

THERE IS ALWAYS TIME FOR COURTESY

CONTENTS

	Page
Company Surgeons, Oculists and Hospitals	Inside Front Cover
Attention Train and Engine Crews	1
Special Instructions	2
Toledo to Columbus	12
Columbus to Toledo	12
Toledo to Thurston	12
Thurston to Toledo	12
Columbus to Hobson Jct.	13
Hobson Jct. to Columbus	13
Hobson Jct. to Swiss	13
Swiss to Hobson Jct.	13
Bigley Ave. Jct. to Hitop	14
Hitop to Bigley Ave. Jct.	14
Speed Table	14
Station, Office Calls, and Office Hours	15
Map	Inside Back Cover

**Make
SAFETY
Your
POLICY**

The New York Central Railroad Company

OHIO CENTRAL DIVISION

Time Table No. 3

FOR EMPLOYEES ONLY

Effective 2:00 A. M. Eastern Standard Time

Sunday, April 27, 1958

A. L. JOHNSON,
Transportation Superintendent

COMPANY SURGEONS

BELLE: Jas. H. Gray
Phone WI 92271

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

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

CHARLESTON: W. O. McMillan, Morris and Lee Sts.
Phone 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 21289

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

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

ZANESVILLE: Bethesda
Phone 2-4535

ATTENTION

TRAIN AND ENGINE CREWS

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

SPECIAL INSTRUCTIONS

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

A. The title Transportation Superintendent will be used instead of Superintendent. Rules of the Operating Department, dated October 28, 1956, modified accordingly.

A-1. OTHER RAILROADS.

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

B-2 LAWS AND REGULATIONS.

Hours of Service Law.

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

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

Reports.

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

Defective Cars.

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

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

Ohio and West Virginia.

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

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

M. SAFETY.

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

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.....	Engine house.
Corning.....	Telegraph office.
	{ Engine house.
Fultonham.....	Telegraph office.
	{ Telegraph office.
Hobson.....	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.

34. USE OF SIGNALS.

The following signals will be used by flagmen:
Day Signals—A red flag. Night Signals—A white light.
Torpedoes. Torpedoes.
Fuses. Fuses.

72. SUPERIORITY OF TRAINS.

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

83. TRAIN REGISTERS.

Toledo.....	Baggage Room.
Stanley Yard.....	Telegraph office.
West Columbus.....	Telegraph office.
Bucyrus Yard.....	Engine House.
Thurston.....	Telegraph office.
Bremen.....	Telegraph office.
New Lexington.....	Telegraph office.
Corning.....	Telegraph office.
Fultonham.....	Telegraph office.
Hobson.....	Yard office.
Kanauga.....	Telegraph office.
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 Transportation 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:

- B. & O. R. R. Tower and Frankfort Street under supervision of Yardmaster.
- 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..... U. S. Government.....	{ Interlocking. Target.
Stanley Tower.....	T. T.....	Interlocking.
Fostoria.....	{ Nickel Plate (L. E. & W.).. Nickel Plate..... C. & O..... B. & O.....	{ Interlocking. Interlocking. Interlocking. Interlocking.
Berwick.....	Ohio Division.....	Target.
*Sycamore.....	A. C. & Y.....	Interlocking.
Bucyrus.....	P. R. R.....	Interlocking.
Martel.....	{ Erie..... Ohio Division.....	{ Interlocking. 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..... Kellys Creek R. R.....	{ Target. Target.
Blue Creek.....	B. & O.....	Target.

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

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

*Automatic Interlocking.

101a.

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

103. PUBLIC CROSSINGS AT GRADE.

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.
 Junction switch, Z. & W. Sub-Division, for movement Thurston to Bucyrus.
 Bucyrus: Junction switch, south end of yard, for movement to yard lead.
 Shorr: For No. 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.
 Southward, first switch south of depot.
 Ridgeway: Southward, first switch south of Ohio Division crossing.
 Marysville: Northward, third switch north of Ohio Division crossing.
 Grandview: Northward, first switch north of Ohio Division crossing.
 Truro: Southward, fourth 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.
 Stony Ridge: Southward, second switch.
 Luckey: Northward, second switch north of station.

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.
 Armitage: { Southward, third switch.
 { Northward, second switch.
 Albany: { Southward, first switch south of station.
 { Northward, second switch.
 Kanauga: Southward, second switch.
 Arbuckle: Southward, second switch.
 Rumer: Northward, second switch.
 Nitro: Northward, second switch north of station.
 Dunbar: Southward, first switch south of station.
 Levi: Southward, second switch.
 Smithers: Southward, first switch south of station.
 DB Tower: { Southward, first switch south of Mile Post 156.
 { Northward, second switch.

Capacity based on 44-ft. cars.

