

# THE BALTIMORE AND OHIO RAILROAD COMPANY

WESTERN REGION

“SAFETY ABOVE EVERYTHING”



TOLEDO DIVISION

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**TIME-TABLE No. 40**

**40**

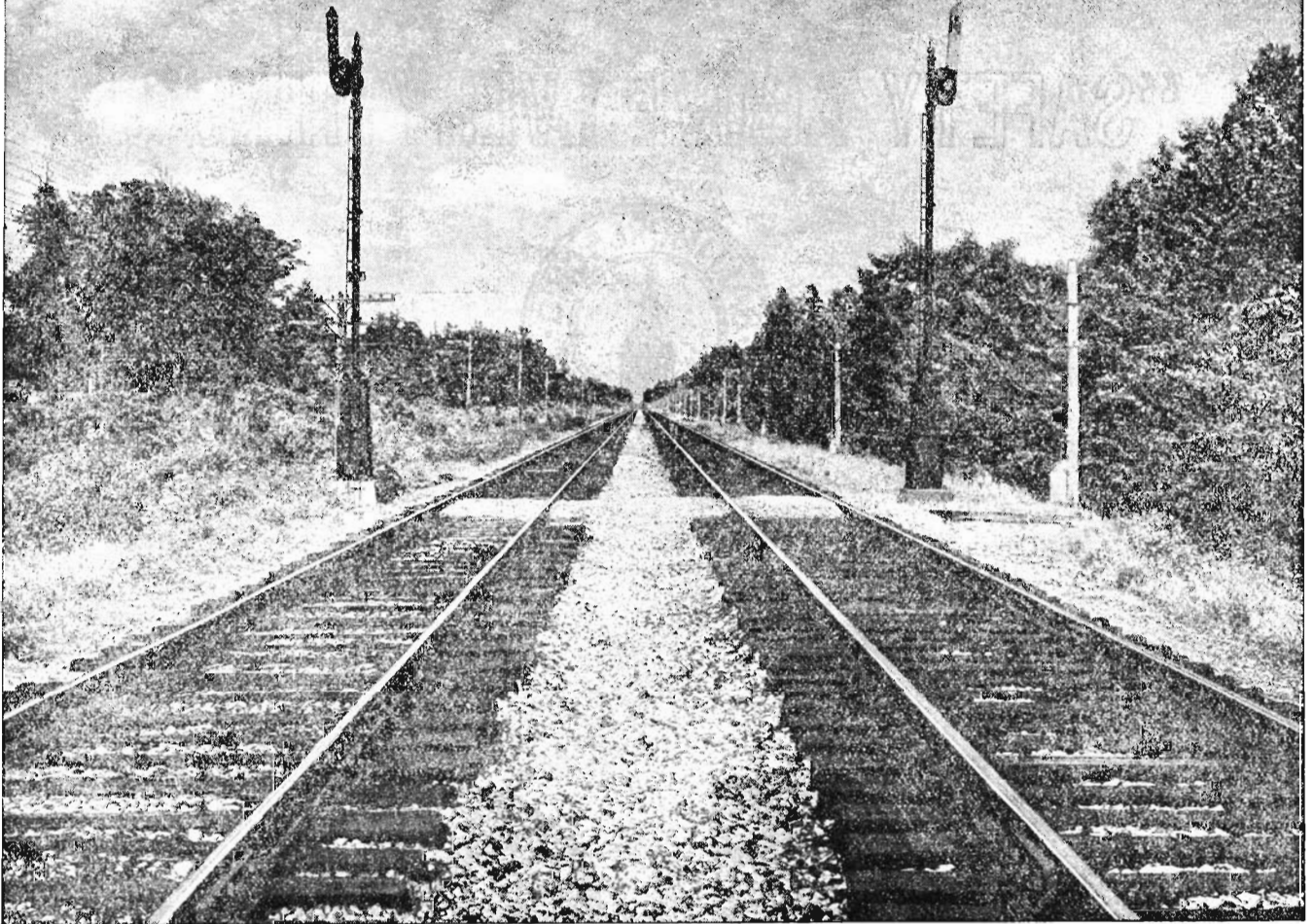
EFFECTIVE 12.01 A. M., EASTERN STANDARD TIME

**SUNDAY, DECEMBER 6, 1942**

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H. C. BATCHELDER,  
*Superintendent*

# "RIGHT OF WAY FOR THE U.S.A."



**U**NCLE SAM gets the green light on the railroads today. We're sure you'd want it that way—for America has a war to fight all over the world, and a job at home to produce and deliver in overwhelming volume the things fighting men need. *These come first among the million tons of freight moved a mile on the rails every minute.*

The railroads are united in working with each other — with industry and farmers

—with the government—to keep America's great war program rolling.

