

The Pennsylvania Railroad

**WESTERN REGION
SOUTHWESTERN DIVISION**

COLUMBUS DIVISION

Time Table No. 28

In effect { 1:01 A. M., E. S. T. } Sunday, Sept. 25, 1938
 { 12:01 A. M., C. S. T. }

FOR THE GOVERNMENT OF EMPLOYEES ONLY

EASTERN STANDARD TIME

**Grogan to Miami Crossing,
and Richmond.**

CENTRAL STANDARD TIME

Richmond to Hawthorne Junction.

J. C. WHITE,
General Manager.

HOWARD GINTER,
Supt. Pass. Transportation.

G. S. WEST,
General Superintendent.

A. F. McSWEENEY,
Supt. Frt. Transportation.

J. T. RIDGELY,
Superintendent.

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<http://PRR.Railfan.net>

2024

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4 GROGAN TO MIAMI CROSSING, AND HAWTHORNE JCT.

Interlockings	Block Stations	Dist. between Stations	Distance from Columbus	STATIONS	Station Signals	Sidings assigned direction Car capacity 45 ft. cars		
						E	W	Both
I	†B	1.1	3.3	GROGAN	FR			
	B	1.7	2.2	JOYCE AVENUE	CW			
	B	0.3	0.5	NEILSTON	JA			
		0.7	0.2	FOURTH STREET				
I	B	0.2	0.2	COLUMBUS	RN			
				HIGH STREET	HS			
I		0.7	0.9	LITTLE MIAMI CROSSING				
		0.5	1.4	DAVIS AVENUE			89	
I		0.5	1.9	B. & O. CROSSING				
I	B	1.5	3.4	MIAMI CROSSING	MI			
		0.1	0.3	FRONT STREET				
		0.2	0.5	DENNISON AVENUE	DS			
I		0.5	1.0	OLENTANGY				
		2.7	3.7	MARBLE CLIFF				
I	B	2.4	6.1	MOUNDS	MU		155	
		4.0	10.1	HILLIARDS				
		2.6	12.7	HAYDEN				
		5.0	17.7	PLAIN CITY		80		
		4.2	21.9	UNIONVILLE		91	97	
I	B	6.1	28.0	MILFORD CENTRE	K		105	
		4.7	32.7	WOODSTOCK				
		2.6	35.3	BRUSH LAKE				
		2.8	38.1	CABLE				
		4.1	42.2	HAGENBAUGH		102	99	
I	B	4.8	47.0	URBANA	BA			
P		1.1	48.1	RICE		96		
		3.0	51.1	WESTVILLE				
		6.0	57.1	GARRETT				
		0.9	58.0	ST. PARIS		185		
		4.6	62.6	CONOVER			114	
		3.5	66.1	FLETCHER				
I	B	6.1	72.2	PIQUA CROSSING	NA			
		0.8	73.0	PIQUA				
		3.1	76.1	CREST				
		3.2	79.3	COVINGTON				
P		2.0	81.3	EAST BRADFORD				
I	B	2.0	83.3	BRADFORD	BF			
P		2.6	85.9	WEST BRADFORD				
		1.2	87.1	GETTYSBURG				
P		5.6	92.7	SWITCH 1, GREENVILLE				
I	B	1.8	94.5	GREENVILLE	V		200	
		2.2	96.7	C. N. CROSSING				
I	B	6.0	102.7	HEWITT	BI		207	
		2.1	104.8	NEW MADISON				
I	B	9.0	113.8	NEW PARIS	RS		196	
I	B	3.6	117.4	GLEN	JC			
		2.0	119.4	TWELFTH STREET				
		0.2	119.6	RICHMOND				
I	B	0.3	119.9	NEWMAN	FT			
		1.8	121.7	EAST HAVEN				
		3.9	125.6	CENTERVILLE				
		2.7	128.3	JACKSONS				
		4.8	133.1	GERMANTOWN				
		1.9	135.0	CAMBRIDGE CITY				
		2.1	137.1	DUBLIN				
		1.1	138.2	DUBLIN JCT.			102	
		3.1	141.3	STRAUGHN				
		3.3	144.6	LEWISVILLE				
I	B	4.3	148.9	DUNREITH	DN	105	100	
		5.1	154.0	KNIGHTSTOWN				
I	B	3.0	157.0	HENRY	HO	104	112	
		1.7	158.7	CHARLOTTSVILLE				
I	B	6.0	164.7	RILEY	GA	100	101	
		2.4	167.1	GREENFIELD				
		3.9	171.0	PHILADELPHIA				
I	B	2.4	173.4	GEM	KY	135	129	
		3.4	176.8	CUMBERLAND				
I	B	3.9	180.7	HAWTHORNE JCT.	NI			
			187.8	INDIANAPOLIS (Inds. Div.)				

