

THERE IS ALWAYS TIME FOR COURTESY

CONTENTS

	Page
Company Surgeons, Oculists and Hospitals	Inside Front Cover
Special Instructions	1
Toledo to Columbus	12
Columbus to Toledo	12
Toledo to Thurston	13
Thurston to Toledo	13
Columbus to Hobson Jct.	14
Hobson Jct. to Columbus	14
Hobson Jct. to Swiss	15
Swiss to Hobson Jct.	15
Bigley Ave. Jct. to Hitop	16
Hitop to Bigley Ave. Jct.	16
Thurston to Zanesville	17
Zanesville to Thurston	17
Fultonham to Rendville	17
Rendville to Fultonham	17
Glouster to Shawnee	17
Shawnee to Glouster	17
Station, Office Calls, and Office Hours	18
Speed Table	21
Map	Outside Back Cover

**Make
SAFETY
Your
POLICY**

The New York Central Railroad Company

OHIO CENTRAL DIVISION

Time Table No. 1

FOR EMPLOYES ONLY

Effective 2:00 A. M. Eastern Standard Time

Sunday, April 28, 1957

J. W. CROWLEY
Superintendent

COMPANY SURGEONS

ATHENS: T. H. Morgan, 65 S. Court St.
Phone 3-1858

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 23-156
U. G. McClure, Morris and Lee Sts.
Phone 26-543
R. L. Anderson, 1208 Kanawha Boulevard
Phone 3-7559
LeRoy B. Mathews, 1121 Quarrier St.
Phone 20251

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

CORNING: Jas. Miller
Phone 7-4341

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

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

FOSTORIA: Franklin H. Pennell, 133 W. North St.
Phone 7775

KENTON: R. G. Schutte, 110 E. Columbus St.
Phone 2289

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 203

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

PEMBERVILLE: H. E. Ward
Phone 56

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

Arthur E. Cone, 1636 West Bancroft St.
Phone KL 9351

Harley B. Lehnert, 456 West Delaware Ave.
Phone: Office, CH 4-5311

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

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

NOSE, EAR AND THROAT

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

OCULISTS

BUCYRUS: F. W. Kehrer
Phone 5736

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 3-2380

HOSPITALS

ATHENS: Sheltering Arms
Phone 3-1920

BUCYRUS: Bucyrus City
Phone 51276

CHARLESTON: McMillan, Corner Lee and Morris Sts.
Phone 23-156

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: McKittrick
Phone 2017

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

ZANESVILLE: Bethesda
Phone 2-4535

SPECIAL INSTRUCTIONS

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

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.

Reports.

When a train or engine crew has been on duty 14 hours, the conductor must send report to the Superintendent by wire.

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

1. STANDARD TIME.

Eastern Standard Time is in use.

3. STANDARD CLOCKS.

Toledo.....	Telegraph office.
Stanley yard.....	{ Telegraph office. Diesel shop.
Kenton.....	Telegraph office.
West Columbus.....	{ Telegraph office. Engine house.
Bucyrus Yard.....	{ Telegraph office. 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.

12. HAND, FLAG AND LAMP SIGNALS.

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.

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.

21a. OMISSION OF WHITE SIGNALS.

The display of white signals will be omitted by extra trains.

83. TRAIN REGISTERS.

Toledo.....	Baggage Room.
Stanley Yard.....	Telegraph office.
West Columbus.....	Telegraph office.
Bucyrus Yard.....	Telegraph office.
Thurston.....	Telegraph office.
Bremen.....	Telegraph office.
New Lexington.....	Telegraph office.
Corning.....	Telegraph office.
Fultonham.....	Telegraph office.
Hobson.....	Telegraph office.
Kanauga.....	Telegraph office.
Charleston.....	Yard office.
Dickinson.....	Telegraph office.

Stanley Yard: Passenger trains will be registered by operator as instructed by train dispatcher.

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

Stanley Yard: Second class and extra trains between Stanley Yard and West Columbus only.

Corning: Southern Sub-Division. Second class and extra trains register by phone.

Charleston: First class trains only.

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.

83c. Second paragraph modified as follows:

Conductors and enginemen may be relieved by Clearance Form D from checking train registers.

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 Toledo and Berwick: When two or more sections of a first class train are run on the same schedule, train order will be issued for the display of signals as per Rule 95.

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

S-88. TRAINS TAKING SIDING.

Albany: When freight trains meet at Albany, the first train to arrive will take siding.

93. YARD LIMITS.

Stanley Yard (Western Sub-Division).
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 Sub-Division.)

Fostoria.
Bucyrus.
Mt. Gilead Jct. to Mt. Gilead.
Heath.
Muskingum.
Spangler.
Fultonham.
Tropic.
Glouster to Shawnee, inclusive (Z. & W. Branch).
Mine 52 Branch at Tropic will be governed by yard limit rules.
Armitage: Armitage to Grosvenor, inclusive.
Hobson: Hobson to Hobson Jct., inclusive.
Institute.
Charleston: Shorr to Stuart, inclusive.
Dickinson: Belle to Dickinson, inclusive.
Smithers to Carbondale.
Gauley Bridge: Glen Ferris to Gauley Bridge, inclusive.
Swiss.
Bigley Ave. Jct. (Hitop Branch).

Footnote 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.

May be made between:
(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.

Location	Railroad	Signals
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.
	Nickel Plate (L. E. & W.)	Interlocking.
Fostoria	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	Interlocking.
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.

Arlington—A. C. & Y. Crossing: Trainmen will be governed by instructions posted in telephone booth at crossing, when signal at crossing 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.

Sycamore—A. C. & Y. Crossing: Trainmen will be governed by instructions posted in telephone booth at crossing, when signal at crossing indicates stop.

Darlington—P. R. R. Crossing: Trainmen will be governed by instructions posted in telephone booth at crossing, when signal at crossing indicates stop.

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.

103. PUBLIC CROSSINGS AT GRADE.

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.)

At all crossings where signs 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.)

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 Fairfield Paper Company
- 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.
- Bucyrus: Junction switch, Z. & W. Sub-Division, for movement Thurston to Bucyrus.
- Shorr: For No. 1 track.
- Bigley Ave. Jct.: For No. 2 track.
- Swiss: Junction switch, N. F. & G. for movement to N. F. & G. main track.

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 Wal-bridge 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

Facing movement over switches at Kenton and Stuart will be governed by signal near switch. Speed of facing movement over these switches must not exceed the speed shown under "Speed Restrictions". Indication of signals must be observed when trailing movement through switch has been completed. If signal does not display "Proceed", engineman of opposing trains must be advised to approach switch prepared to stop and dispatcher notified from first block station.

