target | Horizontal | Proceed |
| Berwick | Pole Target | Vertical | Proceed |
| (c) Walsler | Pole Target | Vertical | Proceed |
| (c) Crooksville | Pole Target | Horizontal | Proceed |
| (a) At night | | | trainmen will handle target and leave in clear position for D. T. & I. |
| (b) When green ball or light is displayed, | | | N. Y. C. trains must not cross C. & O.-B. & O. transfer track. |
| (c) Trainmen will handle target and leave in clear position for N. Y. C. | | | |

1267. LEAVING CARS ON SIDE TRACKS.

Bowling Green: Cars must not be left standing on elevator track north of derail nor on track east of station nearer than 40 feet from north or south line of Wooster Street. Kenton: Cars must not be left standing on the passing siding nearer than 65 feet from the nearest line of Leighton Street. Between Berwick and Stanley Tower, cars on all tracks leading to main track must be kept into clear of insulated joints. Cars with hot journals must not be left on any track in close proximity to where gasoline is loaded or unloaded.

1305. ENGINEMEN.

When it becomes apparent that something is wrong with the valve gear of engines handling a train, the train must be brought to a stop immediately, proper investigation made and necessary action taken. Rule 1305 is modified accordingly.

1401. SPEED RESTRICTIONS.

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

General.

- Circus trains with freight equipped cars..... 30
- Engines Classes B and U, under steam or being towed..... 15
- Motors operating under their own power or being towed: Motors M-1 to M-7 inclusive, and M-10 and M-101..... 55
- All others..... 60
- Revenue freight trains with cranes moving on own wheels..... 25
- Signal Indication, Grade Signal..... 10
- Signal Indication, Rules 708 and 709 through interlocking..... 10
- Engines running backward by night over public crossings..... 15
- Passenger trains with freight equipped cars,..... 40
- Railroad grade crossings, interlocked..... 50
- Switches and crossovers shorter than No. 16, when diverging..... 10
- Switches and crossovers, No. 16 or longer, when diverging..... 20

- Trains consisting of 50% or more of 55-ton capacity or greater coal cars, loaded..... 30
- Troop trains with freight cars..... 30
- *Snow plows and flangers..... 35

*Where the speed of freight trains is restricted to less than 35 miles per hour, such restriction will govern.

Local.		Passenger Trains	Freight and Work Trains
Stanley Tower-West Columbus			
Between Stanley Tower and West Columbus.	60	40	
Glen and Hill Siding.....	25	25	
Except:			
Stanley Tower: To exchange mail.....	6		
Engines running backward.....	25	25	
Trains handling Scale Test Cars.....		25	
Trains handling Steam Wrecking Cranes.....		25	
Bowling Green: Over Wooster and Court Sts.....	10	10	
Van Buren: Passing station.....		8	
Findlay:			
Over all street crossings.....	15	15	
Between Target Works and Bridge 463, south of Findlay.....	45		
Dunkirk: Over P. R. R. crossing.....	40		
Kenton: Over Leighton St.....	10	10	
Between C. C. C. & St. L. bridge and Wayne St.....	30	30	
Marysville: Over Main St.....	20	20	
West Columbus: Between C. C. C. & St. L. and B. & O. crossing.....	30		
St. Marys-Peoria.			
Between St. Marys and Peoria.....	30	30	
Except:			
Engines running backwards.....	25	25	
Trains handling Scale Test Cars.....		15	
Trains handling Steam Wrecking Cranes.....		20	
Wapakoneta: Over Dixie Highway.....	8	8	
Bellefontaine: Over Columbus, Chillicothe Aves., Water St. and State Route No. 53.....	8	8	
West Columbus-Corning.			
Between West Columbus and Rushville.....	60	40	
Rushville and Corning.....	40	40	
Except:			
Engines running backward.....	25	25	
Trains handling Scale Test Cars.....		25	
Trains handling Steam Wrecking Cranes.....		25	
Between B. & O. crossing and Broad St. viaduct.....	18		
Between Broad St. viaduct and High St. viaduct.....	40	40	
East Columbus Branch.....	15	15	
Baltimore: Reverse curve two miles south..	40		
Basil and Baltimore, Train No. 4.....	30		
Bremen: Between north corporation line and station.....	10	10	
New Lexington: Between Brown St. and station.....	10	10	
Over Main St.....	25	25	
Between Rendville and Corning.....	25	25	
Stanley Tower-Thurston.			
Between Stanley Tower and Berwick.....	60		
Berwick and Thurston.....	50		
Stanley Yard and Thurston.....		40	
Except:			
Engines running backward.....	25	25	
Trains handling Scale Test Cars.....		25	
Trains handling Steam Wrecking Cranes.....		25	
Stanley Tower: Passenger wye.....	15	15	

Passenger Freight and Trains		Work Trains
Fostoria: Between North Yard Limit Board and High St.	30	30
High St. and Lytle St.	12	12
Lytle St. and south corporation line	30	30
Sycamore: Over first street north and first street south of station	6	6
Bucyrus: Over Galion St.	15	15
Between Mt. Gilead Jct. and Mt. Gilead	25	25
Between Croton and Clemons on curves	40	40
Between Granville and Hebron on curves	40	40
Between north end of second curve south of Millersport and first curve north of Thurston	35	35
Thurston-Spangler		
Between Thurston and Spangler	30	30
Except:		
Engines running backward	15	15
Trains handling Scale Test Cars	15	15
Trains handling Steam Wrecking Cranes	20	20
Between Bridge 201, about 3 miles south of Glass Rock and Fultonham	20	20
Darlington: Over P. R. R. crossing	15	15
Between Muskingum and Ferro	20	20
Ferro: Between B. & O. connection switch and north switch of siding	10	10
Fultonham-Rendville		
Between Fultonham and Sayre	30	30
Between Sayre and Rendville	20	20
Except:		
Engines running backwards	15	15
Trains handling Scale Test Cars	15	15
Trains handling Steam Wrecking Cranes	20	20
Crooksville: Over Main St.	10	10
Between Fultonham and Rendville through tunnels	10	10
Glouster-Shawnee		
Between Glouster and Shawnee	20	20
Except:		
Engines running backwards	15	15
Trains handling Scale Test Cars	15	15
Trains handling Steam Wrecking Cranes	20	20
1402. ENGINE AND CAR RESTRICTIONS.		
Steam engines must not be coupled head on when double heading or running light. In case of emergency, instructions should be obtained from Superintendent.		
Motors in damaged condition, making them unfit to be operated at speeds specified in special instruction 1401, must be hauled separately.		
H-10 engines must not be operated:		
Findlay:	On C. C. C. & St. L. wye. Differential Car Co.—South Plant.	
Dunkirk:	On P. R. R. interchange track beyond marker.	
Kenton:	On C. C. C. & St. L. interchange track. On Erie east interchange track beyond Erie switch at east end of wye.	
Peoria:	On wye track. On St. Marys Branch between mile post 36, one mile north of Peoria, and St. Marys.	
H-6 and H-10 engines must not be operated between:		
Thurston and Spangler.		
Fultonham and Rendville.		
Glouster and Shawnee.		
Between Livingston Ave. and Alum Creek.		
Thurston: Elevator track.		
H-10, H-6, H-5, U-1, G-46 or G-6 engines and 70 ton or greater capacity cars, loaded, must not be operated over the following tracks:		

Portage: Quarry track beyond a point 1200 feet from main track.

Findlay: Ohio Pipe Company. Engine Fuel. Kirk Mill. Stock Yard. Hancock Brick & Tile Loading. Differential Car Company, North Plant.

Kenton: Mill. Old Runkle.

Zanesfield: Shale Pit beyond a marker located 400 feet south of derail.

Bellefontaine: Bridge Works beyond a point 390 feet from main track.

East Columbus—

Krumm Siding. Govt. Storage Depot. South Leads to Yard Tracks 1, 2 and 3. Welch Chemical Co., outside track north of plant. Ralston Steel Car Co., both leads. Sanitary Earthenware Co. Cassidy Coal Co. Alum Creek Bridge.

Thurston: Over short wye.

New Lexington: Bridges on Brick Plant and Interchange tracks.

Clay Bank: Mine.

Hatton: Tile Track beyond private crossing.

Heath: Engines headed north must not go on incline at refinery.

Beyond a point 2000 ft. south of Demster Mine switch, south of Ferro.

Between Spangler and West Zanesville. Redfield Branch beyond Bridge 1209.3.

Crooksville: Tracks leading to Muskingum and Hull Potteries. Wigton Mine No. 34.

Between Drakes and Shawnee.

Congo: Mine tracks.

1405. SPECIAL USE OF TRACKS.

East Columbus: Engine assigned to do the switching at Woodland Ave. and East Columbus will use main track between those points without train orders. Other engines must not go north of East Columbus without train orders. Ralston Steel Car Co. switch engine may use N. Y. C. main track without protection for distance of 500 feet in each direction from the switch leading to their plant, from 6:00 a. m. until 6:00 p. m. and as far south as the south end of the yard from 8:00 a. m. until 6:00 p. m. P. R. R. engines may use N. Y. C. main track or track No. 1 south of the B. & O. Crossing between the crossing and the driveway leading to the main entrance of the government storage depot.

1406. TELEPHONES.

Conductor or engineman must use telephone whenever necessary to facilitate the movement of trains. Instructions received by telephone must be repeated and name and occupation of the employes exchanged to avoid misunderstanding.

1420. LAWS.

OHIO.

At Railroad Crossings and Junctions at grade, not interlocked, all trains will come to a full stop, not nearer than (200) two hundred feet, nor further than (800) eight hundred feet from the crossing, and shall not cross until signaled to do so by the watchman, nor until the way is clear.