	Southward	Northward	Northward and Southward
Lime City.....	107
Bowling Green.....	148
Galatea.....	103
Mortimer.....	103
North Findlay.....	110
Hancock.....	102
Arlington.....	102
Dunkirk.....	100
Kenton.....	90
Ridgeway.....	95
West Mansfield.....	110
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
Luckey*.....	98
Woodside*.....	143
Norris*.....	101
Landgraf*.....	102
Sycamore.....	98
Spore.....	96
Martel.....	96
Edison.....	100
Johnstown.....	63
Granville.....	56
Glouster.....	94
Chauncey.....	113
Armitage.....	142

	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.....	{ Yard office. { Engine house.
Fultonham.....	{ Telegraph office. { Engine house.
Corning.....	Telegraph office.
Hobson.....	{ Yard office. { Engine house.
Charleston.....	{ Yard office. { Engine Dispatcher's office.
Dickinson.....	{ Yard office. { Engine house.

Stanley Tower and Rockwell Jct: T.T.R.R. and C. & O. R.R.
 General Orders and Notices, governing this territory will be posted in passenger station at Bellefontaine and in the baggage room, Central Union Terminal, Toledo.

Bremen and New Lexington: P.R.R.
 General Orders and Notices, governing this territory will be posted in West Columbus Yard Office and Engine House; Bucyrus Engine House, Hobson Yard Office and Engine House; Corning Yard Office and Engine House.

Spangler and Zanesville: P.R.R.
 General Orders and Notices, governing this territory will be posted in Yard Office at Fultonham.

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

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

DESIGNATION AND USE OF MAIN TRACKS.

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

D-151.

Two Tracks:
 Between Frankfort St. and Bannon.
 Tracks are numbered from the West and will be used as follows:

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

221. TRAIN ORDER SIGNALS.

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

223. ABBREVIATIONS.

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

MOVEMENT OF TRAINS BY BLOCK SIGNALS

Track	Between	Assigned Direction	Operation
Single 1	Stanley Yard and West Columbus.....	None.....	Rules 300-373 incl.
1	Frankfort St.-Bannon.....	Southward.....	Rules 251-254 incl.
2	Bannon and Frankfort St.....	Northward.....	Rules 251-254 incl.
1	West Columbus and Frankfort Street.....	None.....	Rules 550-562 incl.
2	Frankfort Street and West Columbus.....	None.....	Rules 550-562 incl.
Single 1	Bannon and Bremen.....	None.....	Rules 300-373 incl.
Single 2	New Lexington and Corning.....	None.....	Rules 300-373 incl.
Single	Stanley Interlocking and Fostoria Signal E341.....	None.....	Rules 550-562 incl.
1	Fostoria Signal E341 and Signal E382.....	None.....	Rules 550-562 incl.
2	Fostoria Signal E382 and Signal E341.....	None.....	Rules 550-562 incl.
Single	Fostoria Signal E382 and Berwick.....	None.....	Rules 550-562 incl.
Single	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.
Single	Thurston and Spangler.....	None.....	Rules 300-373 incl.
Single	Fultonham and Rendville.....	None.....	Rules 300-373 incl.
Single	Bigley Ave. and Hitop.....	None.....	Rules 300-373 incl.

SPECIAL SIGNAL ASPECTS AND INDICATIONS

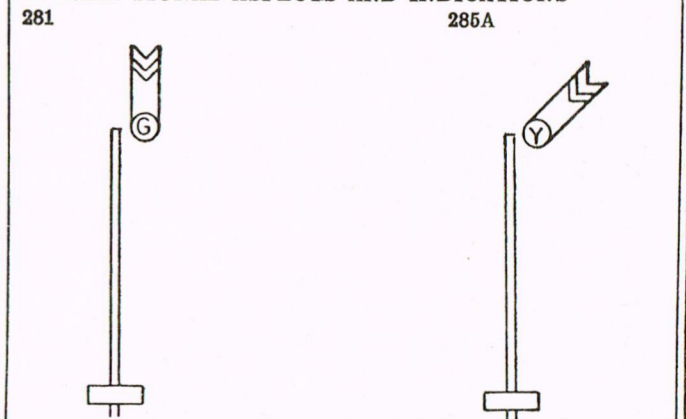


Fig. 22B

INDICATION—Proceed.
 NAME—Clear.

Fig. 141A

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

297. RAILROAD GRADE CROSSING SIGNALS.

Trains must stop before proceeding unless otherwise indicated.

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

Location	Signal	Position	Indication
Walser.....	Target.....	Vertical....	Proceed. N.Y.C. R. R. trains will approach crossing under full control, prepared to stop, and when target is in vertical position may, without stopping, proceed over crossing at a speed not exceeding 15 miles per hour.

Crooksville.....	Target.....	Horizontal..	Proceed.
Armitage.....	Target.....	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.....	Target.....	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.
K. C. & N. W. Kelly Creek R. R.	Normal position for N.Y.C.		

Blue Creek.....Target.....Horizontal..Proceed.