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. 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.
- Mortimer: Northward, first switch north of Nickel Plate crossing.
- North Findlay: { Northward, first switch north of Nickel Plate Crossing.
Southward, fifth switch.
- Arlington: Southward, first switch south of A. C. & Y. crossing.
- Kenton: Northward, first switch north of Erie crossing.
- Ridgeway: Southward, first switch south of Ohio Division crossing.
- Peoria: Northward, first switch north of Erie crossing.
- Marysville: Northward, third switch north of Ohio Division crossing.
- Grandview: Northward, second switch north of Ohio Division crossing.
- Truro: Southward, third switch.
- Harley: Northward, second 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.
- Lucky: Northward, second switch north of station.
- Woodside: Southward, second switch.

- Sycamore: Southward, first switch south of station.
- Spore: Southward, second switch.
- Martel: Northward, first switch north of Erie crossing.
- Edison: Southward, first switch south of Ohio Division crossing.
- Johnstown: Southward, second switch.
- Granville: Southward, second switch.
- Glouster: Southward, second switch south of station.
- Chauncey: Northward, first switch north of Hocking River bridge.
- 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.		Northward and Southward
	Southward	Northward	
Lime City.....	107
Bowling Green.....	148
Galatea.....	103
Mortimer.....	103
North Findlay.....	110
Hancock.....	102
Arlington.....	102
Dunkirk.....	100
Kenton.....	90
Ridgeway.....	95
West Mansfield.....	110
Peoria.....	114
Marysville.....	130
Scottslawn.....	78
Kile.....	98
Renner.....	82
Highway.....	98
Stonington.....	83
Truro.....	126
Pickerington.....	74
Harley.....	80
Basil.....	78
Thurston { Toledo- Thurston...	123
{ Columbus- Corning.....	148
Bremen.....	96
New Lexington.....	90
Clay Bank.....	94
New Salem.....	33
Stony Ridge*.....	98
Lucky*.....	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

	Southward	Northward	Northward and Southward
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.

Toledo.....	Baggage room.
Stanley Yard.....	{ Yard office. Diesel shop.
Findlay.....	Passenger station.
Kenton.....	Yard office.
Grandview Ave.....	Yard office.
West Columbus.....	{ Telegraph office. Engine house.
South Columbus.....	Switchmen's shanty.
Thurston.....	Telegraph office.
Fostoria.....	Passenger station.
Bucyrus Yard.....	{ Telegraph office. Engine house.
Fultonham.....	{ Telegraph office. Engine house.
Corning.....	{ Telegraph office. Engine Dispatcher's office.
Hobson.....	{ Yard office. Engine house.
Charleston.....	{ Yard office. Engine Dispatcher's office.
Dickinson.....	{ Yard office. Engine house.

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 Shawnee.
- Corning and Hobson.
- Kanauga and Shorr.
- Stuart and Swiss.
- Bigley Ave. Jct. and Hitop.

D-151.

Two Tracks:

- Between West Columbus 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.

Tracks are numbered from the West and will be used as follows:

- No. 1, Southward.
- No. 2, Northward.

Between Shorr and Stuart.

Tracks are numbered from the West and will be used as follows:

- No. 1, Southward.
- No. 2, Northward.

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	West Columbus-Bannon.....	Southward.....	Rules 251-254 incl.
2	Bannon and West Columbus.....	Northward.....	Rules 251-254 incl.
1	West Columbus and Frankfort Street.....	Southward.....	Rules 550-562 incl.
2	Frankfort Street and West Columbus.....	Northward.....	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.....	Southward.....	Rules 550-562 incl.
2	Fostoria Signal E382 and Signal E341.....	Northward.....	Rules 550-562 incl.
Single	Fostoria Signal E382 and Berwick.....	None.....	Rules 550-562 incl.
Single	Berwick and Thurston.....	None.....	Rules 300-373 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

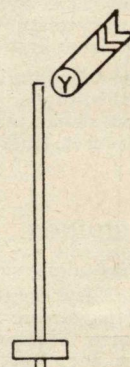


Fig. 141A

INDICATION — Proceed prepar-
ing to stop at next signal. Train
exceeding medium speed must at
once reduce to that speed.
NAME—Approach-Restrict'ng.

297. RAILROAD GRADE CROSSING SIGNALS.

Trains must stop before proceeding unless otherwise indicated.

Location	Signal	Position	Indication
East Columbus.....	Target.....	Horizontal..	Proceed.
	(Two)		
Berwick.....	Target.....	Vertical....	Ohio Central
	Normal posi-		Division trains
	tion for Ohio		proceed without
	Central		stopping, at a
	Division.		speed not exceed-
			ing 15 miles per
			hour.

Location	Signal	Position	Indication
Walsler.....	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.
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.

Blue Creek—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.

300. MANUAL BLOCK SIGNAL SYSTEM.

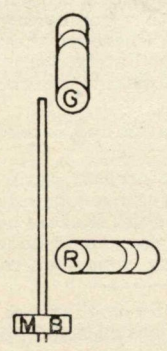


Fig. 272D

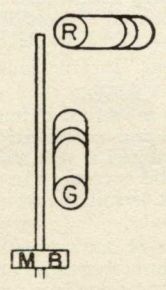


Fig. 272E

INDICATION—Proceed.

300A

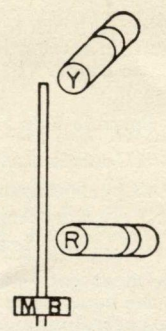


Fig. 282A

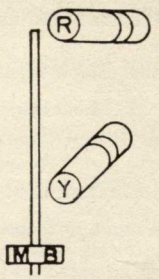


Fig. 282B

INDICATION—Block Occupied:
Proceed, prepared to stop short of train ahead.
Slow speed must not be exceeded.

300B

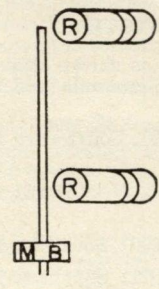


Fig. 292A

INDICATION—Stop.

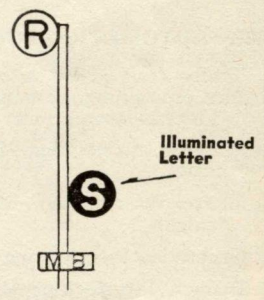


Fig. 292B

INDICATION—Stop—
Take Siding.

Within yard limits at Charleston, trains, irrespective of class, will run prepared to stop short of train ahead, protecting against following movements.

Rule 513 governs through Elk River Bridge 1256 Gauntlet at Charleston.

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 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, Northward and Southward home signals, Main track, Middle Indication.
- Ridgeway: Northward home signal from siding, Middle Indication.
- Peoria: Southward home signal from siding, Bottom Indication.

Thurston: Northward and Southward home signals, Top or Bottom 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.

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.

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

663a. REMOTE CONTROL SWITCHES AND SIGNALS.

Location	Signal Station	Tracks
1.04 miles north of Mortimer.....		Main to Siding
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.

INTERLOCKING LIMITS.

Interlocking limits at

- Mortimer,
- Dunkirk,
- Ridgeway,

cover tracks between interlocking and remote control signals.

703. MAKE-UP OF FREIGHT TRAINS.

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.