E. W. BROWN, Superintendent.

W. J. GALBRONER }
H. T. WILSON } Train Masters

R. W. NUTTING, Chief Train Dispatcher

F. D. POLAND
J. D. HARROD
F. M. HOUSTON
R. C. EBRIGHT
A. B. COREY
E. E. DUDLEY
A. E. WILLIAMS
A. L. BEARNES
C. H. DYE
H. R. GORDON

Train Dispatchers.

FREIGHT TRAINS

SOUTHWARD							STATIONS	NORTHWARD			
TN	TZ	TB	PX	PX	TN	CN		NT	PX	ZC	CT
4	2	2	4	8	6	2		5	1	1	1
Toledo-Norfolk	Toledo-Zanesville	Toledo-Bucyrus	Pick-up	Pick-up	Toledo-Norfolk	Chicago-Norfolk	Norfolk-Toledo	Pick-up	Zanesville-Col'bus	Col'bus-Toledo	
Daily	Daily Except Sunday	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily Except Sunday	Daily	
P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	A. M.	P. M.	P. M.		A. M.	
11.30		10.00	6.15		12.30	8.15	6.00	9.45		7.00	
1.25			8.45					7.25			
3.00			10.45					6.00			
4.15			12.30					4.15			
6.10			2.30		6.00	1.45	11.45	2.35	P. M.	11.45	
A. M.			A. M.		8.00	2.30	10.45	P. M.	10.30	P. M.	
	A. M.						9.30		8.30		
	3.00				9.30				6.00		
	5.30										
	A. M.	12.05							P. M.		
		2.30		P. M.							
		A. M.		6.00							
				3.00	12.25	6.00	7.00				
A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	P. M.	A. M.	P. M.	P. M.	P. M.	

For information only. Not conferring time table rights.

TN-6 connects with TZ-2 at Thurston.

PX-4 connects with CN-2 at Columbus.

TN-4 connects with CN-2 at Columbus.

ZC-1 connects with CT-1 at Columbus.

ZC-1 connects with TN-6 at Thurston.

TOLEDO TO COLUMBUS

SOUTHWARD—FIRST CLASS		SECOND CLASS					
Miles from Toledo	STATIONS	4 Daily	8 Daily	74 Local Daily Except Sunday	78 Local Daily Except Sunday		
	LEAVE	A. M.	P. M.	A. M.	A. M.		
0.0	Toledo Union Station	7 30	3 10				
5.3	Stanley Tower	7 45	3 25	A. M.			
5.9	Stanley Yard	7 46	3 26	8 15			
10.1	Lime City	7 51		8 30			
14.4	Dowling			8 40			
15.9	Dunbridge	7 58	3 36	8 45			
18.1	Sugar Ridge	8 02		8 55			
22.0	Bowling Green	8 10	3 43	9 20			
25.3	Portage	8 14	3 47	9 25			
27.4	Merrill	8 17		9 30			
28.7	Mungen	8 19	3 51	9 33			
31.3	Cygnets	8 22		9 38			
35.6	Galatea	8 27	3 58	9 45			
38.3	Van Buren	8 30		9 50			
40.2	Mortimer	8 33	4 02	10 00			
44.6	North Findlay	8 38	4 07	10 10	A. M.		
45.4	Findlay	8 45	4 14	10 15	7 30		
48.1	Hancock	8 52	4 17	A. M.			
52.2	Beagle	8 58					
55.3	Arlington	9 01	4 24	8 15			
59.4	Williamstown	9 08	4 30	8 30			
62.5	Dunkirk	9 12	4 35	8 39			
66.5	Blanchard	9 17	4 40	8 45			
70.9	Glen	9 22	4 45	9 00			
73.1	Hill Siding						
73.5	Kenton	9 30	4 52		9 30		
77.6	Mentzer	9 35	4 57	9 45			
82.8	Ridgeway	9 42	5 03	9 55			
86.8	Horton	9 46	5 09	10 03			
91.0	West Mansfield	9 52	5 15	10 30			
93.5	Lunda	9 55	5 18	10 50			
97.0	Raymonds	9 59	5 22	11 00			
98.8	Peoria	10 02	5 24	11 10			
101.6	Otter	10 05	5 27	11 20			
105.5	Marysville	10 13	5 35	12 01			
109.3	Dipple	10 18		12 10			
115.0	Arnold	10 24	5 47	12 25			
118.3	Kile	10 29	5 51	12 31			
120.8	Amlin	10 33		12 36			
123.8	Renner	10 36	5 58	12 45			
126.2	Highway			12 51			
127.6	Mounds	10 41	6 03				
128.7	Stonington			1 00			
131.7	Big Four Crossing	10 47	6 09	1 05			
132.1	West Columbus			1 10			
134.6	Columbus Union Station	11 00	6 20				
	ARRIVE	A. M.	P. M.	A. M.	P. M.		

Northward trains are superior to southward trains of the same class, unless otherwise specified.

Time shown at Toledo Union Station and Columbus Union Station is for information only.

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

COLUMBUS TO TOLEDO

NORTHWARD—FIRST CLASS			SECOND CLASS						
Miles from Columbus	STATIONS	7 Daily	1 Daily	77 Local Daily Except Sunday	93 Through Daily	99 Through Daily	95 Through Daily	91 Through Daily	73 Local Daily Except Sunday
	LEAVE	A. M.	P. M.	A. M.	A. M.	P. M.	P. M.	P. M.	A. M.
0.0	Columbus Union Station	11 20	11 25						
2.3	West Columbus			8 00	8 40	1 30	6 30	11 45	
2.8	Big Four Crossing	11 29	11 35	8 02	8 42	1 32	6 35	11 47	
5.8	Stonington								
6.9	Mounds	11 34	11 42	8 10	8 55	1 42	6 45	11 55	
8.3	Highway								
10.7	Renner			8 20		1 55			
13.7	Amlin	11 42	11 51	8 30					
16.2	Kile	11 45	11 54	8 40	9 30	2 10	7 35	12 19	
19.5	Arnold	11 48	11 58	8 52	9 42		7 45	12 31	
25.2	Dipple	11 54	12 05	9 05	9 55		8 02	12 41	
29.0	Marysville	12 01	12 13	9 50	10 13	2 40	8 08	12 50	
32.9	Otter	12 06	12 18	10 05					
35.7	Peoria	12 09	12 22	10 35	10 35	3 00	8 30	1 20	
37.5	Raymonds	12 12	12 24	11 00	10 38	3 05	8 35	1 25	
41.0	Lunda	12 16	12 29	11 06	10 50				
43.5	West Mansfield	12 20	12 32	11 15	11 00	3 25	9 00	1 45	
47.7	Horton	12 25	12 37	11 30					
51.7	Ridgeway	12 29	12 42	11 45	11 20	3 50	9 20	2 05	
56.9	Mentzer	12 35	12 48	11 55					
61.0	Kenton	12 42	12 55	12 10	11 50	4 20	9 55	2 40	
65.8	Hill Siding								
63.6	Glen	12 46	12 59	12 15	11 55		10 00	2 50	
68.0	Blanchard	12 51	1 04	12 25	12 10	4 40			
72.0	Dunkirk	12 56	1 09	12 37	12 20	4 55	10 20	3 10	
75.1	Williamstown	1 00	1 13	1 00	12 30				
79.2	Arlington	1 06	1 19	1 15	12 45	5 15	10 40	3 30	
82.3	Beagle	1 10	1 23	1 10					
86.4	Hancock	1 14	1 27						A. M.
89.1	Findlay	1 25	1 36	1 45	1 40	5 40	11 10	4 10	10 30
89.9	North Findlay	1 28	1 39	P. M.					10 32
94.3	Mortimer	1 32	1 46		1 55	6 00	11 25	4 25	10 45
96.2	Van Buren								10 50
98.9	Galatea	1 37	1 52		2 05	6 10	11 35	4 35	10 55
103.2	Cygnets								11 05
105.8	Mungen	1 44	2 00						
107.1	Merrill								11 10
109.2	Portage	1 48	2 04						11 15
112.5	Bowling Green	1 52	2 09		2 35	6 40	12 10	5 05	12 05
116.4	Sugar Ridge	1 58	2 15						12 15
118.6	Dunbridge	2 01	2 18						12 25
120.1	Dowling		2 20						
124.4	Lime City	2 07	2 26		3 05	7 15	12 35	5 30	12 40
128.6	Stanley Yard	2 14	2 31		3 20	7 30	12 50	5 45	12 50
129.2	Stanley Tower	2 15	2 32		P. M.	P. M.	A. M.	A. M.	P. M.
134.5	Toledo Union Station	2 30	2 50						
	ARRIVE	P. M.	A. M.	P. M.	P. M.	P. M.	A. M.	A. M.	P. M.

Northward trains are superior to southward trains of the same class, unless otherwise specified.

Time shown at Toledo Union Station and Columbus Union Station is for information only.

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

COLUMBUS TO CORNING

SOUTHWARD—FIRST CLASS			SECOND CLASS		
Miles from Columbus	STATIONS	2 Daily Except Sunday	4 Daily		62 Local Daily Except Sunday
	LEAVE	A. M.	P. M.		A. M.
0.0	Columbus Union Station	7.40	8.20		
2.8	Big Four Crossing	7.53	3.32		
3.3	West Columbus	7.55	3.34		
6.1	Frankfort Street	8.01	3.40		
7.7	South Columbus	s 8.04			
8.9	Steeltown	s 8.06	3.45		
10.4	Bannon	8.09	3.47		
20.4	Woodland Avenue				
18.0	East Columbus				
16.1	Doneys				
13.9	Truro	s 8.13	3.52		
16.9	Brice	s 8.18	3.56		
21.7	Pickerington	s 8.27	4.02		
25.3	Harley	8.32	4.07		
29.9	Basil	s 8.37	4.12		
30.4	Baltimore	s 8.40	4.13		A. M.
33.5	Thurston	s 8.47	4.18		11.15
36.2	Pleasantville	s 8.53	4.23		s 11.25
42.0	Rushville	s 9.02	4.31		s 11.35
46.5	Bremen	s 9.12	4.39		s 11.45
53.3	Junction City	s 9.25	4.49		
57.9	New Lexington	s 9.38	5.00		s 12.20
62.8	Clay Bank	f 9.46	5.08		f 12.56
64.7	Moxahals	f 9.51	5.12		s 1.00
68.9	Rendville	f 10.02	5.22		s 1.10
70.1	Corning	10.05	5.25		1.15
	ARRIVE	A. M.	P. M.		P. M.