Crooksville—P. R. R. Crossing:
Trainmen will handle target and leave it in proceed position for N. Y. C.

Blue Creek—B. & O. Crossing:
Trainmen will handle target and leave it in proceed position for B. & O.

300. MANUAL BLOCK SIGNAL SYSTEM.

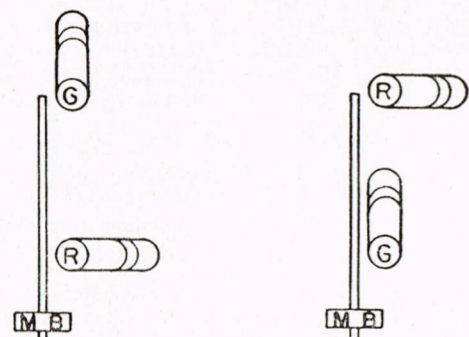


Fig. 272D

Fig. 272E

INDICATION—Proceed.

300A

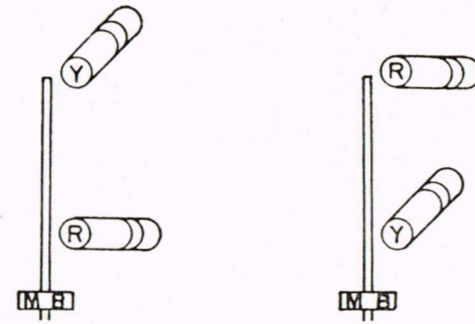


Fig. 282A

Fig. 282B

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

300B

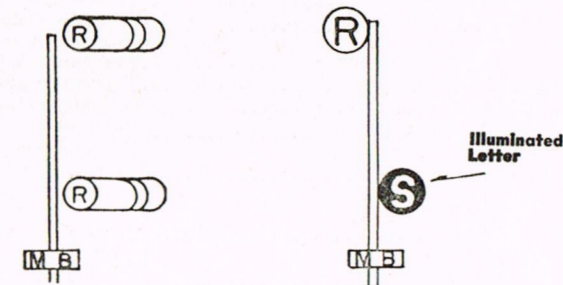


Fig. 292A

Fig. 292B

INDICATION—Stop.

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.

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.

663b. AUTOMATIC INTERLOCKING.

Peoria—

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

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

INTERLOCKING LIMITS.

Interlocking limits at
Mortimer,
Dunkirk,
Ridgeway,
cover tracks between interlocking and remote control signals.

703. MAKE-UP OF FREIGHT TRAINS.

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

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

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

705. LEAVING CARS ON SIDE TRACKS.

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

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

824. MAKE-UP OF PASSENGER, MAIL, EXPRESS 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.

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.

RAIL DIESEL CARS, CLASS RDC.

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

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

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

MOVEMENT OF DEAD ENGINES IN TRAINS.

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

AIR BRAKES.

Passenger Equipment Cars handled in Passenger, Mail, Baggage, Express and Dead Head 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 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 independent brake in running position.
2. Place automatic brake in running position.
3. Place throttle in idle, selector handles in "Off" and remove reverser handle.
4. Pull out generator field switch or, if equipped, place generator field circuit breaker in "Off". (Leave all other switches and circuit breakers in running position if desired).
5. Apply hand brakes.
6. If on grade, chain or block wheels.
7. All electric control jumpers must remain connected between units.
8. Close doubleheading cock. (No. 6 B.L. Eqp. Place 3 way cock in position dead).
9. If oil engine is shut down—pull main battery switch, also open dead engine fixture.
10. Enginemen 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.

LUBRICATION AND CARE OF JOURNAL BOXES.

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

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

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

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

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

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

Cooling Compound.

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

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

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

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

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

FATALITIES.

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.

RAIL DETECTOR CARS AND CLEARANCE CAR X-8016.

Cars operating under own power:

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

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

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

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

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

In Automatic Train Stop territory, if car is not equipped with Automatic Train Stop device, movements will be 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."

OVERHEAD CLEARANCES.

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

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

J. W. CROWLEY, Division Superintendent

A. L. JOHNSON, Transportation Superintendent

R. J. HARDENBERGH, Division Engineer.

L. W. PROBASCO, Assistant Transportation Superintendent

B. J. MURPHY, Assistant Division Engineer.

R. L. WALCUTT, Assistant Transportation Superintendent
Labor Relations

P. BUTTE, Chief Train Dispatcher

F. K. PICKETT }
R. R. THOMPSON } Train Masters
T. A. RILEY }
J. W. MEADOWS }

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

L. A. BRANDT, Assistant Train Master

F. E. SNIDER, Rules Examiner

R. W. MOSS, Road Foreman

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

V. E. SCOTT, Master Mechanic

SPEED RESTRICTIONS

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

GENERAL
(Unless otherwise restricted)