Whether the job calls for passenger equipment or freight—whether it's one of moving troops by the hundreds of thousands, moving raw materials or finished fighting machines — every railroad man knows that the first rule today is, "Right of Way for the U. S. A."



ASSOCIATION OF  
**AMERICAN RAILROADS**

WASHINGTON, D. C.

# THE BALTIMORE AND OHIO RAILROAD COMPANY

## Relief Department

W. M. KENNEDY, Superintendent

### MEDICAL AND SURGICAL SERVICE

#### COMPANY'S SURGEONS.

Cincinnati, O.—	{ DR. L. FEID, 818 Union Central Life Bldg. DR. EMIL R. SWEPSTON, 818 Union Central Life Bldg., 4th & Vine Sts. DR. ALOYSIUS J. HUESMAN, 20 Calhoun St. DR. HERMAN KECK, Oculist, 22 W. Seventh St. DR. CHAS. A. HOFLING, Oculist, 707 Race St.
Winton Place, O.—	DR. FOSTER J. BOYD.
Elmwood Place, O.—	{ DR. TILDEN J. BECK, 4848 Paddock Road, Bond Hill, Ohio. DR. S. C. ROUSEY, 707 Worthington Ave., Lockland, O. DR. HOWARD S. JAMES, 200 Worthington Ave. Lockland-Wyoming, Ohio.
Glendale, O.—	DR. GASTON B. HANNAH
Hamilton, O.—	{ DR. MERLE FLENNER. DR. MARK MILLIKIN. DR. NEAL MILLIKIN. DR. MALCOLM BRONSON, Oculist.
Middletown, O.—	{ DR. DAVID F. GERBER. DR. E. O. BAUER.
Carlisle, O.—	DR. N. A. HAMILTON.
Miamisburg, O.—	DR. W. BURNETT WEAVER.
Dayton, O.—	{ DR. E. E. BOHLENDER, 1920 E. 3rd St. DR. ROBT. C. AUSTIN, Fidelity Bldg. DR. BEN F. SUFFRON, Miami Savings Bldg. DR. A. G. FARMER, Oculist, Fidelity Bldg.
Tipp City, O.—	DR. MAYNARD C. KISEK.
Troy, O.—	{ DR. GEORGE E. McCULLOUGH. DR. L. N. LINDENBERGER.
Piqua, O.—	DR. J. F. BEACHLER.
Sidney, O.—	{ DR. CYRIL C. HUSSEY. DR. FRANK S. DOWNEY.
Anna, O.—	DR. D. B. MILLIETTE.
Wapakoneta, O.—	DR. CHAS. C. BERLIN.
Cridersville, O.—	DR. J. H. SCHAEFFER.
Lima, O.—	{ DR. JAMES B. POLING. DR. O. B. STINEB. DR. E. C. YINGLING, Oculist. DR. GEORGE W. KING, Oculist.
Col's Grove, O.—	DR. H. H. SINK.
Ottawa, O.—	DR. CARL H. ZINSMEISTER.
Letpsic, O.—	DR. WILEY HICKEY.
Deshler, O.—	DR. B. L. JOHNSON.
Weston, O.—	DR. CLIFF WETHERELL.
Tontogany, O.—	DR. HENRY J. JOHNSTON.
Haskins, O.—	
Ferrysburg, O.—	{ DR. W. H. RHEINFRANK. DR. D. R. CANFIELD.
Toledo, O.—	{ DR. THOMAS HEATLEY, 2677 Monroe St. DR. ROBERT F. HEATLEY, 203 Colton Bldg. DR. JOS. R. FITZGERALD, 542 Oak St. DR. JOHN D. SUGRUB, 402 Fassett St. DR. WM. O. BONSER, Oculist, 219—15th St.
Findlay, O.—	{ DR. REGINALD S. RILLING. DR. EARL J. THOMAS
Bowling Green, O.—	DR. F. D. HALLECK.
N. Baltimore, O.—	DR. E. A. POWELL.
Xenia, O.—	DR. PAUL D. ESPEY.
Jamestown, O.—	DR. R. L. HAINES.
Washington, C. H., O.—	DR. P. S. CRAIG.
Frankfort, O.—	DR. W. B. SMITH.
Chillicothe, O.—	{ DR. RALPH W. HOLMES. DR. GLEN NISELY, DR. D. A. PERRIN. DR. GEO. S. MYTINGER, Oculist.
Wellston, O.—	DR. HAROLD W. GILLEN, DR. M. D. SMITH.
Greenville, O.—	DR. C. J. MILLS.
Covington, Ky.—	DR. CHAS. J. FARRELL, 1001 Madison Ave.