824. MAKE-UP OF PASSENGER, MAIL, EXPRESS, TROOP AND DEADHEAD EQUIPMENT TRAINS.

Passenger equipment must be of steel construction with the exception that baggage, horse, refrigerator and milk cars of steel underframe construction may be hauled, also such steel underframe passenger cars as are used under special arrangement.

916. HEATING, LIGHTING, VENTILATION AND AIR CONDITIONING OF CARS.

Rules for the Operation and Supervision of Steam Heat Equipment govern.

The application of Steam Heat Equipment Rule No. 1724 is as follows:

Approaching	Direction	Open rear end train pipe valve	Engineman shut off steam at
Toledo	Northward	Between Walbridge and Rockwell Junction	Before reaching Rockwell Junction

Rear end train pipe valve must be opened gradually to full open position when blowing out steam line to avoid metal gaskets being blown out.

Before steam pressure is connected to standing cars, train line valve must be closed at opposite end of line.

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.

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 employees 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 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.

When a passenger dies in a sleeping car, the body may be left in berth properly screened until removed from train; when in parlor car or coach, body should be removed to baggage car and physician secured if available on train, who may certify as to cause of death.

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.

MOVEMENT OF DEAD ENGINES IN TRAINS.

Rules for Operation and Supervision of Air Brake and Train Air Signal govern.

All engines equipped with side rods must have them applied when handled dead in trains, suitable washers, of wooden blocks clamped together with bolts, being used where necessary on main rod bearings to keep the side rods in place.

AIR BRAKES.

Passenger Equipment Cars handled in Passenger, Mail, Baggage, Express, Milk and Deadhead Equipment Trains, shall not exceed 40 cars when train contains not more than 5 cars over 60 ft. in length. Trains containing more than 5 cars over 60 ft. in length shall not exceed 30 cars.

When Passenger Equipment Cars are handled in freight trains, the total of all cars in train shall not exceed 100 cars. All Passenger Equipment Cars shall be handled at head end of train, with not to exceed 20 such cars in one train.

Note: Passenger Equipment Cars having Type AB-1-B brakes, may be handled without restriction in freight trains.

Passenger brake equipment handled in Passenger, Mail, Baggage, Express, Milk and Deadhead Equipment Trains of over 30 cars shall be conditioned for DIRECT RELEASE on all cars beyond the 20th head car.

Passenger brake equipment handled in freight trains must be conditioned for DIRECT RELEASE and water raising system air supply must be cut out.

DIESEL EQUIPMENT:

A. Engines. Leaving engine unattended outside of Engine House territory (Oil Engine Running).

1. Place automatic brake in running position.

2. Place throttle in idle, selector handles in "Off" and remove reverser handle.
3. 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).
4. Apply hand brakes.
5. If on grade, chain or block wheels.
6. Place independent brake in running position.
7. Close doubleheading cock. (No. 6 B.L. Eqp. Place 3 way cock in position dead).
8. All electric control jumpers must remain connected between units.
9. If oil engine is shut down—pull main battery switch, also open dead engine fixture.
10. Enginemem taking charge of engines outside of Engine House territory must expect to find them as listed above.

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.

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, and other engines must not go north of East Columbus without permission.

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.

Alloy: Electro Metallurgical engines use approximately five hundred (500) feet of the storage track north of north switch leading to the Electro Metallurgical plant at Alloy, W. Va., for head room in switching operations.

Trains and engines using storage track will see that the Electro Metallurgical engine is into clear and switch properly lined.

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.

Train Dispatcher will arrange for Absolute Block between open signal stations for movements following such cars.

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 authorized and made according to Time Table Special Instructions governing such moves, except that Train Dispatchers will arrange for clear block between open signal stations both in advance and in rear of train.

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."

Brake valve handle must be removed and valves and cocks adjusted as follows:

Valves and Cocks on cars X-8015 and X-8016	Position
Brake pipe cutout cock under both brake valves.....	Closed
3-way cutout cocks in pipe to application valve, which are connected by levers.....	Closed
Cutout cock in supplementary reservoir branch pipe....	Closed
Cock in brake cylinder pipe to safety valve.....	Open
Drain cock in auxiliary reservoir.....	Closed
All other reservoir drain cocks, including control air reservoir.....	Open

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 these cars will not be operated until it has been ascertained that movement through the route has been completed.

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	Eastern Sub-Division	Track
Luckey, Ohio.....	Defense Plant	
Luckey, Ohio.....	Elevator	Track No. 815
Wayne, Ohio.....	Oil	Track No. 825
Wayne, Ohio.....	Mill	Track
Postoria, Ohio.....	North end two tracks where pole line crosses track No. 834 (Auto-Lite Track)	
Postoria, Ohio.....	North Wye	Track No. 835
Postoria, Ohio.....	South Wye	Track No. 836
Postoria, Ohio.....	Main track just north of Dispatcher's office where pole line crosses track	
Postoria, Ohio.....	L. E. & W. transfer track	No. 838
Postoria, Ohio.....	B. & O.-C. & O. Transfer	Track
Postoria, Ohio.....	B. & O. Main	Track
Postoria, Ohio.....	B. & O. Transfer	Track No. 851
New Riegel, Ohio.....	Team	Track No. 858
Berwick, Ohio.....	Big Four Passenger	Wye
Berwick, Ohio.....	Main	Track

Western Sub-Division

Pickerington, Ohio.....Oil Track north of Station

Z. & W. Sub-Division

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

SPEED RESTRICTIONS

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

GENERAL

(Unless otherwise restricted)

Engines:

Nos. 506 to 513 with traction motor pin engaged.....					25
Nos. 506 to 513 with traction motor pin removed.....					45
Nos. 526 to 957.....					45
Nos. 1000 to 8357, light or with caboose, limited to maximum track speed but not to exceed.....					60
Nos. 8400 to 9820, light or with caboose, limited to maximum track speed but not to exceed.....					50
Nos. 1000 to 5104					
6600 to 6903 running backward.....					30
Nos. 1000 to 5104					
6600 to 6903, running backward by night over public crossings.....					15
Nos. 1000 to 2474	6003		8255 to 8265		
3700 to 3701	6005		8267 to 8269		
3710 to 3803	6006		8271		
5006 to 5017	6008 to 6010		8275 to 8276		
5102 to 5104	6012 to 6013		8278 to 8285		
5600 to 5609	6014 to 6019		8287 to 8289		
5612 to 5623	6021		8291 to 8292		
5626 to 5708	6025 to 6026		8295 to 8305		
5711	6029 to 6042		8307 to 8309		
5713 to 5737	7100 to 7118		8311 to 8316		
5808 to 5827	8200 to 8220		8318 to 8333		
5904 to 5927	8222 to 8224		8335 to 8337		
5949 to 5998	8226 to 8248		8353 to 8357		
6000 to 6001.....	8250		8700 to 9008		
			9628 to 9646		
					65
Nos. 3702 to 3709	5766		6002		
3804 to 3821	5769		6004		
5610 to 5611	5900 to 5903		6007		
5624 to 5625	5999		6600 to 6903		
5712			7000 to 7012		
5739					
5741 to 5743					
5755.....					70