Engines:				
Nos. 509 to 510 with traction motor pin engaged.....	25			
Nos. 509 to 510 with traction motor pin removed.....	45			
Nos. 567 to 957.....	45			
Nos. 1000 to 8357, light or with cabooses, limited to maximum track speed but not to exceed.....	60			
Nos. 8400 to 9820, light or with cabooses, limited to maximum track speed but not to exceed.....	45			
Nos. 1000 to 5104				
6600 to 6903, running backward.....	30			
Nos. 1000 to 5104				
6600 to 6903, running backward by night over public crossings.....	15			
1000 to 3372	65	6005 to 6006	65	
3700 to 3701	65	6007	70	
3702 to 3709	70	6008 to 6010	65	
3800 to 3803	65	6012 to 6022	65	
3804 to 3821	70	6025 to 6026	65	
5000 to 5005	75	6028 to 6038	65	
5006 to 5017	65	6041 to 6075	65	
5100 to 5101	75	6200 to 6236	60	
5102 to 5104	65	6600 to 6903	70	
5600 to 5609	65	7000 to 7012	70	
5610 to 5611	70	7100 to 7118	65	
5612 to 5623	65	8000 to 8008	65	
5624 to 5625	70	8100 to 8113	60	
5626 to 5708	65	8201 to 8220	65	
5713 to 5737	65	8222 to 8224	65	
5808 to 5827	65	8227 to 8248	65	
5900 to 5903	70	8250	65	
5904 to 5927	65	8255 to 8265	65	
5949 to 5998	65	8268 to 8269	65	
5999	70	8271	65	
6000 to 6001	65	8275 to 8276	65	
6002	70	8278 to 8285	65	
6003	65	8287 to 8289	65	
6004	70			

8291 to 8292	65	8338	75
8295 to 8305	65	8340 to 8342	75
8307 to 8309	65	8344 to 8348	75
8311 to 8316	65	8351 to 8352	75
8318 to 8333	65	8353 to 8357	65
8335 to 8337	65	8400 to 9820	45

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.....
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

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 Deadhead Equipment 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	Postoria: 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 Bannan.....	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 Transportation Superintendent.
- Rossford Ordnance Depot: North and south connections, over bridge: All engines
- Findlay: Differential Car Co., South Plant, over bridge: All engines. Cars with capacity of 70 tons or more.
- Johnstown: Johnstown Lumber track; over unloading pit: All engines. Cars with capacity of 70 tons or more.
- New Lexington: Over Bridge 390.1 on Interchange track: All engines. Cars with capacity of 70 tons or more.
- Nitro: General Chemical Company track, over pit—All engines.

Cedar Grove:

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

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

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

Bigley Ave.—Hitop:

Between Kendalia and Hitop: Diesel engines Nos. 526 to 566* 1014 to 1040, 1044 to 1123, 1647 to 1662, 1677 to 1873, 2414 to 2474, 3323 to 3821, 4000 to 4507, 5000 to 5100, 5102 to 8411, 8700 to 9304, 9311 to 9516, 9628 to 9646.

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

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

TOLEDO TO COLUMBUS SOUTHWARD			COLUMBUS TO TOLEDO NORTHWARD — SECOND CLASS					
Miles from Toledo Read Down	STATIONS		Miles from Columbus Read Up	91	77	95	97	99
	LEAVE	ARRIVE		Through Daily	Local Daily Except Sunday	Through Daily	Through Daily	Through Daily
	A.M.	A.M.		A.M.	A.M.	P.M.	P.M.	A.M.
0.0	Toledo Union Station		134.5					
5.3	Stanley Tower		129.2					
5.9	Stanley Yard		128.6					
10.1	Lime City		124.4					
15.9	Dunbridge		118.6					
22.0	Bowling Green		112.5					
31.3	Cygnets		103.2					
35.6	Galatea		98.9					
40.2	Mortimer		94.3					
44.6	North Findlay		89.9					
45.4	Findlay		89.1					
48.1	Hancock		86.4					
55.3	Arlington		79.2					
62.5	Dunkirk		72.0					
73.5	Kenton		61.0					
74.5	Erie Crossing		60.0					
82.8	Ridgeway		51.7					
91.0	West Mansfield		43.5					
98.8	Peoria		35.7					
105.5	Marysville		29.0					
190.3	Scottslawn		25.2					
118.3	Kile		16.2					
123.8	Renner		10.7					
126.2	Highway		8.3					
127.6	Mounds		6.9					
128.7	Stonington		5.8					
131.7	Grandview		2.8					
132.5	West Columbus		2.0					
134.5	Columbus Union Station		0.0					