#### HOSPITALS.

Chillicothe, Ohio—Chillicothe Hospital.  
Cincinnati, Ohio—St. Mary's.  
Dayton, Ohio—The Miami Valley, St. Elizabeth.  
Hamilton, Ohio—Mercy.  
Lima, Ohio—St. Rita's, Lima City.  
Middletown, Ohio—The Middletown Hospital Association.  
Toledo, Ohio—Mercy.  
Troy, Ohio—Stouder Memorial.

#### FIRST AID EMERGENCY CASES.

First Aid emergency cases, with a booklet of instructions enclosed, will be carried on trains and located at every important shop and station. They shall be in direct charge of conductors of freight trains, baggagemen of passenger trains, or conductors if no baggagemen, enginemen of helpers, agents at stations and master mechanic at shops who are responsible for the compliance with the General Notice in reference thereto.

#### EXAMINING POINTS

CINCINNATI, O.—Winton Place Station, Toledo Division.  
Monday and Thursday, 9:00 A.M. to 12:00 Noon.  
CHILlicothe, O.—Wednesday, 2:00 P.M. to 3:00 P.M.  
DAYTON, O.—Union Depot, Tuesday, 11:00 A.M. to 12:00 Noon.  
LIMA, O.—Wednesday, 1:00 P.M. to 2:00 P.M.  
TOLEDO, O.—Wednesday, 2:00 P.M. to 3:00 P.M.

#### MEDICAL EXAMINERS' TERRITORIES.

Cincinnati to Deshler, exclusive.  
Dayton to Union City, both inclusive.  
Dayton to Washington, C. H., exclusive.  
Deshler, exclusive, to Findlay, inclusive.  
Toledo to Deshler, inclusive.  
North Baltimore to Tontogany.  
Washington, C. H., exclusive, to Wellston, inclusive.  
Washington, C. H.

Dr. F. H. Hutohinson,  
Cincinnati, O.  
Dr. G. G. Edwards,  
Willard, O.  
Dr. H. W. Nimal,  
Parkersburg, W. Va.  
Dr. M. H. Koehler,  
Newark, O.

Reports of disabilities and death should be forwarded to the respective Medical Examiners.

#### Rules Governing Services of COMPANY'S SURGEONS.

1. Telegraphic calls for surgeons will have precedence over all other business, except train orders.
2. In cases of injuries to passengers or employees requiring surgical aid, the Surgeon of the Company who can reach the point the quickest will be immediately called by the officer in charge and the case put in his exclusive control. If impossible to secure immediate attendance of Company's Surgeon other surgical aid should be promptly secured to attend until the arrival of the Company's Surgeon.
3. Upon arrival of the Company's Surgeon he shall assume charge of the situation, making proper arrangements with the surgeon already in attendance for the continuance or discontinuance of services.
4. When a number of persons are injured the services of competent surgeons in the vicinity should at once be secured and every attention given the injured. Company's Surgeon should be immediately notified, giving number of persons injured and what will probably be required for their relief.
5. The Company will not be responsible for the employment of other surgeons than those above named, and no obligation of any kind, beyond the services required while awaiting the arrival of the Company's Surgeon, or subsequently arranged for by him, will be assumed by the Company.
6. The officer in charge will arrange to have the injured persons removed from the scene of the accident as promptly as possible, providing an ambulance or other conveyance, and sending a man, or men, with the injured persons when necessary, any expense incurred to be billed direct to the Company or paid by the person in charge, who will present a statement and receive voucher.
7. No important surgical operation should be performed previous to the arrival of the Company's Surgeon, except such as may be required for the immediate safety of the patient.
8. While the Company's Surgeons will be assigned to duty within prescribed limits, they will be expected to go out of such limits whenever required.
9. Employees will be expected, whenever able, to visit the Company's Surgeon's office for treatment.
10. When an injured employee selects a surgeon other than the one appointed, the Company will be relieved of any obligation to pay for his service and such surgeon will look to the employee for his compensation.

E. V. MILHOLLAND, M. D.

Medical and Surgical Director.

# SPECIAL INSTRUCTIONS.

**1. SUPERIORITY OF TRAINS.**  
On single track on 1st, 2nd, 3rd, Wellston, Findlay, Bowling Green, Middletown, P. & T., and Dayton and Union Sub-Divisions, Northward trains are superior to Southward trains and Eastward trains are superior to Westward trains, of the same class.