ST. MARYS TO PEORIA

SOUTHWARD—SECOND CLASS					
Miles from St. Marys	STATIONS	72 Mixed Daily Except Sunday			
	LEAVE	P. M.			
0.0	St. Marys	2.00			
1.2	MJ	2.15			
5.2	Moulton	f 2.25			
10.7	Wapakoneta	s 2.45			
17.8	Slater	s 3.00			
19.4	Gutman	f 3.08			
22.5	Santa Fe	s 3.15			
26.3	Lakeview	s 3.25			
27.9	Russell's Point	f 3.30			
31.4	Lewistown	s 3.38			
34.4	McMorran	s 3.45			
39.6	Bellefontaine	4.00			
43.1	Summit	P. M.			
46.3	Zanesfield				
51.7	East Liberty				
58.8	Peoria				
	ARRIVE	P. M.			

Northward trains are superior to southward trains of the same class, unless otherwise specified.
Time shown at Columbus Union Station and Junction City is for information only.

CORNING TO COLUMBUS

NORTHWARD—FIRST CLASS			SECOND CLASS					
Miles from Corning	STATIONS	3 Daily Except Sunday	9 Daily	81 Through Daily	93 Through Daily	61 Local Daily Except Sunday	83 Through Daily	95 Through Daily
	LEAVE	P. M.	P. M.	A. M.	A. M.	A. M.	A. M.	P. M.
0.0	Corning	12.43	8.32	12.15	4.00	6.35	10.30	6.30
1.2	Rendville	f 12.46	8.34	12.25	4.10	s 6.45	10.40	6.40
5.4	Moxahals	f 12.53	8.42			f 7.00		
7.3	Clay Bank	f 12.56	8.45	12.45	4.30	f 7.05	11.00	7.00
12.2	New Lexington	s 1.05	s 8.55	1.05	4.50	s 7.40	11.20	7.20
16.8	Junction City	s 1.14	s 9.03					
23.6	Bremen	s 1.27	s 9.16	1.35	5.20	s 9.12	11.45	7.50
28.1	Rushville	s 1.35		1.45	5.30	s 9.40	12.05	8.00
33.9	Pleasantville	s 1.44		2.00	5.45	s 10.15	12.20	8.15
36.6	Thurston	s 1.50	s 9.36	2.05	5.50	10.25	12.30	8.20
39.7	Baltimore	s 1.55		A. M.	6.00	A. M.	P. M.	
40.2	Basil	s 1.57			6.05			8.35
44.8	Harley							
48.4	Pickerington	s 2.07	9.50		6.20			8.45
53.2	Brice	s 2.14			6.30			
56.2	Truro	2.18	9.59		6.40			9.00
58.3	Doneys							
60.2	East Columbus							
62.6	Woodland Avenue							
59.7	Bannon	2.22	10.08					
61.2	Steeltown	2.24	10.05		6.55			9.15
62.4	South Columbus	s 2.27						
64.0	Frankfort Street	2.30	10.08					
66.8	West Columbus	2.36	10.14		7.10			9.30
67.3	Big Four Crossing	2.37	10.16		A. M.			P. M.
70.1	Columbus Union Station	2.45	10.25					
	ARRIVE	P. M.	P. M.	A. M.	A. M.	A. M.	P. M.	P. M.

PEORIA TO ST. MARYS

NORTHWARD—SECOND CLASS					
Miles from Peoria	STATIONS	71 Mixed Daily Except Sunday			
	LEAVE	A. M.			
0.0	Peoria				
7.1	East Liberty				
12.5	Zanesfield				
15.7	Summit	A. M.			
19.2	Bellefontaine	9.50			
24.4	McMorran	f 10.05			
27.4	Lewistown	s 10.13			
30.9	Russell's Point	f 10.25			
32.5	Lakeview	s 10.35			
36.3	Santa Fe	s 10.50			
39.4	Gutman	f 10.58			
41.0	Slater	s 11.05			
48.1	Wapakoneta	s 11.30			
53.6	Moulton	f 11.40			
57.6	MJ	11.55			
58.8	St. Marys	12.10			
	ARRIVE	P. M.			

Northward trains are superior to southward trains of the same class, unless otherwise specified.
Time shown at Columbus Union Station and Junction City is for information only.

TOLEDO TO THURSTON

SOUTHWARD—FIRST CLASS				SECOND CLASS				
Miles from Toledo	STATIONS	40	24	44	52	54		
		C.C.C.&St.L. No. 9 Daily	Daily Except Sunday	C.C.C.&St.L. No. 3 Daily	Local Daily Except Sunday	Local Daily Except Sunday		
		A. M.	A. M.	P. M.	A. M.	A. M.		
LEAVE								
0.0	Toledo Union Station.....	1.30	7.20	1.20				
5.3	Stanley Tower.....	1.45	K 7.36	1.34				
7.9	Moline.....		f 7.40			A. M.		
9.0	Stanley Yard.....		f 7.42			8.30		
11.2	Stony Ridge.....		s 7.45			s 8.45		
15.6	Luckey.....	1.58	s 7.50	1.47		s 9.00		
18.6	Pemberville.....		s 7.55	1.50		s 9.20		
22.5	Woodside.....		f 8.01			s 9.45		
26.1	Wayne.....		s 8.06			s 10.10		
29.5	Hatton.....		f 8.12			s 10.30		
32.2	Norris.....		f 8.16			f 10.38		
36.7	Fostoria.....	f 2.31	s 8.28	s 2.11		s 11.15		
41.1	Landgraf.....							
45.5	New Riegel.....		s 8.45			s 12.20		
47.5	Berwick.....	2.50	s 8.51	2.22		s 12.30		
50.6	McCutchenville.....	A. M.	s 8.56	P. M.		s 12.45		
56.2	Sycamore.....		s 9.06			s 1.15		
58.7	Deunquat.....		f 9.11			f 1.30		
61.8	Lemert.....		s 9.16			s 1.45		
65.1	Spore.....		f 9.22			s 2.15		
70.7	Bucyrus.....		s 9.40		A. M.	s 2.30		
71.3	Bucyrus Yard.....		9.42		7.40	P. M.		
77.2	New Winchester.....		f 9.49		f 7.50			
80.7	Martel.....		s 9.55		s 8.00			
83.6	Climax.....		f 9.59		f 8.10			
88.6	Edison.....		s 10.08		s 8.20			
89.7	Mt. Gilead Jct.....		A 10.10					
90.5	Mt. Gilead.....		s 10.16					
89.7	Mt. Gilead Jct.....		L 10.20		s 9.00			
96.0	Fulton.....		s 10.30		s 9.15			
100.3	Marengo.....		s 10.38					
102.5	Bennington.....							
104.7	Peerless.....		f 10.44		f 9.30			
107.3	Rich Hill.....		f 10.48		f 9.40			
109.6	Centerburg.....		s 10.54		s 10.00			
113.9	Croton.....		s 11.02		s 10.15			
119.7	Johnstown.....		s 11.12		s 10.50			
126.0	Alexandria.....		s 11.22		s 11.22			
128.1	Clemons.....		f 11.27		s 11.40			
130.9	Granville.....		s 11.37		s 12.05			
134.6	Heath.....		s 11.44		s 12.25			
139.9	Hebron.....		s 11.51		s 12.57			
143.3	Lakeside Park.....		f 11.56		f 1.05			
145.0	Millersport.....		s 12.01		s 1.15			
149.0	Thurston.....		12.15		1.30			
ARRIVE								
		A. M.	P. M.	P. M.	P. M.	P. M.		

Northward trains are superior to southward trains of the same class, unless otherwise specified.

Time shown at Toledo Union Station is for information only.

Time shown at Stanley Yard applies to switch leading to Yards S & O.

Crandall is regular stop for No. 24.

No. 24 has right over No. 23 Stanley Yard to Thurston.

Time shown at Bucyrus Yard applies at Yard Office Hopley Ave.