Nos. 5000 to 5005					
5100 to 5101					
8338					
8340 to 8348					
8351 to 8352.....					75
Nos. 6200 to 6215	9100 to 9137				
6220 to 6236	9300 to 9328				
8100 to 8113	9800 to 9820				
8400 to 8411					
8500 to 8667.....					60
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					
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					
Trains with dead engines not having all side or main rods.....					
20					
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 *Sub- Division	Western *Sub- Division	Southern *Sub- Division	Z. & W. *Sub- Division	Hitop Branch
Passenger, Mail, Express and Troop Trains	70	40	40	30	25
With freight equipped cars	45	40	40	30	15
Freight trains.....	45	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 Sub-Division: Stanley to Thurston, via Bucyrus.
- *Western Sub-Division: Stanley to Corning, via Columbus.
- *Southern Sub-Division: Corning to Swiss, including Glouster to Shawnee.
- *Z. & W. Sub-Division: Thurston to Zanesville;
Muskingum to Ferro;
Fultonham to Rendville.

LOCAL

(Unless otherwise restricted)

Eastern Sub-Division:	MPH	Eastern Sub-Division:	MPH
Stanley through Interlocking.....	10	Fostoria: Between north yard limit board and south corporation line.....	35
Between Berwick and Thurston:		Sycamore: Through Interlocking, Northward.....	20
All trains.....	40	Over first street north and first street south of station.....	25
Bucyrus: Through interlocking, Northward trains.....	20	Centerburg: Through Interlocking.....	20
Between Bucyrus and Thurston:			
Trains handled by DES 1200 HP diesels.....	35		

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
Freight and Work Trains:	
Signal 42751.....	30
Southward approach signal, Mounds Interlocking.....	35
Northward approach signal, Mounds Interlocking.....	25
Mounds: Through Interlocking.....	20
West Columbus Yard: Between B. & O. Crossing and Broad Street Viaduct.....	25
Freight and work trains:	
Between B. & O. Crossing and LM.....	20
Between LM and Frankfort Street.....	25
Between Frankfort Street and Bannon.....	35
East Columbus Branch.....	15
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 Shawnee.....	20
Glouster: City Limits.....	20
Chauncey: Over public road crossing south of station.....	30
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
Over bridge at Mile Post 107.1: Trains handling Virginian Ry. cars 19000 to 21024, loaded.....	20
Charleston: Between Mile Post 122 and Mile Post 128.....	15
Port Amherst: Through Interlocking.....	20
Smithers Branch.....	15
Between MP 161 and MP 162.....	15
Glen Ferris: Between Mile Post 162 and Beech Glen.....	30
Between Beech Glen and Swiss.....	15
Freight and work trains at:	
Signal U231 and U242.....	25
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:

Charleston: Between Bullitt St. and Bigley Ave. Jct.....	15
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 Superintendent.

Rosford Ordnance Depot:

 North and south connections, over bridge: All engines.

Findlay:

 Ohio Hay & Grain Co. beyond main cross street: All engines.
 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.....	DPA, DPB, DFA, DFB.

Glass Rock:

 Farm Bureau Track; over unloading pit..... All engines

Bigley Ave.—Hitop:

 Between Kendalia and Hitop: Diesel engines Nos.: 526 to 566, 1004 to 1040, 1044 to 1123, 1647 to 1662, 1677 to 1873, 2414 to 2474, 3325 to 3821, 4500 to 4507, 5006 to 5111, 8200 to 8411, 8700 to 9304, 9311 to 9328, 9628 to 9646.

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

 Between Bigley Ave. and Kendalia: Diesel Engines Nos.: 526 to 566, 1044 to 1087, 1108 to 1123, 3323 to 3332, 3500 to 3821, 4500 to 4507, 5006 to 5017, 5102 to 5104, 5608 to 5611, 5709 to 5712, 5738 to 5807, 5818 to 5827, 5900 to 5948, 6220 to 6903, 7100 to 7301, 8223 to 8280, 8308 to 8342, 9104, 9105, 9111 to 9120.

J. W. CROWLEY, Superintendent

A. L. JOHNSON, Assistant Superintendent

R. J. HARDENBERGH, Division Engineer.

P. K. CRUCKSHANK, Assistant Division Engineer

D. K. ROBINSON, Chief Train Dispatcher

F. K. PICKETT
SIMON ROWLAND
R. J. GRIMES
R. R. THOMPSON } Train Masters

P. BUTTE
P. G. WEST
C. J. ESTEP
E. R. DENT
W. E. KENT
J. F. SMITH
J. R. SHEERAN } Assistant Chief Train Dispatchers

R. W. MOSS
H. YOUNG } Road Foremen

C. R. DENT
D. E. TYRRELL
M. A. McMAHON
C. McDERMITT
C. DAVIS
H. J. ROGERS
P. G. WEST
F. E. SNIDER
C. J. ESTEP
G. P. GLADDEN
L. C. BRUNELL
H. E. LUCKETT
E. R. DENT
W. E. KENT
J. F. SMITH
J. R. SHEERAN } Train Dispatchers

V. E. SCOTT, Master Mechanic

J. J. LARSON, Asst. Master Mechanic (Car)

**TOLEDO TO COLUMBUS
SOUTHWARD**

**COLUMBUS TO TOLEDO
NORTHWARD
SECOND CLASS**

Miles from Toledo Read Down	STATIONS		Miles from Columbus Read Up		91 Through Daily	77 Local Monday Wednesday Friday Only	95 Through Daily	97 Through Daily	99 Through Daily		
	LEAVE	ARRIVE									
0.0	Toledo Union Station.....		134.5								
5.3	Stanley Tower.....		129.2	MBS	A.M.	A.M.	P.M.	P.M.	A.M.		
5.9	Stanley Yard.....		128.6		8.25		2.00	7.10	2.05		
10.1	Lime City.....		124.4		8.15		1.45	6.55	1.50		
15.9	Dunbridge.....		118.6		8.05		1.35	6.45	1.40		
18.1	Sugar Ridge.....		116.4								
22.0	Bowling Green.....		112.5		7.50		1.20	6.30	1.25		
31.3	Cygnet.....		103.2								
35.6	Galatea.....		98.9		7.25		12.55	6.05	1.00		
40.2	Mortimer.....		94.3		7.15		12.45	5.55	12.45		
44.6	North Findlay.....		89.9		7.05		12.35	5.45	12.35		
45.4	Findlay.....		89.1		7.00		12.30	5.40	12.30		
48.1	Hancock.....		86.4								
55.3	Arlington.....		79.2		6.20		12.10	5.20	12.05		
59.4	Williamstown.....		75.1								
62.5	Dunkirk.....		72.0		5.56		11.55	5.05	11.45		
66.5	Blanchard.....		68.0								
73.5	Kenton.....		61.0		5.30	A.M.	11.30	4.40	11.22		
74.5	Erie Crossing.....		60.0			10.45					
82.8	Ridgeway.....		51.7			10.25					
86.8	Horton.....		47.7		5.00	10.05	11.00	4.20	11.00		
91.0	West Mansfield.....		43.5	4.45	9.35	10.45	4.05	10.45			
98.8	Peoria.....		35.7	4.25	9.00	10.25	3.45	10.25			
105.5	Marysville.....		29.0	4.10	8.35	10.10	3.30	10.10			
118.3	Kile.....		16.2	3.35	7.53	9.35	3.05	9.35			
120.8	Amlin.....		13.7								
123.8	Renner.....		10.7								
126.2	Highway.....		8.3								
127.6	Mounds.....		6.9	3.15	7.12	9.15	2.50	9.20			
128.7	Stonington.....		5.8								
131.7	Grandview.....		2.8	3.02	7.02	9.02	2.32	9.02			
132.5	West Columbus.....		2.0	3.00	7.00	9.00	2.30	9.00			
134.5	Columbus Union Station.....		0.0								
	ARRIVE	LEAVE			A.M.	A.M.	A.M.	P.M.	P.M.		