**EXCEPTIONS TO NO. 1.**  
No. 91 is Superior to No. 92 Meadow Run Wye to Chillicothe;  
No. 11 " " No. 46 Dodson to Union City;  
No. 41 " " No. 40 Deshler Jct., to Findlay;

**2. LOCATION OF STANDARD CLOCKS.**

Cincinnati Jct.,	Lima Crew Dispatcher,
Cincinnati Union Terminal,	North Lima, General Yard
Ivorydale, Round House,	Master's Office,
Elmwood,	Deshler.
South Hamilton,	Tontogany.
Hamilton Telegraph Office and	Toledo, General Yardmaster's Office,
Engine House,	Engine House, Union Station, Dock
East Dayton,	Jct., South Bound Yard Office,
North Dayton,	Chillicothe,
Piqua,	Wellston.

**LOCATION OF WATCH INSPECTORS.**

Cincinnati, O.	The Southam Watch Co., Dixie Terminal Arcade. (4th & Walnut Sts., Room 112, Fourth St. Entrance.
Hamilton, O.	Bentley's, 158 N. High St.
Elmwood Place, O.	Eckerle Jewelry Co., 6104 Vine St.
Dayton, O.	Roston's Jewelers, 12 North Main St.
Piqua, O.	A. Thoma.
Lima, O.	D. K. Powell, 116 W. Market St.
Deshler, O.	E. P. Sharick.
Wellston, O.	Benjamin & Co.
Findlay, O.	Geo. L. Newman, Lobby Ewing Bldg.
Chillicothe, O.	Templin & Griesheimer, 46 North Paint St.
Toledo, O.	Armstrong Watch & Diamond Co., Madison Ave. at St. Clair St., 2nd floor, Produce Exchange Bldg.

**3. REGISTER AND BULLETIN BOARD STATIONS.**

**Registers.**

Cincinnati Union Terminal,	Elmwood Place,	*Tontogany.
Telegraph Office and	Hamilton,	Toledo.
Engine House,	East Dayton,	*Musselman,
Cincinnati Jct.,	North Dayton,	Chillicothe
*Winton Jct.,	*Erie Junction,	*Meadow Run Wye,
*No Bulletin Board,	Deshler,	Wellston,

**BULLETIN BOARDS.**

Cincinnati Union Terminal,	Dayton	Deshler,
Ivorydale Round House,	E. Dayton Crew Disp.,	Toledo Yard Office,
Elmwood Place,	North Dayton,	Toledo Engine House,
Hamilton	Lima Crew Dispatcher	Toledo.
Hamilton Engine House	North Lima General	Chillicothe.
	Yard Master's Office,	Wellston.

Winton Jct. is a register station for first class trains only.  
Elmwood Place, East Dayton, Chillicothe and Deshler are register stations for trains starting and terminating there only.  
Meadow Run Wye is register station for first and third class trains only.

Tontogany is a register station for Bowling Green Sub-Division trains only.

All trains are relieved from examining registers at Winton Jct., North Dayton, Erie Junction, Tontogany and Musselman; provided their superiority is not affected at these points by time table or train orders or it is known that superior trains due have arrived before passing from double to single track. Conductors will then hand off Form C to operator, who will register train.

**4. FORM A.**

Rule 83 (A) is modified to the extent that trains will receive clearance card, Form 13, at Cincinnati Union Terminal, 'instead of Form A.

Only trains operating to Bowling Green Sub-Division will receive Form A at Tontogany. Northward trains on Bowling Green Sub-Division will receive Form A at Galatea instead of N. Baltimore. First-class trains will not leave Hamilton and Lima without Form A. Trains will secure Form A before leaving North Dayton and Washington C. H. Only trains starting from Dayton are required to get Form A at Dayton. Trains will leave Findlay, Dodson and Union City without receiving Form A and No. 91 will leave Wellston without Form A, and rule 83 (B) is modified accordingly. Trains dispatched from East Dayton eastward will receive Form A at Tates Point, and southward over telephone from North Dayton. Trains from Wellston Sub-Division to 1st Sub-Division will get Form A at Tates Point. Before entering Wellston Sub-Division at Tates Point, trains or engines will receive Form A, part A, line 5 from Train Dispatcher. Northward trains on Middletown Sub-Division will receive Form A at New River Junction.

Rule 706-A, is modified to provide that Conductors and Enginemen will carry with them a supply of Form A with carbon paper, and where telephone booths or boxes are not provided with forms, Form A will be made and copy mailed to Supt.

Rule 223, "Rules and Regulations of the Operating Department", effective June 1st, 1941, Page 103 (Clearance Card, Form A), the line under caption "Explanation of Use", appearing at bottom of the page reads:

"(Q) When unable to ascertain the arrival of the preceding train. Rule 109 (C)".