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
	LEAVE	ARRIVE		Through Daily	Through Daily	Local Tuesday, Thursday, Saturday Only	Through Daily	Through Daily	Through Daily	Through Daily	Through Daily
	A.M.	A.M.		A.M.	A.M.	A.M.	A.M.	P.M.	A.M.	P.M.	P.M.
0.0	Columbus Union Station		125.2								
2.0	West Columbus		123.2								
4.5	Frankfort Street		120.7								
8.8	Bannon		116.4								
12.3	Truro		112.9								
20.1	Pickerington		105.1								
23.7	Harley		101.5								
28.3	Basil		96.9								
28.8	Baltimore		96.4								
31.9	Thurston		93.3								
34.6	Pleasantville		90.6								
44.9	Bremen		80.3								
51.7	Junction City		73.5								
56.3	New Lexington		68.9								
61.2	Clay Bank		64.0								
67.3	Rendville		57.9								
68.5	Corning		56.7								
76.5	Glouster		48.7								
82.7	Poston Mine		42.5								
85.3	Chauncey		39.9								
89.8	Armitage		35.4								
91.7	Grosvenor		33.5								
101.1	Albany		24.1								
124.5	Hobson		0.7								
125.2	Hobson Jct.		0.0								

HOBSON JCT. TO SWISS SOUTHWARD FIRST CLASS			SWISS TO HOBSON JCT. NORTHWARD — FIRST CLASS					SECOND CLASS		
296 See Note	298 See Note	Miles from Columbus Read Down	STATIONS		Miles from Swiss Read Up	299	297	31	33	35
			LEAVE	ARRIVE		See Note	See Note	Through Daily	Through Daily	Through Daily
			Daily Except Sat. & Sun.	Daily Except Sat. & Sun.		Daily Except Sat. & Sun.	Daily Except Sat. & Sun.	A.M.	P.M.	A.M.
		125.2	Hobson Jct.		115.9			4.20	12.30	8.30
		134.8	Kanauga		106.3			3.50	11.55	7.55
		151.6	Arbuckle		89.5			3.10	11.13	7.10
		155.5	Robertsburg		85.6			3.02	11.05	7.02
		163.7	Rumer		77.4			2.40	10.45	6.42
		168.1	Red House		73.0					
		169.7	Courtney		71.4			2.20	10.30	6.27
		176.7	Putnam		64.4			2.05	10.20	6.09
		179.8	Nitro		61.3			2.00	10.15	6.04
		184.3	Institute		56.8			1.52	10.00	5.56
		185.1	College Station		56.0					
		187.3	Dunbar		53.8			1.48	9.51	5.51
		190.5	Shorr		50.6			1.42	9.45	5.45
		191.5	W. Charleston		49.6					
		193.5	Bigley Ave. Jct.		47.6					
		194.3	Charleston		46.8			1.25	9.30	5.30
		196.0	Stuart		45.1			1.20	9.20	5.20
		199.2	Port Amherst		41.9					
		201.5	Levi		39.6			1.00	9.00	5.00
		204.8	Belle		36.3			12.55	8.55	4.55
		208.0	Dickinson		33.1			12.30	8.30	4.30
		212.4	Cedar Grove		28.7			A.M.	A.M.	P.M.
		214.7	Midwest		26.4					
		221.2	Smithers		19.9					
		224.7	Alloy		16.4					
		225.3	D. B. Tower		15.8					
		231.5	Gauley Bridge		9.6					
		237.0	Belva		4.1					
		241.1	Swiss		0.0					

Nos. 296, 297, 298 and 299 will not operate from May 29 to and including September 1, 1958.
Time shown at Hobson Jct. is for information only.
CHARLESTON: The time of second-class trains applies to switch leading to B&O Yard just south of Capitol St.

TOLEDO TO THURSTON SOUTHWARD — FIRST CLASS			THURSTON TO TOLEDO NORTHWARD — FIRST CLASS					SECOND CLASS		
294 See Note	Miles from Toledo Read Down	STATIONS		Miles from Thurston Read Up	295	51	53	Miles from Columbus Read Down	299	297
		LEAVE	ARRIVE		See Note	Local Tuesday Thursday Saturday Only	Local Daily Except Sunday			
		A.M.	A.M.		Daily	A.M.	P.M.			
	1.35	0.0	Toledo Union Station	149.0				125.2		
	1.50	5.3	Stanley Tower	143.7				134.8		
		9.0	Stanley Yard	140.0				151.6		
		11.2	Stony Ridge	137.8				155.5		
		15.6	Luckey	133.4				163.7		
		18.6	Pemberville	130.4				168.1		
		22.5	Woodside	126.5				169.7		
		32.2	Norris	116.8				176.7		
		36.7	Fostoria	112.3				179.8		
		41.1	Landgraf	107.9				184.3		
		47.5	Berwick	101.5				185.1		
		56.2	Sycamore	92.8				187.3		
		65.1	Spore	83.9				190.5		
		71.3	Bucyrus Yard	77.7				191.5		
		80.7	Martel	68.3				193.5		
		88.6	Edison	60.4				194.3		
		89.7	Mt. Gilead Jct.	59.3				196.0		
		90.5	Mt. Gilead	60.1				199.2		
		89.7	Mt. Gilead Jct.	59.3				201.5		
		100.3	Marengo	48.7				204.8		
		109.6	Centerburg	39.4				208.0		
		119.7	Johnstown	29.3				212.4		
		130.9	Granville	18.1				214.7		
		134.6	Heath	14.1				221.2		
		139.9	Hebron	9.1				224.7		
		149.0	Thurston	0.0				225.3		

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. 294 will stop on signal at Fostoria to receive or discharge revenue passengers.
C—No. 295 will stop on signal at Fostoria to receive or discharge revenue passengers.