Northward trains are superior to southward trains of the same class, unless otherwise specified.
Time shown at Stanley Yard applies to switch leading to Yard.

TOLEDO TO THURSTON

SOUTHWARD—FIRST CLASS

THURSTON TO TOLEDO

NORTHWARD FIRST CLASS

SECOND CLASS

14		12		Miles from Toledo Read Down	STATIONS	Miles from Thurston Read Up	11		15		51		53	
Ohio Division No. 303 Daily		See Note Ohio Division No. 309 Daily					See Note Ohio Division No. 302 Daily		Ohio Division No. 312 Daily		Local Tuesday Thursday Saturday Only		Local Daily Except Sunday	
P.M.	A.M.						A.M.	P.M.	A.M.	A.M.				
12.20	1.35	0.0	Toledo Union Station	149.0	5.23	2.15								
12.33	1.50	5.3	Stanley Tower	143.7	5.05	2.00				P.M.				
		9.0	Stanley Yard	140.0						3.00				
		11.2	Stony Ridge	137.8										
		15.6	Luckey	133.4										
		18.6	Pemberville	130.4										
		22.5	Woodside	126.5										
		26.1	Wayne	122.9										
		32.2	Norris	116.8										
		36.7	Fostoria	112.3										
		41.1	Landgraf	107.9										
		45.5	New Riegel	103.5										
		47.5	Berwick	101.5										
		50.6	McCutchenville	98.4										
		56.2	Sycamore	92.8										
		58.7	Deunquat	90.3										
		61.8	Lemert	87.2										
		65.1	Spore	83.9										
		71.3	Bucyrus Yard	77.7										
		80.7	Martel	68.3										
		88.6	Edison	60.4										
		89.7	Mt. Gilead Jct.	59.3										
		90.5	Mt. Gilead	60.1										
		89.7	Mt. Gilead Jct.	59.3										
		96.0	Fulton	53.0										
		100.3	Marengo	48.7										
		104.7	Peerless	44.3										
		107.3	Rich Hill	41.7										
		109.6	Centerburg	39.4										
		113.9	Croton	35.1										
		119.7	Johnstown	29.3										
		126.0	Alexandria	23.0										
		130.9	Granville	18.1										
		134.6	Heath	14.1										
		139.9	Hebron	9.1										
		145.0	Millersport	4.0										
		149.0	Thurston	0.0										
P.M.	A.M.		ARRIVE	LEAVE			A.M.	P.M.	A.M.	A.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.

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

B—No. 12 will stop on signal at Fostoria to receive or discharge revenue passengers.

C—No. 11 will stop on signal at Fostoria to receive or discharge revenue passengers.

**COLUMBUS TO
HOBSON JCT.
SOUTHWARD**

**HOBSON JCT. TO COLUMBUS
NORTHWARD
SECOND CLASS**

Miles from Columbus Read Down	STATIONS		Miles from Hobson Jct. Read Up		81	93	61	83	85	37	39	41
					Through Daily	Through Daily	Local Tuesday, Thursday, Saturday Only	Through Daily	Through Daily	Through Daily	Through Daily	
					A.M.	A.M.	A.M.	A.M.	P.M.	A.M.	P.M.	P.M.
LEAVE	ARRIVE											
0.0	Columbus Union Station		125.2									
2.0	West Columbus		123.2									
4.5	Frankfort Street		120.7			7.40						
7.3	Steelton		117.9			7.25						
8.8	Bannon		116.4									
12.3	Truro		112.9			7.10						
15.3	Brice		109.9			7.00						
20.1	Pickerington		105.1			6.50						
23.7	Harley		101.5									
28.3	Basil		96.9	MBS		6.35						
28.8	Baltimore		96.4		A.M.	6.30	A.M.	A.M.	P.M.			
31.9	Thurston		93.3		2.00	6.20	11.05	10.15	6.05			
34.6	Pleasantville		90.6		1.55	6.10	10.55	10.05	6.00			
40.4	Rushville		84.8				10.30					
44.9	Bremen		80.3		1.25	5.45	10.05	9.34	5.30			
51.7	Junction City		73.5									
56.3	New Lexington		68.9		12.50	5.15	8.55	8.50	4.50			
61.2	Clay Bank		64.0		12.35	4.55	8.30	8.35	4.35			
67.3	Rendville		57.9		12.15	4.35	8.10	8.15	4.15	A.M.	P.M.	P.M.
68.5	Corning		56.7	12.05	4.30	8.00	8.05	4.05	7.55	4.15	11.59	
69.9	BK.		55.3									
73.9	Palos		51.3	A.M.	A.M.	A.M.	A.M.	P.M.	7.50	4.10	11.55	
76.5	Glouster		48.7							7.30	3.50	11.35
78.9	Jacksonville		46.3									
82.7	Poston Mine		42.5									
85.3	Chauncey		39.9	MBS						7.10	3.30	11.15
89.8	Armitage		35.4							7.00	3.20	11.05
91.7	Grosvenor		33.5							6.50	3.10	10.55
101.1	Albany		24.1								6.26	2.45
106.1	Carpenter		19.1							6.07	2.25	10.10
109.6	Dyesville		15.6									
112.7	Dexter		12.5							5.55	2.05	9.55
116.4	Langsville		8.8									
119.2	Meigs		6.0							5.45	1.50	9.45
120.0	Rutland		5.2									
124.5	Hobson		0.7							5.30	1.30	9.30
125.2	Hobson Jct.		0.0									
	ARRIVE	LEAVE			A.M.	A.M.	A.M.	A.M.	P.M.	A.M.	P.M.	P.M.