The rule reference should be "110 (C)."

**5. SPEED RESTRICTIONS.**

	Class of Service		
	Passenger and express trains	Passenger trains hand'd by freight engines and fast freight trains	Slow freight local pick-up and work trains
<b>LIMITS</b>			
Between Cincinnati and Toledo.....	65	50	40
Bowling Green sub-division.....	45	30	30
Findlay sub-division.....	20	20	20
P. & T. sub-division.....	20	20	20
Middletown sub-division.....	25	25	25
Dayton and Union sub-division.....	20	20	20
Wellston sub-division.....	45	40	40
Buckeye sub-division.....	10	10	10
(EXCEPT AS NOTED BELOW)			
At certain points permanent speed restrictions are indicated by triangular metal targets, the figures on targets indicating maximum allowable speed.			
Maximum speed of excursion or other special trains made up of open platform equipment, and passenger trains handling equipment with freight car trucks will be 10 miles per hour less than the maximum speed of other passenger trains.			
Entering and leaving sidings and through sidings and crossovers.....	10	10	10
EXCEPTIONS: Entering and leaving and thru all passing sidings Cairo to Haskins, inclusive except north switch Tontogany			
Through interlocking plants and over railroad crossings at grade.....	25	25	25
Engines running backwards on tangents..	35	35	35
Engines running backwards on curves....	20	20	20
Except that on Dayton & Union sub-div....	15	15	15
Engines running backward on tangents...	15	15	15
Engines running backward on curves.....	10	10	10
Trains handling steam cranes, locomotive cranes, pile-drivers, ditchers and similar equipment will not exceed a speed of 30 miles per hour.....			
Trains, the make-up of which includes dead engines, will not exceed a speed of 25 miles per hour.			
Trains handling dead engines WITHOUT SIDE RODS will not exceed a speed of 20 miles per hour.			
Entering double track at ON Cabin and Leaving double track at Kirkwood & North Lima.....	35	25	25
Entering double track at North Dayton and Bates.....	25	25	25
Leaving double track at Erie Jct.....	25	25	25
<b>At Locations of Spring Switches.</b>			
Middletown—Reverse Movement.....	25	25	25
Entering or leaving siding.....	10	10	10
SW Cabin Northward movement.....	30	30	30
Southward movement.....	20	20	20
Southward movement on northward main	25	25	25
Northward movement on southward main	25	25	25
Trains or engines not exceed 15 miles per hour over Bridge 2-11 on Hamilton Belt			
Between Gest Street and Elmwood Place.	50	25	25
Between Gest St. and Storrs.....	10	10	10
Between M. P. 3 to New Connection, Fairmount, north of Hopple St.....	20	20	20
Through Cumminsville.....	25	15	15
Elmwood Place to Carthage.....	30	30	30
Carthage to Glendale.....	60	45	40
Between Woodlawn and Grasselli switch			
Southward Main.....	40	30	30
Northward Main.....	45	45	40
Laurel Ave. Hamilton to Old River Jct....	25	25	25
Within corporate limits of Miamisburg...	25	25	25
Dayton City limits to Washington St....	30	30	30
Washington St. to D. U. Ry.....	15	15	15
D. U. Ry. to Keowee St.....	15	15	15
Keowee St. to Dayton City limits.....	30	30	30
Through Tipp City.....	25	25	25

## SPECIAL INSTRUCTIONS—Continued.

### 5. SPEED RESTRICTIONS—Continued.

LIMITS	Class of Service		
	Passen- ger and express trains	Passen- ger trains handl'd by freight engines and fast freight trains	Slow freight local pick- up and work trains
Between M. P. 75-20 and M. P. 76-25....	50	40	40
Between Station and River Bridge Troy..	20	20	20
Cemetery Curve, north of Troy.....	35	35	35
AK Tower to Wapakoneta Station.....	20	20	20
Bridge 46 near M. P. 125 for S 1 Engines.	20	20	20
Within corporate limits of City of Lima..	25	20	20
CG Tower to Columbus Grove Station..	30	30	30
River Bridge Ottawa to Stock Pen switch.	40	30	30
Through Leipsic.....	25	25	25
Through Perrysburg.....	25	25	25
Bates to Dock Jct. on high speed main....	45	30	30
Dock Jct. to N.Y.C. Jct.....	25	25	25
Over North Dayton Cut-off.....	20	15	15
D. U. Ry. to East First St.....	15	15	15
East First St. to Dayton City limits...	30	30	30
Tates Pt. to Springfield Pike Crossing....	10	10	10
On curves bet. bidge 23 & Cemetery, west of Xenia	30	20	20
Through Xenia & Washington C. H.....	10	10	10
Whetstone curve and Caldwell's Pit curve.	15	15	15
Between switches Musselman.....	30	30	30
Through Chillicothe.....	20	20	20
Byers Jct. to Grand Crossing.....	30	20	20
Between N. Baltimore and Curve south of M. P. 14.....	40		
Through Rudolph.....	30		
South end of reverse curve south of Bowling Green to Fair Ground switch.....	25	20	20
Wye tracks Tontogany & N. Baltimore..	10	10	10
Over highway grade crossing, LeSourdsville	10	10	10
Through Greenville.....	8	8	8
Over Sycamore St. crossing Union City...	10	10	10