THURSTON TO TOLEDO

NORTHWARD—FIRST CLASS				SECOND CLASS					
Miles from Thurston	STATIONS	41	23	45	81	51	83	85	53
		C.C.C.&St.L. No. 2 Daily	Daily Except Sunday	C.C.C.&St.L. No. 12 Daily	Through Daily	Local Daily Except Sunday	Through Daily	Through Daily	Local Daily Except Sunday
		A. M.	P. M.	P. M.	A. M.	A. M.	P. M.	P. M.	A. M.
LEAVE									
0.0	Thurston.....		12.40		2.15	7.45	1.00	7.00	
4.0	Millersport.....	s 12.48			2.30	s 8.00	1.15	7.15	
5.7	Lakeside Park.....	f 12.51				f 8.05			
9.2	Hebron.....	s 12.57			2.45	s 8.25	1.30	7.30	
14.4	Heath.....	s 1.06			3.00	s 8.50	1.45	7.45	
18.1	Granville.....	s 1.13				s 9.10			
20.9	Clemons.....	f 1.18			3.25	s 9.25	2.05	8.10	
23.0	Alexandria.....	s 1.24				s 9.35			
29.3	Johnstown.....	s 1.34			3.55	s 9.55	2.30	8.40	
35.1	Croton.....	s 1.42			4.10	s 10.15	2.45	8.55	
39.4	Centerburg.....	s 1.49			4.25	s 10.54	2.50	9.10	
41.7	Rich Hill.....	f 1.53				f 11.10			
44.3	Peerless.....	f 1.56				f 11.20			
46.5	Bennington.....								
48.7	Marengo.....	s 2.03				s 11.35			
53.0	Fulton.....	s 2.10			5.00	s 11.50	3.25	9.40	
59.3	Mt. Gilead Jct.....	A 2.19							
60.1	Mt. Gilead.....	s 2.26							
59.3	Mt. Gilead Jct.....	L 2.29							
60.4	Edison.....	s 2.33			5.20	s 12.30	3.45	10.00	
65.4	Climax.....	f 2.41				s 12.45			
68.3	Martel.....	s 2.45			5.40	s 1.00	4.00	10.20	
71.8	New Winchester.....	f 2.50			5.45	f 1.15	4.10	10.25	A. M.
77.7	Bucyrus Yard.....	2.58			{ 5.55 6.30	{ 1.30 P. M.	{ 4.20 5.00	{ 10.35 11.15	7.45
78.3	Bucyrus.....	s 3.10			6.35		5.05	11.20	7.48
83.9	Spore.....	f 3.17			6.55		5.25	11.40	f 8.07
87.2	Lemert.....	f 3.21							s 8.15
90.3	Deunquat.....	f 3.25							f 8.25
92.8	Sycamore.....	s 3.30			7.15		5.45	11.59	s 9.06
98.4	McCutchenville.....	A. M.	s 3.37	P. M.					s 9.26
101.5	Berwick.....	4.35	s 3.43	1.05	7.35		6.00	12.15	s 9.40
103.5	New Riegel.....		s 3.47						s 10.00
107.9	Landgraf.....								s 10.10
112.3	Fostoria.....	f 4.53	s 4.04	s 1.25					s 11.15
116.8	Norris.....								f 11.45
119.5	Hatton.....		f 4.14						s 11.55
122.9	Wayne.....		s 4.20						s 12.10
126.5	Woodside.....		f 4.23						s 12.20
130.4	Pemberville.....		s 4.29	1.50					s 12.45
133.4	Luckey.....	5.22	s 4.34	1.54					s 1.15
137.8	Stony Ridge.....		s 4.40						s 1.30
140.0	Stanley Yard.....		f 4.44		9.30		8.00	2.15	1.35
141.1	Moline.....		f 4.48		A. M.		P. M.	A. M.	P. M.
143.7	Stanley Tower.....	5.35	K 4.54	2.10					
149.0	Toledo Union Station.....	5.50	5.10	2.25					
ARRIVE									
		A. M.	P. M.	P. M.	A. M.	P. M.	P. M.	A. M.	P. M.

Northward trains are superior to southward trains of the same class unless otherwise specified.

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Time shown at Stanley Yard applies to switch leading to Yards S & O.

Crandall is regular stop for No. 23

No. 24 has right over No. 23 Stanley Tower to Thurston.

Time shown at Bucyrus Yard applies at Yard Office, Hopley Ave.

THURSTON TO ZANESVILLE

Miles from Thurston	SOUTHWARD																		
0.0	Thurston.....																		
3.9	New Salem.....																		
9.3	Thornville.....																		
12.2	Walser.....																		
13.7	Yost.....																		
15.3	Glenford.....																		
17.1	Glass Rock.....																		
21.4	Mt. Perry.....																		
27.6	Fultonham.....																		
29.9	White Cottage.....																		
31.9	Elizabeth.....																		
33.6	Lewis.....																		
34.0	Darlington.....																		
37.1	Ferro.....																		
34.9	Muskingum.....																		
35.7	South Zanesville.....																		
36.3	Spangler.....																		
38.6	Zanesville.....																		

FULTONHAM TO RENDVILLE

Miles from Fultonham	SOUTHWARD																		
0.0	Fultonham.....																		
2.0	Cannon.....																		
4.6	Saltillo.....																		
8.9	Crooksville.....																		
11.4	Tropic.....																		
12.8	Misco.....																		
15.5	Sayre.....																		
17.5	Tatmans.....																		
21.1	Rendville.....																		

GLOUSTER TO SHAWNEE

Miles from Gloucester	SOUTHWARD																		
0.0	Gloucester.....																		
8.4	Drakes.....																		
9.9	Congo.....																		
8.4	Drakes.....																		
9.3	Buckingham.....																		
10.2	Hemlock.....																		
11.1	Carrington.....																		
14.4	Shawnee.....																		

Northward trains are superior to southward trains of the same class, unless otherwise specified.

ZANESVILLE TO THURSTON

Miles from Zanesville	NORTHWARD																		
0.0	Zanesville.....																		
2.3	Spangler.....																		
2.9	South Zanesville.....																		
3.7	Muskingum.....																		
5.9	Ferro.....																		
4.6	Darlington.....																		
5.0	Lewis.....																		
6.7	Elizabeth.....																		
8.7	White Cottage.....																		
11.0	Fultonham.....																		
17.2	Mt. Perry.....																		
21.5	Glass Rock.....																		
23.3	Glenford.....																		
24.9	Yost.....																		
26.4	Walser.....																		
29.3	Thornville.....																		
34.7	New Salem.....																		
38.6	Thurston.....																		

RENDVILLE TO FULTONHAM

Miles from Rendville	NORTHWARD																		
0.0	Rendville.....																		
3.6	Tatmans.....																		
5.5	Sayre.....																		
8.3	Misco.....																		
9.7	Tropic.....																		
12.2	Crooksville.....																		
16.5	Saltillo.....																		
19.1	Cannon.....																		
21.1	Fultonham.....																		

SHAWNEE TO GLOUSTER

Miles from Shawnee	NORTHWARD																		
0.0	Shawnee.....																		
3.3	Carrington.....																		
4.2	Hemlock.....																		
5.1	Buckingham.....																		
6.0	Drakes.....																		
7.5	Congo.....																		
6.0	Drakes.....																		
14.4	Gloucester.....																		

Northward trains are superior to southward trains of the same class, unless otherwise specified.

STATIONS, OFFICE CALLS, SIGNALS AND TELEPHONES

STATIONS	Office Calls	Miles from Toledo	SIGNALS		TELEPHONES			
			SINGLE TRACK		LOCATION	Side of Track	LINE	
			Southward	Northward				
Stanley Tower Open day and night.	C. S.	SA	5.3	INT.-T. O.	INT.	Interlocking Signal Station.....	W	T. D.-B-Y
Stanley Yard Open day and night.	C. S.	WI		M. B.		Yardmaster's Office north end Yard "K" Terminal Building..... Yardmaster's Office south end Yard "O" Signal T-62 in booth.....	W W W W	M F.T.D.-C.T.D.-M F. T. D. T. D.-B-M
Lime City Open week days 7:30 a. m. to 4:30 p. m.	C. S.	RF	10.1	M. B.	M. B.	Station..... Siding, north end, on pole..... Siding, south end, in booth.....	W W W	T. D.-B-M B T. D.-B-M
Dowling.....			14.4					
Dunbridge Open week days and Sundays, 7:45 a. m. to 4:45 p. m.	C. S.	DU	15.9	M. B.	M. B.	Station..... Station, north end, in phone box..... Siding, north end, in booth.....	W W W	T. D.-B-M T. D.-B-M T. D.-B-M
Sugar Ridge Open week days 8:00 a. m. to 5:00 p. m.	C. S.	SR	18.1	M. B.	M. B.	Station..... Siding, north end, in booth.....	W W	T. D.-B-M T. D.-B-M
Bowling Green Open day and night.	C. S.	BG	22.0	M. B.	M. B.	Station..... Heins switch, on pole..... Siding, north end, on pole..... Siding, south end, in booth.....	W W W W	T. D.-B-M B B T. D.-B-M
Portage Open week days 8:00 a. m. to 5:00 p. m.	C. S.	NE	25.3	M. B.	M. B.	Station..... Station, south end, on pole.....	W W	T. D.-B-M T. D.-B
Mermill.....			27.4			Station.....	E	M
Mungen.....	C. S.		28.7			Siding, north end, on pole..... Siding, south end, in booth.....	W W	B T. D.-B-M
Cygnut Open week days 8:00 a. m. to 5:00 p. m.	C. S.	CY	31.3	M. B. 42031	M. B.	Station..... Storage track, north end, on pole.....	W	T. D.-B-M B
Galatea Open day and night.	C. S.	W	35.6	INT.-M. B.	INT.-M. B. 42062	Interlocking signal station..... Siding, north end, in booth..... Siding, south end, in booth.....	W W W	T. D.-B-M T. D.-B-M T. D.-B-M
Van Buren.....			38.3	37.2 G		Station.....	W	T. D.-M
Mortimer Open day and night.	C. S.	S	40.2	INT.-M. B.	INT.-M. B. 39.9	Interlocking signal station..... Station..... Siding, north end, in booth..... Siding, south end, on pole.....	E W W W	T. D.-B-M M T. D.-B-M B
North Findlay.....	C. S.		44.6			Porcelain siding, on pole..... Siding, north end, in booth..... Crossing watchman's shanty..... Center Street, on pole.....	W W W W	B T. D.-B-M T. D.-B-M B
C. C. C. & St. L. Ry. Crossing Fiodlay Open day and night.	C. S. C. S.	FY	45.3 45.4	INT. M. B.	INT. M. B.	C. C. C. & St. L. Wye, on pole..... Passenger station..... Quarry track, on pole..... Hancock Tile Works, on pole.....	W W W W	B T. D.-B-M B T. D.-B-M
Hancock.....	C. S.		48.1			Siding, north end, on pole..... Siding, south end, in booth.....	W W	B T. D.-B-M
Beagle.....	C. S.		52.2			Siding, north end, in booth..... Siding, south end, on pole.....	W W	T. D.-B-M B
A. C. & Y. R. R. Crossing Arlington Open day and night.	C. S. C. S.	RG	54.9 55.3	42241 INT. M. B.	INT. M. B. 42261	On pole..... Station..... Station, south end, on pole..... Siding, south end, in booth.....	W W W W	B T. D.-B-M B T. D.-B-M
Williamstown Open week days 8:00 a. m. to 5:00 p. m. Open Sundays 8:30 a. m. to 10:30 a. m.	C. S.	WN	59.4	M. B.	M. B.	Station..... Siding, north end, on pole..... Siding, south end, on pole.....	W W W	T. D.-B-M B B