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

BIGLEY AVE. JCT. TO HITOP

SOUTHWARD—FIRST CLASS

Miles from Bigley Ave. Jct.	STATIONS	641		643	
		See Notes		See Notes	
		Local Passenger		Local Passenger	
		Daily Except Sat. & Sun.		Daily Except Sat. & Sun.	
LEAVE		A.M.	P.M.		
.....	<i>Charleston</i>	5.40	2.30	.....
0.0	Bigley Ave. Jct.	s 5.45	s 2.35	.....
2.7	Wilson.....	f 5.51	f 2.41	.....
4.6	Mink Shoals.....	f 5.55	f 2.45	.....
6.0	Creed.....	f 5.58	f 2.48	.....
7.2	Clyde.....	f 6.02	f 2.52	.....
7.6	Big Chimney.....	f 6.03	f 2.53	.....
8.3	Elrod.....	f 6.07	f 2.57	.....
9.2	Sandy.....	f 6.07	f 2.57	.....
10.1	North Pinch.....	f 6.09	f 2.59	.....
11.5	Elkview.....	s 6.13	s 3.03	.....
12.2	Colbon.....	f 6.15	f 3.05	.....
13.4	Blue Creek.....	s 6.19	s 3.09	.....
14.5	Oil Siding.....	f 6.22	f 3.12	.....
15.4	Three Mile.....	f 6.26	f 3.16	.....
16.0	Victor.....	f 6.28	f 3.18	.....
17.1	Shrader.....	f 6.31	f 3.21	.....
18.4	Coco.....	s 6.35	f 3.25	.....
19.4	Pentacre.....	f 6.38	f 3.28	.....
21.6	Quick.....	s 6.44	s 3.35	.....
22.3	Coalridge.....	f 6.46	f 3.38	.....
25.0	Sanderson.....	s 6.54	s 3.45	.....
26.7	Acup.....	f 6.59	f 3.49	.....
28.1	Camelot.....	s 7.04	s 3.54	.....
30.3	Kendalia.....	f 7.12	f 4.02	.....
32.2	Wills Hollow.....	f 7.17	f 4.06	.....
33.5	Blakeley.....	s 7.22	s 4.11	.....
34.3	Amelia.....	f 7.24	f 4.13	.....
34.4	Hitop.....	7.25	4.15	.....
ARRIVE		A.M.	P.M.		

HITOP TO BIGLEY AVE. JCT.

NORTHWARD—FIRST CLASS

Miles from Hitop	STATIONS	642		644	
		See Notes		See Notes	
		Local Passenger		Local Passenger	
		Daily Except Sat. & Sun.		Daily Except Sat. & Sun.	
LEAVE		A.M.	P.M.		
0.0	Hitop.....	7.27	4.16	.....
0.1	Amelia.....	f 7.29	f 4.17	.....
0.9	Blakeley.....	f 7.32	s 4.20	.....
2.2	Wills Hollow.....	f 7.36	f 4.26	.....
4.1	Kendalia.....	f 7.44	f 4.34	.....
6.3	Camelot.....	s 7.50	s 4.39	.....
7.7	Acup.....	f 7.54	f 4.43	.....
9.4	Sanderson.....	s 7.59	s 4.47	.....
12.1	Coalridge.....	f 8.06	f 4.54	.....
12.8	Quick.....	f 8.08	s 4.56	.....
15.0	Pentacre.....	f 8.15	f 5.02	.....
16.0	Coco.....	f 8.18	s 5.05	.....
17.3	Shrader.....	f 8.22	f 5.09	.....
18.4	Victor.....	f 8.26	f 5.12	.....
19.0	Three Mile.....	f 8.28	f 5.13	.....
19.9	Oil Siding.....	f 8.32	f 5.15	.....
21.0	Blue Creek.....	s 8.35	s 5.19	.....
22.2	Colbon.....	f 8.38	f 5.22	.....
22.9	Elkview.....	s 8.42	s 5.24	.....
24.3	North Pinch.....	f 8.46	f 5.27	.....
25.2	Sandy.....	f 8.48	f 5.29	.....
26.1	Elrod.....			.....
26.8	Big Chimney.....	f 8.53	f 5.33	.....
27.2	Clyde.....	f 8.54	f 5.35	.....
28.4	Creed.....	f 8.57	f 5.38	.....
29.8	Mink Shoals.....	f 9.00	f 5.41	.....
31.7	Wilson.....	f 9.04	f 5.45	.....
34.4	Bigley Ave. Jct.....	s 9.11	s 5.52	.....
.....	<i>Charleston</i>	9.16	5.57	.....
ARRIVE		A.M.	P.M.		

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

Time shown at *Charleston* is for information only.

No. 641 and No. 644 will stop on flag at Lilly Street, about one mile south of Bigley Ave. Jct.

No. 643 will stop before crossing Spring St., Charleston, then proceed at slow speed over crossing.

Nos. 641 and 643 have right over Nos. 642 and 644 Bigley Ave. Jct. to Hitop.

Nos. 641, 642, 643 and 644 will not operate May 29 to and including September 2.

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.....		

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.....		

FULTONHAM TO RENDVILLE

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

RENDVILLE TO FULTONHAM

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

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.....		

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 AND OFFICE HOURS

WESTERN SUB-DIVISION Stanley Tower to Corning

STATIONS	Miles from Toledo	Office Calls	* Train Order Office	* Manual Block Station
STANLEY TOWER Open day and night.	5.3	SA	*	*
STANLEY YARD Open day and night.		WI	*	
LIME CITY Open daily 8:00 A.M. to 5:00 P.M. except Sat. and Sun.	10.1	RF	*	*
DUNBRIDGE Open daily 8:00 A.M. to 5:00 P.M. except Sat. and Sun.	15.9	DU	*	*
BOWLING GREEN Open daily, 7:00 A.M. to 11:00 P.M.	22.0	BG	*	*
CYGNET Open 7:00 A.M. to 4:00 P.M. daily except Sat. and Sun.	31.3	CY	*	*
GALATEA Open day and night.	35.6	W	*	*
MORTIMER Open day and night.	40.2	S	*	*
NORTH FINDLAY Open day and night.	44.6	FY	*	*
FINDLAY	45.4			
HANCOCK	48.1			
A. C. & Y. R. R. CROSSING ARLINGTON Open daily 8:00 A.M. to 5:00 P.M. except Sun.	54.9 55.3	RG	*	*
DUNKIRK Open day and night.	62.5	DK	*	*
KENTON Open day and night.	73.5	KO	*	*
ERIE CROSSING	74.5			*
RIDGEWAY Open day and night.	82.8	WA	*	*
HORTON	86.8			
WEST MANSFIELD Open daily 8:00 A.M. to 5:00 P.M. except Sat. and Sun.	91.0	WM	*	*
PEORIA Open day and night.	98.8	PA	*	*
MARYSVILLE Open daily 8:00 A.M. to 5:00 P.M.	105.5	MV	*	*
OHIO DIVISION CROSSING	106.6			
SCOTTSLAWN	109.3			
KILE Open daily 8:00 A.M. to 5 P.M., except Sun.	118.3	KI	*	*
RENNER	123.8			
HIGHWAY	126.2			
MOUNDS Open day and night.	127.6	MU	*	*
STONINGTON	128.7			
GRANDVIEW Open day and night.	131.7	BJ	*	*
WEST COLUMBUS Open day and night.	132.5	WR	*	
B. & O. R. R. CROSSING TOWER Open day and night.	132.6			
L. M. TOWER Open day and night.	133.5			
FRANKFORT STREET Open day and night.	134.7	WF	*	*
SOUTH COLUMBUS	136.3			
BANNON	137.4			
WOODLAND AVE.	148.9			
EAST COLUMBUS	136.6			