Speed of light engines with or without cabooses	Main Line	Bowls Green Sub- Div.	Wellston Sub- Div.	Mid'n and D & U
Passenger Engines.....	50	40	35	20
Freight Engines.....	40	25	30	20
Engines without engine truck	20	20		20

Where speed restrictions are lower than above, all light engines will run five miles per hour less than the speed restriction, except where the speed restriction is 20 miles per hour or less, no further restrictions will apply.

Speed of Relief Trains.	Sub-Divisions			
	Main Line	Bow. Green	Wellston Middletown	Findlay, P. & T. D. & U.
Engine in forward motion..	35	25	25	20
Engine in backward motion	20	20	20	15
With crane ahead of engine	20	20	20	15

Freight trains whose loading consists of 25 or more loaded tank cars, will not exceed speed of forty (40) miles per hour.

Trains and engines will run at restricted speed between Fifth and Baymiller Streets Cincinnati, and Gest Street, and will not pass Freeman Ave., until proceed signal is received from switch tender.

### 6. BRAKEMEN, FLAGMEN AND FLAGGING.

Rule 99 is modified to this extent:  
Third Class trains on D. & U. sub-division between Dodson and Union City, and second class trains on Findlay sub-division between Deshler Jct. and Findlay, are relieved from protecting the rear of their train.

When other trains are run on these sub-divisions, regular trains will be protected by train orders.

Trainmen will flag in both directions over the Dixie highway crossing at South Excello, on Middletown sub-division.

### 7. EXPLOSIVES.

### 8. EXTRA TRAINS.

Rule 97 applies between Cincinnati and North Dayton, and Bates and ON Cabin.

### 9. FIXED SIGNALS.

At Cincinnati Jct., Winton Jct., Elmwood Place, Armco Jct., McComb, Xenia, Chillicothe and Meadow Run Wye where there are no fixed signals as covered by Rule 221 (A), a red flag by day or red light by night will be used to stop trains for delivery of train orders. A train will not pass a signal so displayed unless authorized by Form A. That part of Rule 221 (A) conflicting is modified accordingly.

When a train is stopped by a stop and proceed signal, at or between the switches at Vandalia, it will proceed, preceded by a flagman a sufficient distance to insure full protection, until the next signal can be seen in an approach or clear position, when the flagman may be taken up and train proceed at restricted speed until the signal is reached. Rule 291 is modified accordingly.

Rule No. 283, Page 130, is modified to read:  
Indication—Proceed; medium speed within interlocking limits, or thru non-interlocked switches immediately beyond the signal. Block clear.  
Name— Medium—clear.

Rule No. 287, Page 137, is modified to read:  
Indication—Proceed at Slow Speed, approaching next Signal at Slow Speed.  
Name— Slow—clear.