STATIONS, OFFICE CALLS, SIGNALS AND TELEPHONES

STATIONS	Office Calls	Miles from Toledo	SIGNALS		TELEPHONES			
			SINGLE TRACK		LOCATION	Side of Track	LINE	
			Southward	Northward				
Dunkirk Open day and night.	C. S.	DK	62.5	42311 INT.-M. B.	INT.-M. B.	Interlocking signal station..... Siding, south end, on pole..... Dola road crossing, on pole.....	W W W	T. D.-B-M B B
Blanchard Open week days 8:00 a. m. to 5:00 p. m.	C. S.	BD	66.5	M. B.	M. B.	Station..... Siding, north end, in booth..... Siding, south end, on pole.....	E W W	T. D.-B-M T. D.-B-M B
Glen.....	C. S.		70.9	42391G INT. M. B.	INT. M. B. 42422G	Booth.....	W	T. D.-B-M C. C. C. & St. L.-B
Hill Siding Open day and night.	C. S.		73.1	INT.	INT. M. B.	Interlocking signal station.....	E	T. D.-B-M
Kenton Open day and night.	C. S.	KO	73.5	M. B.	M. B.	C. C. C. & St. L. connection, in booth..... Station..... Southward siding, north end, on pole..... Southward siding, south end, on pole..... House track, on pole..... Northward siding, north end, on pole..... Northward siding, south end, on pole..... Yard office.....	W E W W W E E W	T. D.-B-M Big Four, Y T. D.-B-M-Y B-Y B-Y B B-Y B-Y T. D.-B-M-Y
Erie R. R. Tower Open day and night.	C. S.		74.5	INT.-T. O.	INT.-T. O. 42452	Interlocking signal station..... Storage track, south end, on pole.....	E E	T. D.-B-M-Y B
Mentzer.....	C. S.		77.6			Siding, north end, on pole..... Siding, south end, in booth.....	E E	B T. D.-B-M
C. C. C. & St. L. Tower Open day and night. Ridgeway.....	C. S. C. S.	WA	82.8	42511 INT.-M. B.	INT.-M. B. 42542	Interlocking Signal Station..... Station..... Siding, south end, in booth.....	E W E	T. D.-B-M M B
Horton.....	C. S.		86.8			Siding, north end, in booth..... Siding, south end, on pole.....	E E	T. D.-B-M B
West Mansfield Open week days and Sundays, 7:30 a. m. to 11:30 p. m.	C. S.	WM	91.0	M. B.	M. B.	Station..... Siding, north end, in booth..... Siding, south end, on pole.....	W E E	T. D.-B-M T. D.-B-M B
Lunda.....	C. S.		93.5			Siding, north end, in booth..... Siding, south end, on pole.....	E E	T. D.-B-M T. D.-B-M
Raymonds Open week days 8:35 a. m. to 5:35 p. m.	C. S.	MN	97.0	M. B.	M. B.	Station..... Siding, north end, in booth..... Siding, south end, in booth.....	E E E	T. D.-B-M T. D.-B-M T. D.-B-M
Peoria Open day and night.	C. S.	PA	98.8	42671 INT.-M. B.	INT.-M. B. 42602G	Interlocking signal station..... Station..... Main line siding, north end, on pole..... Main line siding, south end, in booth..... Branch siding, north end, on pole.....	W W E E E	T. D.-B-M M B T. D.-B-M B
Otter.....	C. S.		101.6			Siding, north end, in booth..... Siding, south end, in booth.....	E E	T. D.-B-M T. D.-B-M
Marysville Open day and night.	C. S.	MV	105.5	M. B. 42751	M. B.	Station..... Siding, north end, in booth..... Siding, south end, in booth.....	W W W	T. D.-B-M T. D.-B-M T. D.-B-M
C. C. C. & St. L. Ry. Crossing In Booth.....	C. S.		106.6	INT.	INT. 42772		W	T. D.-B-M
Dipple.....	C. S.		109.3			Siding, north end, in booth..... Siding, south end, in booth.....	E E	T. D.-B-M T. D.-B-M
Arnold Open week days 7:50 a. m. to 4:50 p. m.	C. S.	CF	115.0	M. B.	M. B.	Station..... Siding, north end, in booth..... Siding, south end, in booth.....	W E E	T. D.-B-M T. D.-B-M T. D.-B-M
Kile Open day and night.	C. S.	KI	118.3	M. B.	M. B.	Station..... Siding, north end, in booth..... Siding, south end, in booth.....	W E E	T. D.-B-M T. D.-B-M T. D.-B-M

STATIONS, OFFICE CALLS, SIGNALS AND TELEPHONES

STATIONS	Office Calls	Miles from Toledo	SIGNALS		TELEPHONES			
			SINGLE TRACK		LOCATION	Side of Track	LINE	
			Southward	Northward				
Amlin Open week days 7:55 a. m. to 4:55 p. m.	C. S.	AU	120.8	M. B.	M. B.	Station Station, south end, in phone box	W W	T. D.-B-M B
Renner	C. S.		123.8			Siding, north end, in booth Siding, south end, in booth	E E	T. D.-B-M T. D.-B-M
Highway	C. S.		126.2			Siding, north end, in booth Siding, south end, in booth	E E	T. D.-B-M T. D.-B-M
Mounds Open day and night.	C. S.	MU	127.6	INT.-M. B.	INT.-M. B.	Interlocking signal station	W	T. D.-B-M
Stonington	C. S.		128.7			Siding, north end, in booth Siding, south end, in booth	W W	T. D.-B-M T. D.-B-M
Big Four Crossing Open day and night	C. S.	BJ	131.7	42991 INT.-M. B.	INT.-M. B.	Interlocking signal station	E	T. D.-B
West Columbus Open day and night.	C. S.	WR	132.2	T. O.	M. B.	Engine house Yard office Switchtenders shanty	W W W	Y T. D.-M-Y B-Y
B. & O. R. R. Tower	C. S.		132.6	INT.	INT.	Interlocking signal station B. & O. northward home signal, on pole Sandusky St., on pole	W E E	B-Y B-Y B-Y
				DOUBLE TRACK				
				Southward No. 1	Northward No. 2			
				131.4	131.5G			
Pennsylvania-C. & O. Tower			133.5	131.6 INT. 132.6	131.7 INT.	Interlocking signal station Penna. Transfer, on pole	W E	B-Y B-Y
Frankfort Street	C. S.		134.7	INT. 133.6 134.2G	132.9 INT. 134.1	Interlocking signal station Green Lawn Ave., on pole	E E	T. D.-M-Y Y
South Columbus	C. S.		136.3		135.1	Station Station, south end, on pole High St., shanty Section house, on pole	E E W E	T. D.-M-Y Y Y Y
				135.6				
Steelton Open day and night.	C. S.	SC	137.4	M. B.	136.3	Station	E	T. D.-B-M-Y
				SINGLE TRACK				
				Southward	Northward			
				43071G INT.	INT.	Storage track, north end, on pole Interlocking signal station Buchseib track, on pole Storage track, south end, on pole	W W W W	T. D.-B T. D.-B-M-Y B B
Woodland Ave			148.9					
East Columbus		NY	136.6	INT.	INT.	Interlocking signal station	E	M
Doneys			144.5					
Truro Open week days 8:00 a. m. to 5:00 p. m.	C. S.	JH	142.5	M. B.	M. B.	Station Siding, north end, on pole Siding, south end, in booth	E E W	T. D.-B-M B T. D.-B
Brice Open week days 8:00 a. m. to 5:00 p. m.	C. S.	B	145.5	M. B.	M. B.	Station Station, south end, on pole	W W	T. D.-B-M T. D.-B-M
Pickerington Open week days 8:10 a. m. to 4:10 p. m. Open daily, 6:00 p. m. to 2:00 a. m.	C. S.	IN	150.3	M. B.	M. B.	Station Siding, north end, on pole Siding, south end, on pole	W W W	T. D.-B-M B B