BIGLEY AVE. JCT. TO HITOP

SOUTHWARD—FIRST CLASS

Miles from Bigley Ave. Jct.	STATIONS	299 See Notes		297 See Notes	
		Local Passenger	Daily Except Sat. & Sun.	Local Passenger	Daily Except Sat. & Sun.
LEAVE		A.M.	P.M.		
.....	Charleston.....	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		
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.....	f 7.25	f 4.15		
ARRIVE		A.M.	P.M.		

HITOP TO BIGLEY AVE. JCT.

NORTHWARD—FIRST CLASS

Miles from Hitop	STATIONS	298 See Notes		296 See Notes	
		Local Passenger	Daily Except Sat. & Sun.	Local Passenger	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		
26.8	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		
.....	Charleston.....	9.16	5.57		
ARRIVE		A.M.	P.M.		

MBS

MBS

Time shown at Charleston is for information only.

No. 299 and No. 296 will stop on flag at Lilly Street, about one mile south of Bigley Ave. Jct.

No. 297 will stop before crossing Spring St., Charleston, then proceed at slow speed over crossing.

Nos. 299 and 297 have right over Nos. 298 and 296 Bigley Ave. Jct. to Hitop.

Nos. 296, 297, 298 and 299 will not operate from May 29 to and including September 1, 1958.

SPEED TABLE

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

Time per Mile	Miles per Hour	Time per Mile	Miles per Hour	Time per Mile	Miles per Hour	Time per Mile	Miles per Hour
0 min. 36 sec.	100.00	0 min. 50 sec.	72.00	1 min. 5 sec.	55.38	2 min. 0 sec.	30.00
0 " 40 "	90.00	0 " 51 "	70.59	1 " 10 "	51.43	2 " 10 "	27.69
0 " 41 "	87.80	0 " 52 "	69.23	1 " 15 "	48.00	2 " 20 "	25.71
0 " 42 "	85.71	0 " 53 "	67.92	1 " 20 "	45.00	2 " 30 "	24.00
0 " 43 "	83.72	0 " 54 "	66.67	1 " 25 "	42.35	2 " 40 "	22.50
0 " 44 "	81.82	0 " 55 "	65.45	1 " 30 "	40.00	2 " 50 "	21.18
0 " 45 "	80.00	0 " 56 "	64.29	1 " 35 "	37.89	3 " 0 "	20.00
0 " 46 "	78.26	0 " 57 "	63.16	1 " 40 "	36.00	3 " 30 "	17.14
0 " 47 "	76.60	0 " 58 "	62.07	1 " 45 "	34.29	4 " 0 "	15.00
0 " 48 "	75.00	0 " 59 "	61.02	1 " 50 "	32.73	5 " 0 "	12.00
0 " 49 "	73.47	1 " 0 "	60.00	1 " 55 "	31.30	6 " 0 "	10.00