### Railroad Crossings.

STATION	RAILROAD	Position of signal indicat- ing clear route for Toledo Division Trains.
Storrs.....	C. C. C. & St. L.... and St. Louis Div..	Interlocking
Cincinnati Junction	St. Louis Division...	Horizontal
Cincinnati Junction	Oklahoma Crossing.	Horizontal
Cincinnati Junction	C. & O. of Ind.....	Horizontal
Hamilton.....	Indianapolis Div...	Interlocking
Old River Jct.....	Penna.....	Interlocking
New River Jct.....	Penna.....	Interlocking
Carlisle.....	C. N.....	Interlocking
Miami City Jct....	C. C. C. & St. L....	Interlocking C. T. C.
Miami City Jct....	Penna.....	System
Dayton, Second St.	C. C. C. & St. L....	Interlocking C. T. C.
		System.
Dayton, Home Ave. and Third St....	City Railway Co...	Trainmen flag cross'g
Dayton, First St...	C. C. C. & St. L....	Interlocking
Tates Point—cut off	C. C. C. & St. L....	Interlocking
Tates Point—cut off	Erie.....	Interlocking
Troy.....	C. C. C. & St. L....	Gate clear of track
Piqua Crossing....	Penna.....	Interlocking
AK Tower.....	N. Y. C.....	Interlocking
Erie Junction.....	Erie.....	Diagonal
Lima.....	Penna.....	Interlocking
CG Tower.....	A. C. & Y.....	Interlocking
XN Tower.....	D. T. & I.....	Interlocking
Leipsic Junction...	N. Y. C. & St. L....	Interlocking
Deshler.....	Akron Division...	Interlocking Signals
Bates.....	T. T.....	Interlocking
Penna Jct.....	Penna.....	Interlocking
McComb.....	N. Y. C. & St. L....	Interlocking
E. Middletown....	Penna.....	Trainmen flag cross'g
Xenia.....	Penna.....	Interlocking
Washington C. H..	Newark Division...	Vertical
Washington C. H..	Penna. and D.T.& I.	Vertical
Musselman.....	Ohio Division.....	Interlocking
R K Junction.....	Ohio Division.....	Dual Control switches
Chillicothe.....	N. & W.....	Interlocking
VA Jct.....	C. & O.....	Interlocking
RA Jct.....	C. & O.....	Interlocking
West Junction....	Ohio Division.....	Interlocking
Byers Junction...	Ohio Division.....	Dual Control switches
Coalton.....	C. & O.....	Vertical
Wellston.....	C. & O.....	Vertical
Wellston.....	Buckeye Sub-Div...	Trainmen flag cross'g
P. & E. Crossing...	C. C. C. & St. L....	Gate clear of track
Greenville.....	Penna.....	Interlocking
CN Crossing.....	C. N.....	Interlocking

## SPECIAL INSTRUCTIONS—Continued.

### 10. SPACING TRAINS.

Rules 305 to 377 inclusive are in effect on the Bowling Green Sub-Division.

Rules 505 to 519 inclusive, are in effect between Cincinnati Jct. and Miami City Jct., Second Street Dayton and North Lima, ON Cabin and N. Y. C. Jct., Second Street Dayton and Scale House East Dayton yard.

Between Bates Point and North Dayton, trains will be controlled by block operator located at these points upon authority of train dispatcher and before entering block at either point will receive Form A from block operator. Rule 317 will govern.

On D & U and Wellston Sub-Divisions Rule 91 is modified to provide that trains in the same direction will keep at least ten minutes apart except in closing up at stations.

### 11. HELPER, SWITCH AND YARD ENGINES.

Helper engines may run ahead of second-class trains.

### 12. TELEPHONES.

### 13. AIR BRAKES, HAND BRAKES, TESTING, ETC.

### 14. WATER AND FUEL.

### 15. OPERATING TRAINS BY SIGNAL INDICATION.

Rules 251 to 254 inclusive are in effect between ON Cabin and Bates.

Rules 261 to 264 inclusive are in effect between:  
Bates and N. Y. C. Jct.

Piqua Crossing and Kirkwood.

End of double track North Dayton and south end of west passing siding Needmore.

### CENTRALIZED TRAFFIC CONTROL.

CENTRALIZED TRAFFIC CONTROL Rules 672 to 675 inclusive are in effect between ON Cabin, end of double track, and North Lima, end of double track.

NS Tower, Lima, is initial station for all trains leaving Lima and North Lima on Third Sub-Division.

When trains are run under signal indication, they may display signals. Rule 23-A is modified accordingly.

**Trains will not leave a station in advance of their scheduled time.**

### 16. JOINT OR SPECIAL USE OF TRACKS.

As required by Rule D-151, double track will be designated as indicated:

Southward Main Track No. 1  
Northward Main Track No. 2

On double track, trains and engines may be operated at restricted speed against the current of traffic within yard limits between,

North Lima and Erie Jct.,  
North Dayton and Second St., Dayton,  
Miami City Jct., and WF Cabin,  
Overpeck and Lindenwald,  
Glendale and Cincinnati,

on written instructions of General Yard Master or Terminal Train Master after clearing the track of all opposing trains or engines and providing proper protection for such movement. Rules 106-B, 505, and 512 are modified accordingly.

Trains or engines receiving interlocking signal at Bates, which takes them against the current of traffic, will accept such signal to make movements entirely within yard limits.

Trains and engines will not enter or use east lead Needmore Yard until permission received from Yardmaster.

Unless otherwise specified, east sidings, Troy and Tipp City will be used as southward siding and west sidings as northward siding.

Cincinnati Terminal Sub-Division time table is in effect between Oakley and Terminal Junction; between Oakley and Storrs Junction, via Oklahoma track; and between Winton Junction and Ivorydale Junction.