STATIONS, OFFICE CALLS, SIGNALS AND TELEPHONES

STATIONS	Office Calls	Miles from Toledo	SIGNALS		TELEPHONES			
			SINGLE TRACK		LOCATION	Side of Track	LINE	
			Southward	Northward				
Harley	C. S.		154.5			Siding, north end, in booth Siding, south end, on pole	E E	T. D.-B-M B
Basil Open week days 8:00 a. m. to 5:00 p. m.	C. S.	BA	158.5	M. B.	M. B.	Station Siding, north end, in booth Siding, south end, in booth	W W W	T. D.-B-M T. D.-B-M T. D.-B-M
Baltimore	C. S.	BO	159.1			Station Paper Mill switch, on pole	E W	T. D.-M B
Thurston Open day and night.	C. S.	H	162.1	160.2 M. B.	M. B.	Station Long siding, north end, on pole Columbus siding, north end, on pole Columbus siding, south end, on pole Bucyrus siding, south end, on pole Freight house, south end Water tank Tower	E E W W W W W E	T. D.-B-M B Y Y Y B B T. D.-B-M
Pleasantville Open week days 8:00 a. m. to 5:00 p. m.	C. S.	SV	164.8	M. B.	M. B.	Station Siding, north end, in booth Siding, south end, in booth	W E E	T. D.-B-M T. D.-B-M T. D.-B
Rushville Open Week days 8:00 a. m. to 5:00 p. m.	C. S.	RU	170.6	M. B.	M. B.	Station Siding, north end, in booth Siding, south end, on pole	E W W	T. D.-B-M T. D.-B-M T. D.-B-M
Bremen Open day and night.	C. S.	BM	175.1		M. B.	Telegraph office Siding, north end, in booth Siding, south end, in booth	W W W	T. D.-B-M T. D.-B-M T. D.-B-M
Junction City	C. S.	JU	182.0			B. & O. Crossing	E	T. D.-M
New Lexington Open day and night.	C. S.	BD	188.3	M. B.		Telegraph office Siding, north end, on pole Siding, middle, in booth Siding, south end, in booth Wayne Coal Co. siding, on pole	E W E E E	T. D.-M T. D.-B-M T. D.-B-M T. D.-B-M T. D.-B-M
Claybank Open 7:00 a. m. to 11:00 p. m.	C. S.	CB	191.8	M. B. 191.2	M. B.	Telegraph office Telegraph office, in phone box Siding, south end, in booth	E E E	T. D.-B-M T. D.-B-M T. D.-B-M
Moxahala	C. S.	MX	193.3	191.8 192.8	192.3 193.3	Station Station, north end, on pole Tunnel, north end, on pole Tunnel, south end, on pole	E E E E	T. D.-B-M T. D.-B-M T. D.-B-M T. D.-B-M
Rendville	C. S.		197.4	T-196.1 T-196.1A T-197.1	T-196.2 T-197.2	Yard, north end, on pole Station, north end, in phone box Car repairers shanty Yard, south end, in booth	E W W E	T. D.-B-M-Y Z & W-T. D.-Y Y T. D.-B-M
Corning Open day and night.	C. S.	CN	198.7	197.8 198.1	M. B.	Telegraph office Yardmasters office Scale house, on pole Adams Street, on pole	W W E W	T. D.-B-M T. D.-B-M-Y Y T. D.-B-M
				DOUBLE TRACK				
				Northward No. 2	Southward No. 1			
Stanley Tower Open day and night.	C. S.	SA	5.3	INT.	INT.	Interlocking signal station	E	F.T.D.-C.T.D.-M
Stanley Yard Open day and night.	C. S.	WI		SINGLE TRACK	TRACK	Yardmaster's Office north end Yard "K" Terminal Building Yardmaster's Office south end Yard "O"	W W W	M F.T.D.-C.T.D.-M F. T. D.
				Southward	Northward			
				E61	E62	Signal E61, in booth Signal E62, in relay case	W W	F.T.D.-C.T.D.-M F.T.D.-C.T.D.-M
				E63				

STATIONS, OFFICE CALLS, SIGNALS AND TELEPHONES

STATIONS	Office Calls	Miles from Toledo	SIGNALS		TELEPHONES			
			SINGLE TRACK		LOCATION	Side of Track	LINE	
			Southward	Northward				
Moline.....	C. S.		7.9	E71	E72	Siding, north end, on pole Signal E71.....	W W	F.T.D.-C.T.D.-M F.T.D.-C.T.D.-M
SO.....	C.S.		9.0	E81 E83 E91	E82 E92	Signal E81..... Signal E91.....	W W	F.T.D.-C.T.D.-M F.T.D.-C.T.D.-M
Stony Ridge.....	C. S.	SG	11.2	E101	E112A E114 E111 E112 E113 E131 E141	Station..... Signal E101, in relay case..... North switch, on pole..... Signal E112A, in booth..... Signal E111, in booth..... Signal E112, in relay case..... Signal E131..... Signal E141, on pole..... Signal E142, in booth.....	E W E W W W W W W	F.T.D.-C.T.D.-M F.T.D.-C.T.D.-M F.T.D.-C.T.D.-M F.T.D.-C.T.D.-M F.T.D.-C.T.D.-M F.T.D.-C.T.D.-M F.T.D.-C.T.D.-M F.T.D.-C.T.D.-M F.T.D.-C.T.D.-M
Luckey.....	C. S.	KY	15.6	E151 E153 E161 E171	E152 E162G E172 E174	Signal E151, in booth..... Signal E152, in relay case..... Stock track, on pole..... Signal E161..... Signal E171, on pole..... Signal E172, in booth..... South Lime track, on pole.....	W W W W W W W	F.T.D.-C.T.D.-M F.T.D.-C.T.D.-M F.T.D.-C.T.D.-M F.T.D.-C.T.D.-M F.T.D.-C.T.D.-M F.T.D.-C.T.D.-M F.T.D.-C.T.D.-M
Pemberville.....	C. S.	VI	18.6	E181 E183 E191 E211 E221	E182 E192 E212 E222 E224	Station..... Signal E181, in booth..... Signal E182, in relay case..... Signal E191..... Signal E211..... Signal E221, in relay case..... Signal E222, in booth.....	E W W W W W	F.T.D.-C.T.D.-M F.T.D.-C.T.D.-M F.T.D.-C.T.D.-M F.T.D.-C.T.D.-M F.T.D.-C.T.D.-M F.T.D.-C.T.D.-M F.T.D.-C.T.D.-M
Woodside.....	C. S.		22.5	E231 E233 E241	E232 E242 E244	Signal E232, in relay case..... Signal E241, on pole..... Signal E242, in booth.....	W W W	F.T.D.-C.T.D.-M F.T.D.-C.T.D.-M F.T.D.-C.T.D.-M
Wayne.....	C. S.	PD	26.1	E251 E253 E261 E281 E291	E252 E262 E282 E292 E294	Station..... Signal E251, in booth..... Signal E252, in relay case..... Signal E261..... Signal E281..... Signal E291, on pole..... Signal E292, in booth.....	W W W W W W	F.T.D.-C.T.D.-M F.T.D.-C.T.D.-M F.T.D.-C.T.D.-M F.T.D.-C.T.D.-M F.T.D.-C.T.D.-M F.T.D.-C.T.D.-M
Hatton.....	C. S.	HA	29.5	E301 E303 E301A E311	E302A E302 E322A E324	Station..... Signal E301, in booth..... Signal E302A, in relay case..... Signal E301A..... Signal E311, on pole..... Signal E322A, in booth..... North switch, on pole.....	W W W W W W	F.T.D.-C.T.D.-M F.T.D.-C.T.D.-M F.T.D.-C.T.D.-M F.T.D.-C.T.D.-M F.T.D.-C.T.D.-M F.T.D.-C.T.D.-M
Norris.....	C. S.		32.2	E321 E323 E331	E322 E332	Signal E321, in booth..... Signal E322, in battery case..... Signal E331.....	W W W	F.T.D.-C.T.D.-M F.T.D.-C.T.D.-M F.T.D.-C.T.D.-M

STATIONS, OFFICE CALLS, SIGNALS AND TELEPHONES

STATIONS	Office Calls	Miles from Toledo	DOUBLE TRACK		TELEPHONES			
			Northward and Southward No. 1	Northward and Southward No. 2	LOCATION	Side of Track	LINE	
Dispatchers Office..... Open day and night.	C. S.		36.1	E341 E342 E344 E362 E364 E351 E353	E342 E344 E362 E364	Signal E342, on pole..... Signal E344, in booth..... Signals {E362, E364} on pole..... Signals {E351, E353} on pole..... A track, north end..... A track, south end..... L. E. & W. Crossing, in shanty..... Station..... N. K. P. Crossing, in shanty..... Signals {E372, E374} on pole..... Signals {E361, E363} on pole..... Storage track No. 1, south switch, on pole..... Signal E382, in relay case..... Signals {E371, E373} on pole.....	W E E W W W E W W W W W W	F.T.D.-C.T.D.-M F.T.D.-C.T.D.-M F.T.D. F.T.D. F.T.D. F.T.D. F.T.D. F.T.D.-C.T.D.-M F.T.D. F.T.D. F.T.D. F.T.D. F.T.D. F.T.D. F.T.D.-C.T.D.-M
Fostoria.....	C. S.		36.7	E361 E363 E371 E373	E372 E374 E382	Signal E391..... Signal E401, on pole.....	W W	F.T.D.-C.T.D.-M F.T.D.-C.T.D.-M
Landgraf.....	C. S.		41.1	E411 E413 E421 E431 E451	E402 E404 E412 E422 E432 E452	Signal E402, in booth..... Signal E411, in booth..... Signal E412, in relay case..... Signal E421..... Signal E431..... Signal E451.....	W W W W W W	F.T.D.-C.T.D.-M F.T.D.-C.T.D.-M F.T.D.-C.T.D.-M F.T.D.-C.T.D.-M F.T.D.-C.T.D.-M F.T.D.-C.T.D.-M
New Riegel.....	C. S.	NR	45.5	E461 E461A E463	E462 E464 E472 E474	Station..... Team track switch, on pole..... Signal E461, on pole..... Signal E462, in booth..... Signal E463..... Signal E474, in booth.....	W W W W W W	F.T.D.-C.T.D.-M F.T.D.-C.T.D.-M F.T.D.-C.T.D.-M F.T.D.-C.T.D.-M F.T.D.-C.T.D.-M F.T.D.-C.T.D.-M
Berwick..... Open day and night.	C. S.	BE	47.5	M. B.	T. O.	Station.....	W	F.T.D.-C.T.D.-M
McCutchenville..... Open week days 8:00 a. m. to 5:00 p. m.	C. S.	MC	50.6	M. B.	M. B.	Morgan..... Station..... Station, north end, in phone box..... Siding, south end, on pole.....	W W W W	T. D.-B T. D.-B B B
A. C. & Y. R. R. Crossing.....	C. S.		55.3	40541 INT.	INT.	In booth.....	W	T. D.-B
Sycamore..... Open week days 8:00 a. m. to 5:00 p. m.	C. S.	SY	56.2	M. B.	M. B.	Station..... Siding, north end, on pole..... Siding, south end, in booth.....	E W W	T. D.-B B T. D.-B
Deunquat.....	C. S.		58.7			Station, north end, in phone box.....	W	T. D.-B
Lemert.....	C. S.		61.8			In booth.....	W	T. D.-B
Spore..... Open week days 7:30 a. m. to 4:30 p. m.	C. S.	CX	65.1	M. B.	M. B.	Quarry siding, on pole..... Station..... Siding, north end, on pole..... Siding, south end, on pole.....	W W W W	T. D.-B T. D.-B B B
Pennsylvania R. R. Tower..... Bucyrus.....	C. S. C. S.		70.6 70.7	40691 INT.	INT.	Tiffin Road, on pole..... Interlocking signal station..... Station.....	W W W	B B-Y B
Bucyrus Yard..... Open day and night.	C. S.	Z	71.3	M. B.	M. B.	Telegraph office..... Yard office..... Switchmans shanty..... Galion Street, on pole..... Bucyrus yard, south end, in booth.....	E E W E E	T. D.-B-Y T. D.-B-Y B-Y B-Y B-Y