WESTERN SUB-DIVISION—Continued Stanley Tower to Corning

STATIONS	Miles from Toledo	Office Calls	* Train Order Office	* Manual Block Station
TRURO Open daily 3:00 P.M. to 11:00 P.M. except Sat. and Sun.	142.5	JH	*	*
PICKERINGTON Open daily 7:30 A.M. to 4:30 P.M. except Sat. and Sun.	150.3	IN	*	*
HARLEY	154.5			
BASIL	158.5			
BALTIMORE Open daily 9:00 A.M. to 6:00 P.M. except Sat. and Sun.	159.1	BO	*	*
THURSTON Open day and night.	162.1	H	*	*
PLEASANTVILLE Open daily 7:30 A.M. to 4:30 P.M. except Sat. and Sun.	164.8	SV	*	*
RUSHVILLE	170.6			
BREMEN Open day and night.	175.1	BM	*	*
JUNCTION CITY	182.0	JU		
NEW LEXINGTON Open day and night.	186.3	BD	*	*
CLAYBANK	191.8			
RENDVILLE	197.4			
CORNING Open daily 7:00 A.M. to 11:00 P.M.	198.7	CN	*	*

EASTERN SUB-DIVISION Stanley Tower to Thurston

STATIONS	Miles from Toledo	Office Calls	* Train Order Office	* Manual Block Station
STANLEY TOWER Open day and night.	5.3	SA	*	
SO	9.0			
STONY RIDGE Open daily 8:00 A.M. to 5:00 P.M. except Sat. and Sun.	11.2	SG		
LUCKEY Open daily 8:00 A.M. to 5:00 P.M. except Sat. and Sun.	15.6	KY		
PEMBERVILLE Open daily 8:00 A.M. to 5:00 P.M. except Sat. and Sun.	18.6	VI		
WOODSIDE	22.5			
WAYNE	26.1			
HATTON	29.5			
NORRIS	32.2			
DISPATCHERS OFFICE Open day and night.	36.1			
FOSTORIA "F" TOWER Open day and night.	36.7 37.2	F		
LANDGRAF	41.1			
NEW RIEGEL	45.5			
BERWICK Open day and night.	47.5	BE	*	*
A. C. & Y. R. R. CROSSING SYCAMORE Open daily 8:00 A.M. to 5:00 P.M. except Sat. and Sun.	55.3 56.2	SY	*	*
DEUNQUAT	58.7			

STATIONS, OFFICE CALLS AND OFFICE HOURS

EASTERN SUB-DIVISION—Continued Stanley Tower to Thurston

STATIONS	Miles from Toledo	Office Calls	* Train Order Office	* Manual Block Station
LEMERT	61.8			
SPORE	65.1			
PENNSYLVANIA R. R. TOWER	70.6	UR	*	*
Open day and night.				
BUCYRUS YARD	71.3			
MARTEL	80.7	RM	*	*
Open day and night.				
EDISON	88.6	AD	*	*
Open day and night.				
MT. GILEAD JCT.	89.7			
MT. GILEAD	90.5	MG		
Open daily 8:00 A.M. to 5:00 P.M. except Sat. and Sun.				
FULTON	96.0	FU		
MARENGO	100.3	MO		
Open daily 8:00 A.M. to 5:00 P.M. except Sat. and Sun.				
RICH HILL	107.3			
PENNSYLVANIA R. R. TOWER	109.3	CR	*	*
Open day and night.				
CENTERBURG	109.6	CU		
CROTON	113.9			
JOHNSTOWN	119.7	JO	*	*
Open daily 7:30 A.M. to 4:30 P.M. except Sat. and Sun.				
ALEXANDRIA	126.0			
GRANVILLE	130.9	G	*	*
Open daily 8:00 A.M. to 5:00 P.M. except Sat. and Sun.				
HEATH	134.7	FN	*	*
Open day and night.				
HEBRON	139.9	HN	*	*
Open daily 8:00 A.M. to 5:00 P.M. except Sat. and Sun.				
LAKESIDE PARK	143.3			
MILLERSPORT	145.0			
THURSTON	149.0	H	*	*
Open day and night.				

THURSTON TO ZANESVILLE Z. & W. SUB-DIVISION

STATIONS	Miles from Thurston	Office Calls	* Train Order Office	* Manual Block Station
NEW SALEM	3.9	J		
THORNVILLE	9.3	RN	*	
Open daily 9:00 A.M. to 1:00 P.M. except Sunday.				
WALSER	12.2			
YOST	13.7			
GLENFORD	15.3			
GLASS ROCK	17.1			
FULTONHAM	27.6	FM	*	
Open daily 7:15 A.M. to 11:15 P.M. except Sunday.				
PITTSBURGH PLATE GLASS CO. CROSSING				
WHITE COTTAGE	29.9			
ELIZABETH	31.9			
DARLINGTON	34.0			
FERRO	37.1			
MUSKINGUM	34.9			
SOUTH ZANESVILLE	35.7			
SPANGLER	36.3	RS		
ZANESVILLE	38.6	JR		

Z&W SUB-DIVISION Fultonham to Rendville

STATIONS	Miles from Fultonham	Office Calls	* Train Order Office	* Manual Block Station
CANNON	2.1			
SALTILLO	4.6	SA		
CROOKSVILLE	8.9	CK	*	
Open daily 7:30 A.M. to 4:30 P.M. except Sat. and Sun.				
PENNSYLVANIA R. R. CROSSING	9.1			
TROPIC	11.4			
SAYRE	15.5			
RENDVILLE	21.1			

SOUTHERN SUB-DIVISION Glouster to Shawnee

STATIONS	Miles from Glouster	Office Calls	* Train Order Office	* Manual Block Station
GLOUSTER	0.0	GX		
Open daily 7:00 A.M. to 3:00 P.M. except Sat. and Sun.				
DRAKES	8.4			
CONGO	9.9			
DRAKES	8.4			
BUCKINGHAM	9.3			
HEMLOCK	10.2			
CARRINGTON	11.1			
SHAWNEE	14.4			