Cincinnati Union Terminal Company rules govern between Terminal Junction and Union Depot, and Storrs Junction.

At Winton Junction, switch tenders on duty, 6:25 A.M. to 2:25 P.M. and 8:00 P.M. to 4:00 A.M.

Trains 57, 51, 55, 53, 56, 54, 50 and 58 use Winton Junction connection between Winton Junction and Ivorydale Junction. Southward trains using connection will be governed by signal from switch tender.

Northward trains and engines before passing Winton Junction when switch tender is on duty will be governed by hand signal from him. In the absence of signal from switch tender or when

automatic signal 6-8 is in STOP position, trains and engines will stop to clear Winton Road and get instructions over telephone located there. This information to be secured from switch tender when on duty and from Yardmaster at Elmwood Place at other times.

During hours no switch tender on duty at Winton Junction and automatic signal 6-8 not at STOP, Northward trains and engines that are informed of overdue first class trains may proceed.

Yard engines, working in the Iron Track territory, (Toledo Division) will do so under protection at all times.

Engines and cuts moving in either direction between Gest Street and Storrs Yard, will first secure permission from Yardmaster at Storrs.

Penna trains running with current of traffic between Old River Junction and New River Junction will be governed by block signals located at these junctions and may proceed after receiving block signal regardless of over due B. & O. trains.

Trains or engines using Penna tracks at Hamilton must run under control. When necessary to use Penna main track, permission must be received from C.T.C. Operator located at west end of Passenger Station. Switches are electrically locked and derail connected with switch. Conductor or Engineer must report in clear of such main track to C.T.C. Operator after using.

N. Y. C. & St. L. trains running with current of traffic, between Erie Jct. and Lima, will be governed by block signals located at those junctions.

Self guarded frogs have been installed by New York Central in passenger yard Toledo and operation of engines with blind drivers is prohibited.

Dayton Union Ry. Co. rules govern between Second Street and Miami City Junction, and Centralized Traffic Control system is in effect, and the revised Dayton Union Ry. book of Special Instructions governs.

Trains or engines leaving lead track No. 5 at Washington Street, Dayton, will not enter southward main track without permission from the Train Director.

No. 97 operates Bates Point to North Dayton over cut-off.

N. Y. C. time table governs between N. Y. C. Jct. and Toledo.

Ohio Division time table governs between Musselman and RK Junction, and West Junction and Byers Junction.

Penna time table governs between Miami City Jct. and Dodson.

C. & O. time table governs between VA Jct. and RA Jct.

Yard rules apply over P. & T. and Buckeye sub-divisions and from Glen Roy to Wellston.

### 17. MAIL.

57 and 58 reduce speed to twenty five (25) miles per hour thru Columbus Grove to dispatch mail.

No. 57 will reduce speed to twenty (20) miles per hour to dispatch mail at Wapakoneta, Sidney and Piqua Crossing daily; and at Glendale, daily except Sunday.

### 18. TRAIN ORDER STATIONS—IRREGULAR HOURS.

Stations open less than twenty-four hours:

Winton Jct.....	{6:25 A.M. to 2:25 P.M. 8:00 P.M. to 4:00 A.M.
†Middletown.....	6:40 A.M. to 3:40 P.M.
*Tipp City.....	7:30 A.M. to 4:30 P.M.
*Sidney.....	8:00 A.M. to 5:00 P.M.
*Botkins.....	8:00 A.M. to 5:00 P.M.
*Cridersville.....	8:00 A.M. to 5:00 P.M.
*Cairo.....	8:00 A.M. to 5:00 P.M.
*Ottawa.....	8:00 A.M. to 5:00 P.M.
*Custar.....	8:00 A.M. to 5:00 P.M.
*Weston.....	8:00 A.M. to 5:00 P.M.
*Haskins.....	7:30 A.M. to 4:30 P.M.
*Bowling Green.....	8:00 A.M. to 5:00 P.M.
*Armo Jct.....	8:00 A.M. to 5:00 P.M.
*Wellston.....	8:00 A.M. to 5:00 P.M.
*Meadow Run Wye.....	11:00 P.M. to 8:00 A.M.
*Chillicothe.....	7:30 A.M. to 4:30 P.M.
*Frankfort.....	7:00 A.M. to 4:00 P.M.
*Milledgeville.....	7:00 A.M. to 4:00 P.M.
*Jamestown.....	6:30 A.M. to 3:30 P.M.
*Xenia.....	8:00 A.M. to 5:00 P.M.

\*Daily except Sunday.

†Sunday hours as follows:

Middletown..... 5:30 A.M. to 7:30 A.M.