STATIONS, OFFICE CALLS AND OFFICE HOURS

WESTERN SUB-DIVISION Stanley Tower to Corning

STATIONS	Miles from Toledo	Office Calls	* Train Order Office	* Manual Block Station	Rule 221
STANLEY TOWER..... Open day and night.	6.3	SA	*	*	C
STANLEY YARD..... Open day and night.		WI	*	*	
LIME CITY..... DUNBRIDGE..... Open daily 8:00 A.M. to 5:00 P.M. except Sat. and Sun.	10.1 15.9	DU	*	*	C
BOWLING GREEN..... CYGNET..... Open 7:00 A.M. to 4:00 P.M. daily except Sat. and Sun.	22.0 31.3	CY	*	*	C
GALATEA..... MORTIMER..... Open day and night.	35.6 40.2	W S	*	*	C
NORTH FINDLAY..... Open day and night.	44.6	FY	*	*	C
FINDLAY..... HANCOCK..... A. C. & Y. R. R. CROSSING.....	45.4 48.1 54.9				
ARLINGTON..... Open daily 8:00 A.M. to 5:00 P.M. except Sun.	55.3	RG	*	*	C
DUNKIRK..... KENTON..... Open day and night.	62.5 73.5	DK KO	*	*	C
ERIE CROSSING.....	74.5				
RIDGEWAY..... Open day and night.	82.8	WA	*	*	C
HORTON..... WEST MANSFIELD..... Open daily 8:00 A.M. to 5:00 P.M. except Sat. and Sun.	86.8 91.0	WM	*	*	C
PEORIA.....	98.8				
MARYSVILLE..... Open 11:55 P.M. to 3:55 P.M. daily except closed 3:55 P.M. to 11:55 P.M.	105.5	MV	*	*	C
OHIO DIVISION CROSSING..... SCOTTSBLAWN..... KILE..... Open daily 8:00 A.M. to 5:00 P.M. except Sun.	106.6 109.3 118.3	KI	*	*	C
RENNER..... HIGHWAY..... MOUNDS..... Open day and night.	123.8 126.2 127.6	MU	*	*	C
STONINGTON.....	128.7				
GRANDVIEW..... Open day and night.	131.7	BJ	*	*	C
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	*	*	C
SOUTH COLUMBUS..... BANNON..... WOODLAND AVE..... EAST COLUMBUS..... TRURO..... Open daily 9:00 A.M. to 5:00 P.M. except Sat. and Sun.	136.3 137.4 148.9 136.6 142.5				
PICKERINGTON..... Open daily 7:30 A.M. to 4:30 P.M. except Sat. and Sun.	150.3	IN	*	*	C
HARLEY..... BASIL..... BALTIMORE..... Open daily 9:00 A.M. to 6:00 P.M. except Sat. and Sun.	154.5 158.5 159.1	BO	*	*	C
THURSTON..... Open day and night.	162.1	H	*	*	C
PLEASANTVILLE..... RUSHVILLE..... BREMEN..... Open day and night.	164.8 170.6 176.1	BM	*	*	C
JUNCTION CITY..... NEW LEXINGTON..... Open day and night.	182.0 186.3	JU BD	*	*	C
CLAYBANK..... RENDVILLE..... CORNING..... Open day and night.	191.8 197.4 198.7	CN	*	*	

EASTERN SUB-DIVISION Stanley Tower to Thurston

STATIONS	Miles from Toledo	Office Calls	* Train Order Office	* Manual Block Station	Rule 221
STANLEY TOWER..... Open day and night.	6.3	SA	*	*	
SO..... STONY RIDGE..... Open daily 8:00 A.M. to 5:00 P.M. except Sat. and Sun.	9.0 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..... WAYNE..... NORRIS.....	22.5 26.1 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..... BERWICK..... Open day and night.	45.5 47.5	BE	*	*	C
McCUTCHEVILLE..... A. C. & Y. R. R. CROSSING..... SYCAMORE..... Open daily 8:00 A.M. to 5:00 P.M. except Sat. and Sun.	50.6 55.3 56.2	SY	*	*	C
DEUNQUAT.....	58.7				
LEMERT..... SPORE..... PENNSYLVANIA R. R. TOWER..... Open day and night.	61.8 65.1 70.6	UR	*	*	C
BUCYRUS YARD.....	71.3				
MARTEL..... Open day and night.	80.7	RM	*	*	C
EDISON..... Open day and night.	88.6	AD	*	*	C
MT. GILEAD JCT..... MT. GILEAD..... Open daily 8:00 A.M. to 5:00 P.M. except Sat. and Sun.	89.7 90.5	MG			
FULTON..... MARENGO..... Open daily 8:00 A.M. to 5:00 P.M. except Sat. and Sun.	96.0 100.3	FU MO			
PENNSYLVANIA R. R. TOWER..... Open day and night.	109.3	CR	*	*	C
CENTERBURG.....	109.6	CU			
CROTON..... JOHNSTOWN..... Open daily 7:30 A.M. to 4:30 P.M. except Sat. and Sun.	113.9 119.7	JO	*	*	C
ALEXANDRIA..... GRANVILLE..... Open daily 8:00 A.M. to 5:00 P.M. except Sat. and Sun.	126.0 130.9	G	*	*	C
HEATH..... Open day and night.	134.7	FN	*	*	C
HEBRON..... Open daily 8:00 A.M. to 5:00 P.M. except Sat. and Sun.	139.9	HN	*	*	C
MILLERSPORT..... THURSTON..... Open day and night.	145.0 149.0	H	*	*	C
THURSTON TO ZANESVILLE Z. & W. SUB-DIVISION	Miles from Thurston				
NEW SALEM..... THORNVILLE..... Open daily 9:00 A.M. to 1:00 P.M. except Sunday.	3.9 9.3	J RN	*	*	C
WALSER..... YOST.....	12.2 13.7				
GLENFORD..... GLASS ROCK..... FULTONHAM..... Open daily 7:15 A.M. to 11:15 P.M. except Sunday.	15.3 17.1 27.6	FM	*	*	
PITTSBURGH PLATE GLASS CO. CROSSING.....					
WHITE COTTAGE..... ELIZABETH..... DARLINGTON..... FERRO.....	29.9 31.9 34.0 37.1				