STATIONS, OFFICE CALLS, SIGNALS AND TELEPHONES

STATIONS	Office Calls	Miles from Toledo	SIGNALS		TELEPHONES		
			SINGLE TRACK		LOCATION	Side of Track	LINE
			Southward	Northward			
New Winchester.....	C. S.	77.2			Siding, north end, in booth.....	W	T. D.-B
					Siding, south end, in booth.....	W	T. D.-B
Martel..... Open day and night.	C. S.	RM 80.7	40791 INT.-M. B.	INT.-M. B. 40812	Interlocking signal station.....	E	T. D.-B
					Siding, north end, on pole.....	W	B
Climax.....	C. S.	83.6			Siding, north end, in booth.....	W	T. D.-B
					Siding, south end, in booth.....	W	T. D.-B
Edison..... Open day and night.	C. S.	AD 88.6	40871 INT.-M. B.	INT.-M. B. 40892	Interlocking signal station.....	E	T. D.-B
					Siding, south end, on pole.....	E	B
Mt. Gilead Jct.....	C. S.	89.7			Pole box.....	E	T. D.-B
Mt. Gilead.....	C. S.	MG 90.5			Station.....	W	T. D.-M.
Fulton..... Open week days 8:00 a. m. to 5:00 p. m.	C. S.	FU 96.0	M. B.	M. B.	Station.....	E	T. D.-B
					Station, south end, in phone box.....	E	T. D.-B
					Siding, north end, on pole.....	W	B
Marengo.....	C. S.	MO 100.3			Station.....	W	T. D.-B
					Station, north end, in phone box.....	W	T. D.-B
Bennington.....	C. S.	102.5			Telegraph Office.....	W	T. D.-B
					Siding, north end, in booth.....	W	T. D.-B
					Siding, south end, on pole.....	W	B
Peerless.....		104.7					
Rich Hill.....	C. S.	107.3			Siding, north end, in booth.....	W	T. D.-B
					Siding, south end, in booth.....	W	T. D.-B
Pennsylvania R. R. Tower..... Open day and night.	C. S.	CR 109.3	41071 INT.-M. B.	INT.-M. B.	Interlocking signal station.....	E	T. D.-B
Centerburg.....	C. S.	CU 109.6		41112	Station.....	W	T. D.-B
					Station, south end, in phone box.....	W	B
					Siding, south end, on pole.....	W	B
Croton..... Open week days 7:30 a. m. to 4:30 p. m.	C. S.	RO 113.9	M. B.	M. B.	Station.....	E	T. D.-B
					Station, north end, in phone box.....	E	T. D.-B
					Siding, north end, on pole.....	E	T. D.-B
Johnstown..... Open week days 7:30 a. m. to 4:30 p. m.	C. S.	JO 119.7	M. B.	M. B.	Station.....	W	T. D.-B
					Station, south end, in phone box.....	W	T. D.-B
					Siding, south end, on pole.....	W	B
Alexandria.....	C. S.	AX 126.0			Station.....	W	T. D.-B
					Station, south end, in phone box.....	W	T. D.-B
Clemons.....	C. S.	CS 128.1	M. B.	M. B.	Telegraph office.....	E	T. D.-B
					South Side of Telegraph Office.....	E	T. D.-B-M
					Southward siding, north end, on pole.....	W	B
					Northward siding, south end, on pole.....	W	B
Granville.....	C. S.	G 130.9			Station.....	E	T. D.-B
					Station, north end, in phone box.....	E	T. D.-B
Heath..... Open day and night.	C. S.	FN 134.7	41321 INT.-M. B.	INT.-M. B. 41352	Interlocking signal station.....	E	T. D.-B
					Siding, north end, on pole.....	W	B
Hebron..... Open week days 8:00 a. m. to 5:00 p. m.	C. S.	HN 139.9	M. B.	M. B.	Station.....	W	T. D.-B
					Siding, north end, on pole.....	W	T. D.-B
					Siding, south end, on pole.....	W	T. D.-B
Lakeside Park.....		143.3					
Millersport..... Open week days 7:30 a. m. to 4:30 p. m.	C. S.	MI 145.0	M. B.	M. B.	Station.....	W	T. D.-B
					Siding, north end, on pole.....	W	B
					Siding, south end, on pole.....	W	T. D.-B
St. Marys..... Open week days 8:00 a. m. to 5:00 p. m.	C. S.	MS 0.0	M. B.		Station.....	W	T. D.-B-M
					Engine house.....	E	T. D.-B
M. J.....	C. S.	1.2	INT.	INT.	In booth.....	W	T. D.-B-M

STATIONS, OFFICE CALLS, SIGNALS AND TELEPHONES

STATIONS	Office Calls	Miles from St. Marys	SIGNALS		TELEPHONES		
			SINGLE TRACK		LOCATION	Side of Track	LINE
			Southward	Northward			
Moulton.....		5.1			Elevator office.....	E	M
Wapakoneta..... Open day and night.	C. S.	WX 10.6	S-9.8 INT.-M. B.	INT.-M. B. S-11.1	Interlocking signal station.....	E	T. D.-B-M
					Freight house.....	W	T. D.-M
					Siding, south end, in booth.....	W	T. D.-B
					Hollow Ware switch, on pole.....	E	B
Slater..... Open week days 12:30 p. m. to 4:30 p. m.	C. S.	UM 17.7	M. B.	M. B.	Station.....	W	T. D.-B-M
Gutman.....		19.3			Station.....	E	M
Santa Fe..... Open week days 8:00 a. m. to 5:00 p. m.	C. S.	SF 22.4	M. B.	M. B.	Station.....	E	T. D.-B-M
Lakeview..... Open week days 8:00 a. m. to 5:00 p. m.	C. S.	KV 26.2	M. B.	M. B.	Station.....	E	T. D.-B-M
					Siding, south end, in booth.....	E	T. D.-B
Russell's Point.....		28.1			Station.....	E	M
Lewistown..... Open week days 8:00 a. m. to 5:00 p. m.	C. S.	OW 31.3	M. B.	M. B.	Station.....	W	T. D.-B-M
					Station, south end, in phone box.....	W	T. D.-B
McMorran.....		34.6			Station.....	W	M
Bellefontaine..... Open day and night.	C. S.	Z 39.4	INT.-M. B.	INT.-M. B.	Storage track, south end, in booth.....	W	T. D.-B-M
					Station.....	E	T. D.-B-M
					Interlocking signal station.....	E	T. D.-B-M
					Siding, north end, in scale house.....	E	T. D.-B-M
					Freight Station.....	E	M
					Siding, south end, on pole.....	E	B
Summit.....	C. S.	43.1			In booth.....	E	T. D.-B
Zanesfield..... Open week days 10:00 a. m. to 11:00 a. m.	C. S.	ZA 46.3	M. B.	M. B.	In booth, 1 1/2 mile north.....	E	T. D.-B
					Station.....	E	T. D.-B-M
					Gravel Pit switch, on pole.....	E	T. D.-B
					Shale Pit switch, in booth.....	E	T. D.-M
East Liberty..... Open week days 8:00 a. m. to 5:00 p. m.	C. S.	BT 51.7	M. B.	M. B.	Station.....	E	T. D.-B-M
					Siding, south end, in booth.....	E	T. D.-B
New Salem.....	C. S.	J 3.9			Station.....	W	T. D.
					Storage track, north end, on pole.....	E	T. D.
Thornville..... Open week days 8:00 a. m. to 12:00 noon	C. S.	RN 9.3	M. B.	M. B.	Station.....	W	T. D.
					Siding, south end, on pole.....	E	T. D.
Walser.....		12.2					
Yost.....		13.7					
Glenford..... Open week days 8:00 a. m. to 12:00 noon	C. S.	G 15.3	M. B.	M. B.	Station.....	W	T. D.
Glass Rock.....	C. S.	17.1			Station.....	E	T. D.
Mt. Perry..... Open week days 1:00 p. m. to 5:00 p. m.	C. S.	MN 21.4	M. B.	M. B.	Station.....	E	T. D.
					Siding, south end, on pole.....	E	T. D.
Fultonham.....	C. S.	F 27.6	M. B.	M. B. Z-26.2	Station.....	W	T. D.-Y
					Interlocking signal station.....	E	T. D.
					Shop.....	E	T. D.-Y
					Yard, south end, on pole.....	W	T. D.
Pittsburg Plate Glass Co. Crossing			INT. Z-28.1	INT.			
White Cottage.....	C. S.	29.9			Station, in phone box.....	E	T. D.
Darlington.....	C. S.	34.0	Z-35.2 INT.	INT. Z-34.1	On pole.....	W	T. D.