SOUTHERN SUB-DIVISION Corning to Swiss

STATIONS	Miles from Corning	Office Calls	* Train Order Office	* Manual Block Station
CORNING	0.0	CN	*	*
Open daily 7:00 A.M. to 11:00 P.M.				
BK	1.4	BK	*	*
Open day and night.				
HATFIELD	1.9			
GLOUSTER	8.0	GX	*	*
Open daily 7:00 A.M. to 3:00 P.M. except Sat. and Sun.				
DOTY	11.3			
POSTON MINE	14.4			
CHAUNCEY	16.8	CH	*	*
Open daily 8:00 A.M. to 5:00 P.M. except Sat. and Sun.				
HOCKING MINE	19.3			
ARMITAGE	21.3	AN	*	*
Open day and night.				
WEST ATHENS		BX		
GROSVENOR	23.2	AS	*	*
Open day and night.				
ALBANY	32.6	BN	*	*
Open daily 6:00 A.M. to 3:00 P.M.				
CARPENTER	37.6			
DEXTER	44.2			
LANGSVILLE	47.9			
MEIGS	50.7			
M. & N. E. JUNCTION	54.1			
HOBSON	56.0	HU	*	*
Open day and night.				
HOBSON JUNCTION	56.7			

STATIONS, OFFICE CALLS AND OFFICE HOURS

SOUTHERN SUB-DIVISION—Continued Corning to Swiss

SOUTHERN SUB-DIVISION—Continued Corning to Swiss

STATIONS	Miles from Corning	Office Calls	* Train Order Office	* Manual Block Station
HOBSON YARD Open day and night.	57.2	HO		
CHESHIRE.....				
KANAUGA..... Open day and night.	66.3	CK	*	*
GALLIPOLIS.....		GI		
POINT PLEASANT.....	68.8			
LEON.....	80.5			
ARBUCKLE..... Open daily 7:30 A.M. to 4:30 P.M. except Sunday.	83.1	MA	*	*
ROBERTSBURG.....	87.0			
BUFFALO.....	90.3			
RUMER..... Open daily 11:00 P.M. to 7:00 A.M. except Sat. and Sun. Open Sat. and Sun. 7:55 A.M. to 3:55 P.M.	95.2	MR	*	*
RED HOUSE..... Open daily 7:30 A.M. to 4:30 P.M. except Sat. and Sun.	99.6	RH	*	*
COURTNEY.....	101.2			
PUTNAM.....	108.2			
NITRO..... Open day and night, except closed Sunday 11:00 P.M. to Monday 7:00 A.M.	111.3	NI	*	*
SATTES.....	113.3			
INSTITUTE..... Open day and night.	115.7	NS	*	*
DUNBAR..... Open daily 12:01 P.M. to 8:01 P.M. except closed Saturday and Sunday.	118.8	DA	*	*
SHORR..... Open day and night.	122.0	SR	*	*
WEST CHARLESTON.....	123.0			
BRIDGE JUNCTION.....				
BIGLEY AVE. JCT.....	125.3 125.4 125.5 125.7			
CHARLESTON..... Open day and night except closed Sun. 7:00 A.M. to 3:00 P.M.	125.8	RN		
MORRIS STREET JCT.....	126.0			
STUART.....	127.5			

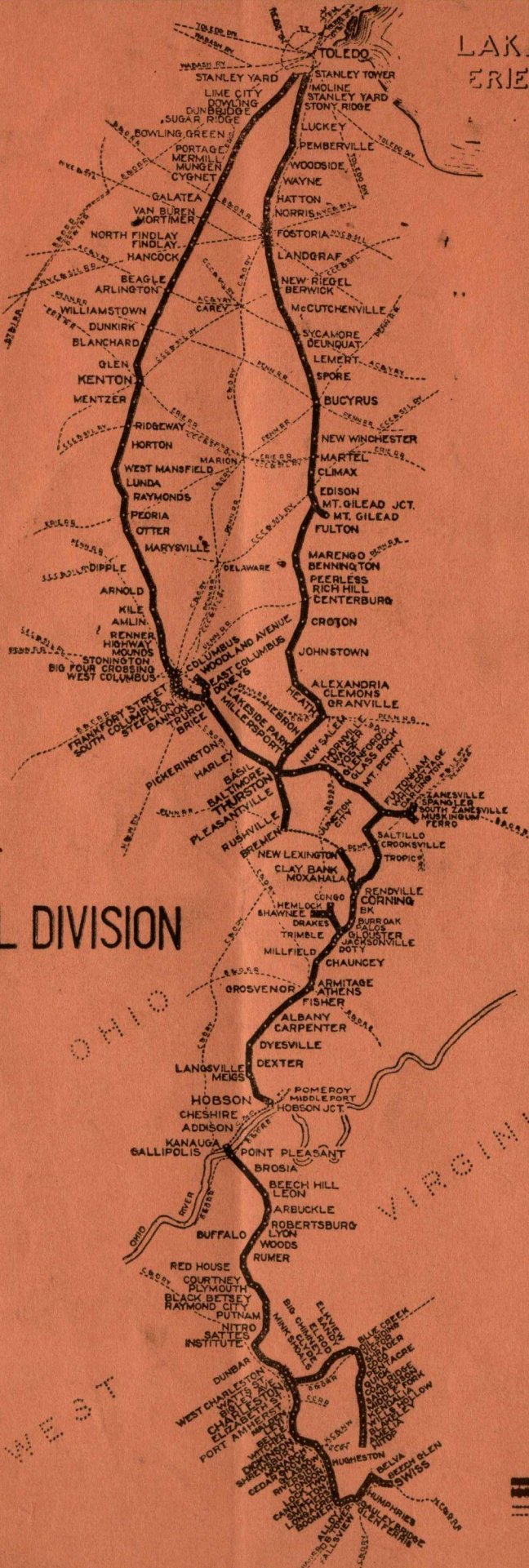
STATIONS	Miles from Corning	Office Calls	* Train Order Office	* Manual Block Station
PORT AMHERST..... Open day and night except closed Sat. 7:00 A.M. to Mon. 7:00 A.M.	130.7	QD	*	*
LEVI.....	133.0	V		*
BELLE..... Open 7:00 A.M. to 4:00 P.M. daily except closed Sat. and Sun.	136.3	BL	*	*
DICKINSON..... Open day and night.	139.5	QS	*	*
CEDAR GROVE.....	143.9			
MIDWEST.....	146.2	RS		*
DUNNS.....	150.6			
CANNELTON.....	151.9			
SMITHERS..... Open daily 8:00 A.M. to 5:00 P.M. except Sunday.	152.7	C	*	*
HAREWOOD.....				
BOOMER.....	155.1	BJ		
ALLOY.....	156.2			
DB TOWER..... Open day and night.	156.8	DB	*	*
GAULEY BRIDGE..... Open daily 9:00 A.M. to 6:00 P.M. except Sun.	163.0	GB	*	*
BELVA.....	168.5			
BEECH GLEN.....	170.7			
SWISS.....	172.6			
HITOP BRANCH		Miles from Bigley Ave. Jct.		
BIGLEY AVE. JCT.....	0.0			
ELKVIEW..... Open daily 6:15 A.M. to 3:15 P.M. except Sat. and Sun.	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			

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

LAKE
ERIE



OHIO CENTRAL DIVISION

OHIO
WEST VIRGINIA

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