STATIONS, OFFICE CALLS AND OFFICE HOURS

Z. & W. SUB-DIVISION—Continued Stanley Tower to Thurston

STATIONS	Miles from Toledo	Office Calls	* Train Order Office	* Manual Block Station	Rule 221
MUSKINGUM	34.9				
SOUTH ZANESVILLE	35.7				
SPANGLER	36.3	RS			
ZANESVILLE	38.6	JR			

SOUTHERN SUB-DIVISION Corning to Swiss

STATIONS	Miles from Corning	Office Calls	* Train Order Office	* Manual Block Station	Rule 221
CORNING	0.0	CN	*	*	
Open day and night.					
GLOUSTER	8.0	GX	*	*	C
Open daily 7:00 A.M. to 3:00 P.M. except Sat. and Sun.					
CHAUNCEY	16.8	CH	*	*	C
Open daily 7:00 A.M. to 4:00 P.M. except Sat. and Sun.					
ARMITAGE	21.3	AN	*	*	C
Open day and night.					
WEST ATHENS	23.2	BX	*	*	C
GROSVENOR	23.2	AS	*	*	C
Open day and night.					
ALBANY	32.6	BN	*	*	C
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	HO	*	*	
Open day and night.					
CHESHIRE	66.3	CK	*	*	C
KANAUGA	66.3	GI	*	*	C
Open day and night.					
GALLIPOLIS	68.8				
POINT PLEASANT	68.8				
LEON	80.5				
ARBUCKLE	83.1	MA	*	*	C
Open daily 7:00 A.M. to 3:00 P.M. except Sunday.					
ROBERTSBURG	87.0				
BUFFALO	90.3				
RED HOUSE	99.6	RH	*	*	C
Open daily 7:30 A.M. to 4:30 P.M. except Sat. and Sun.					
COURTNEY	101.2				
PUTNAM	108.2				
NITRO	111.3	NI	*	*	C
Open day and night, except closed Saturday 11:00 P.M. to Sunday 11:00 P.M.					
SATTES	113.3				
INSTITUTE	115.7	NS	*	*	C
Open day and night.					
DUNBAR	118.8	DA	*	*	C
Open daily 3:30 P.M. to 11:30 P.M. except Sat. and Sun.					
SHORR	122.0	SR	*	*	C
Open day and night.					
WEST CHARLESTON	123.0				
BRIDGE JUNCTION	123.0				
BIGLEY AVE. JCT.	125.3				
CHARLESTON	125.8	RN	*	*	
Open day and night except closed Sun. 7:00 A.M. to 3:00 P.M.					
MORRIS STREET JCT.	126.0				
STUART	127.5				
PORT AMHERST	130.7	QD	*	*	C
Open daily except closed Sat. 7:00 A.M. to Mon., 7:00 A.M. and closed 7:00 P.M. to 11:00 P.M. Mon. through Fri.					

SOUTHERN SUB-DIVISION—Continued Corning to Swiss

STATIONS	Miles from Corning	Office Calls	* Train Order Office	* Manual Block Station	Rule 221
LEVI	133.0	V	*	*	C
BELLE	136.3	BL	*	*	C
Open 7:00 A.M. to 4:00 P.M. daily except closed Sat. and Sun.					
DICKINSON	139.5	QS	*	*	
Open day and night.					
CEDAR GROVE	143.9				
MIDWEST	146.2	RS		*	
DUNNS	150.6				
CANNELTON	151.9				
SMITHERS	152.7	C	*	*	C
7:30 A.M. to 4:30 P.M. daily except Sunday.					
HAREWOOD	155.1	BJ			
BOOMER	155.1				
ALLOY	156.2				
DB TOWER	156.8	DB	*	*	C
Open day and night.					
GAULEY BRIDGE	163.0	GB	*	*	C
9:00 A.M. to 6:00 P.M. daily except Sunday.					
BELVA	168.5				
BEECH GLEN	170.7				
SWISS	172.6				

HITOP BRANCH

STATIONS	Miles from Bigley Ave. Jct.	Office Calls	* Train Order Office	* Manual Block Station	Rule 221
BIGLEY AVE. JCT.	0.0				
ELKVIEW	11.5				
BLUE CREEK	13.4				
PENTACRE	19.4				
QUICK	21.6				
SANDERSON	25.0				
CAMELOT	28.1				
WILLS HOLLOW	32.2				
BLAKELEY	33.5				

SOUTHERN SUB-DIVISION Glouster to Shawnee

STATIONS	Miles from Glouster	Office Calls	* Train Order Office	* Manual Block Station	Rule 221
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				

Z&W SUB-DIVISION Fultonham to Rendville

STATIONS	Miles from Fultonham	Office Calls	* Train Order Office	* Manual Block Station	Rule 221
CANNON	2.1				
SALTILLO	4.6	SA			
CROOKSVILLE	8.9	CK	*	*	C
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				

OHIO CENTRAL DIVISION