STATIONS, OFFICE CALLS, SIGNALS AND TELEPHONES

STATIONS	Office Calls	Miles from Thurston	SIGNALS		TELEPHONES		
			SINGLE TRACK		LOCATION	Side of Track	LINE
			Southward	Northward			
Ferro.....	C. S.	37.1			B. & O. connection switch, on pole..	W	T. D.
Muskingum.....	C. S.	34.9			Shelter shed, on pole.....	E	T. D.
South Zanesville	C. S.	35.7			Station, on pole.....	W	T. D.
Spangler.....	C. S.	36.3			Terminal switch, on pole.....	W	T. D.
Zanesville.....	C. S.	38.6			Station.....	W	T. D.
		Miles from Fultonham					
Cannon.....		2.0					
Salttillo..... Open week days 7:45 a. m. to 4:45 p. m.	C. S. SA	4.6	M. B.	M. B.	Station..... Crossover in booth.....	W W	T. D. T. D.
Crooksville..... Pennsylvania R. R. Crossing...	C. S. CK	8.9 9.1			Station..... Siding, south end, on pole..... Siding, north end, on pole.....	E E E	T. D. T. D. T. D.
Tropie.....	C. S.	11.4			Station..... Storage track, south end, on pole..... North Wye switch, on pole.....	W E E	T. D. T. D. T. D.
Misco.....		12.8					
Sayre..... Open week days 9:00 a. m. to 12 noon.	C. S. S	15.5	M. B.	M. B.	Station..... Water tank, in booth..... Siding, south end, on pole.....	E E E	T. D. T. D. T. D.
Tatmans.....	C. S.	17.5			On pole.....	E	T. D.
Rendville.....	C. S.	21.1			Station, in phone box.....	W	T. D.
		Miles from Gloucester					
Gloucester..... Open day and night.	C. S. GX	0.0	T. O.		Station.....	W	T. D.
Congo.....		9.9					
Drakes.....	C. S. DR	8.4			Station..... Outside of station, in pole box.....	W W	T. D. T. D.
Buckingham.....	C. S.	9.3			Pump station, in phone box.....	W	T. D.
Hemlock.....	C. S.	10.2			Station.....	E	T. D.
Carrington.....	C. S.	11.1			On pole.....	W	T. D.
Shawnee..... Open week days 8:00 a. m. to 4:00 p. m.	C. S. WN	14.4		T. O.	Station..... Station, in phone box.....	W W	T. D. T. D.

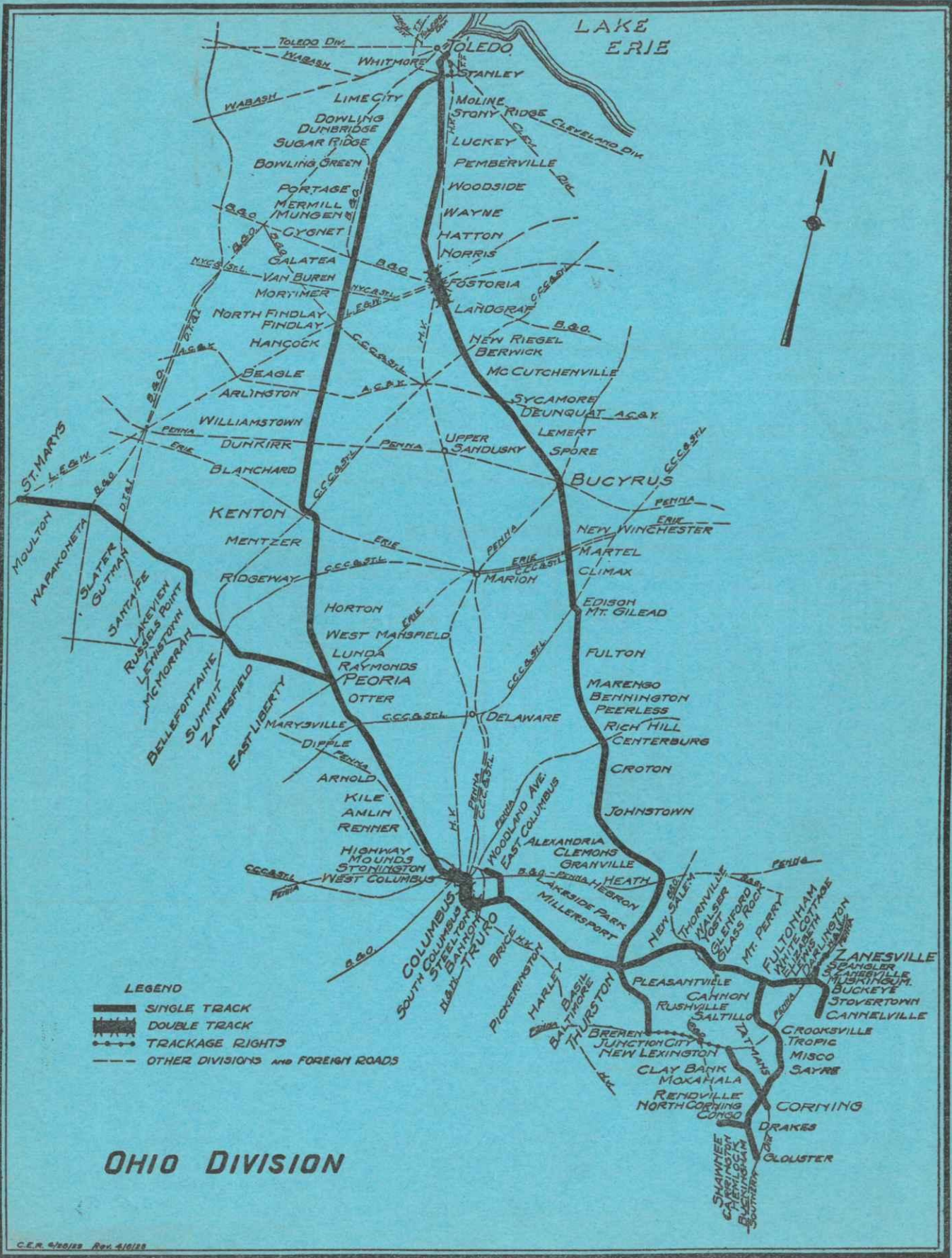
ABBREVIATIONS

Train Dispatching.....	T. D.	Manual Block.....	M. B.
Postoria Train Dispatching.....	F. T. D.	Train Order.....	T. O.
Columbus Train Dispatching.....	C. T. D.	Interlocking.....	INT.
Message.....	M	Grade.....	G
Block.....	B	Automatic.....	Number
Yard.....	Y	East.....	E
Communicating Station.....	C. S.	West.....	W





Engines	Class	Rating Percent	Engines	Class	Rating Percent
2- 122.....	H-10	63.5	9652-9661.....	G-46	50.3
3600-3984.....	H-5	48.6	7970-7989.....	H-6	54.7
4071-4124.....	H-5	48.6	9700-9709.....	G-46	50.3
5100-5194.....	H-6	54.7	9710-9716.....	G-46	50.3
			9732-9746.....	H-6	54.7

SPEED SCHEDULE

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. 48 sec.	75.00	1 min. 6 sec.	54.55	1 min. 32 sec.	39.13	3 min. 0 sec.	20.00
0 " 49 "	73.47	1 " 7 "	53.73	1 " 34 "	38.30	3 " 10 "	18.95
0 " 50 "	72.00	1 " 8 "	52.94	1 " 36 "	37.50	3 " 15 "	18.46
0 " 51 "	70.59	1 " 9 "	52.17	1 " 38 "	36.73	3 " 20 "	18.00
0 " 52 "	69.23	1 " 10 "	51.43	1 " 40 "	36.00	3 " 30 "	17.14
0 " 53 "	67.92	1 " 11 "	50.70	1 " 42 "	35.29	3 " 45 "	16.00
0 " 54 "	66.67	1 " 12 "	50.00	1 " 45 "	34.29	4 " 0 "	15.00
0 " 55 "	65.45	1 " 13 "	49.31	1 " 50 "	32.73	4 " 17 "	14.00
0 " 56 "	64.29	1 " 14 "	48.65	1 " 55 "	31.30	4 " 36 "	13.00
0 " 57 "	63.16	1 " 15 "	48.00	2 " 0 "	30.00	5 " 0 "	12.00
0 " 58 "	62.07	1 " 16 "	47.37	2 " 5 "	28.80	5 " 27 "	11.00
0 " 59 "	61.02	1 " 18 "	46.15	2 " 10 "	27.69	6 " 0 "	10.00
1 " 0 "	60.00	1 " 20 "	45.00	2 " 15 "	26.67	6 " 40 "	9.00
1 " 1 "	59.02	1 " 22 "	43.90	2 " 20 "	25.71	7 " 30 "	8.00
1 " 2 "	58.06	1 " 24 "	42.86	2 " 24 "	25.00	8 " 34 "	7.00
1 " 3 "	57.14	1 " 26 "	41.86	2 " 30 "	24.00	10 " 0 "	6.00
1 " 4 "	56.25	1 " 28 "	40.91	2 " 40 "	22.50	12 " 0 "	5.00
1 " 5 "	55.38	1 " 30 "	40.00	2 " 50 "	21.18		



OHIO DIVISION

- LEGEND**
-  SINGLE TRACK
 -  DOUBLE TRACK
 -  TRACKAGE RIGHTS
 -  OTHER DIVISIONS AND FOREIGN ROADS