NOTE:—(I) Interlocking Station and Plant.
(P) Interlocking Plant—Remote controlled.
(A) Interlocking Plant—Automatic.
(B) Attended Block Station.
(†B) Unattended Block Station.

NOTE.—Block Stations are open continuously except:

Dunreith	Closed	Daily Sunday	3:00 P. M. to 7:00 A. M. 7:00 A. M. to 3:00 P. M.
Milford Centre	Closed	Daily Sunday	4:00 P. M. to 8:00 A. M. 8:00 A. M. to 4:00 P. M.

NOTE.—Unattended Block Stations controlled by open Block Stations:

Sign	Location	Controlled by Signalman	Period Operated
FR	Grogan	Joyce Ave.	Continuously.

NOTE.—Train Order Offices other than Block Stations are open as follows:

RN—Columbus
DS—Dennison Avenue } Continuously.

JOYCE AVENUE TO MIAMI CROSSING, AND HAWTHORNE JCT.

STATIONS	FIRST CLASS			
	201	6241	C&O1471	
	DAILY	DAILY	DAILY	
	A. M.	A. M.	A. M.	
Leave				
JOYCE AVENUE.....	-----	3.00	-----	-----
NEILSTON.....	-----	3.05	-----	-----
COLUMBUS.....	-----	\$ 3.10	-----	-----
	-----	-----	\$ 3.15	-----
DAVIS AVENUE.....	-----	-----	-----	-----
MIAMI CROSSING.....	-----	-----	-----	-----
DENNISON AVENUE.....	-----	-----	3.17	-----
OLENTANGY.....	-----	-----	-----	-----
MARBLE CLIFF.....	-----	-----	-----	-----
MOUNDS.....	-----	-----	-----	-----
HILLIARDS.....	-----	-----	-----	-----
PLAIN CITY.....	-----	-----	-----	-----
UNIONVILLE.....	-----	-----	-----	-----
MILFORD CENTRE.....	-----	-----	-----	-----
WOODSTOCK.....	-----	-----	-----	-----
CABLE.....	-----	-----	-----	-----
HAGENBAUGH.....	-----	-----	-----	-----
URBANA.....	-----	-----	-----	-----
RICE.....	-----	-----	-----	-----
WESTVILLE.....	-----	-----	-----	-----
GARRETT.....	-----	-----	-----	-----
ST. PARIS.....	-----	-----	-----	-----
CONOVER.....	-----	-----	-----	-----
FLETCHER.....	-----	-----	-----	-----
PIQUA CROSSING.....	-----	-----	-----	-----
PIQUA.....	-----	-----	-----	-----
COVINGTON.....	-----	-----	-----	-----
BRADFORD.....	-----	-----	-----	-----
WEST BRADFORD.....	-----	-----	-----	-----
GETTYSBURG.....	-----	-----	-----	-----
GREENVILLE.....	-----	-----	-----	-----
HEWITT.....	-----	-----	-----	-----
NEW MADISON.....	-----	-----	-----	-----
NEW PARIS.....	-----	-----	-----	-----
GLEN.....	-----	1.23	-----	-----
RICHMOND.....	-----	\$ 1.28	-----	-----
	-----	12.40	-----	-----
NEWMAN.....	-----	12.42	-----	-----
CENTERVILLE.....	-----	-----	-----	-----
CAMBRIDGE CITY.....	-----	-----	-----	-----
DUBLIN.....	-----	-----	-----	-----
DUBLIN JCT.....	-----	-----	-----	-----
STRAUGHN.....	-----	-----	-----	-----
LEWISVILLE.....	-----	-----	-----	-----
DUNREITH.....	-----	-----	-----	-----
KNIGHTSTOWN.....	-----	-----	-----	-----
HENRY.....	-----	-----	-----	-----
CHARLOTTESVILLE.....	-----	-----	-----	-----
RILEY.....	-----	-----	-----	-----
GREENFIELD.....	-----	-----	-----	-----
GEM.....	-----	-----	-----	-----
CUMBERLAND.....	-----	-----	-----	-----
HAWTHORNE JCT.....	-----	-----	-----	-----
INDIANAPOLIS (Inds. Div.).....	-----	-----	-----	-----
Arrive	A. M.	A. M.	A. M.	
	201	6241	C&O1471	

FIRST CLASS

27	◇ 227	◇ 41	◇ 31	N&W 533	
DAILY	DAILY	DAILY	DAILY	DAILY	
A. M.	A. M.	A. M.	A. M.	A. M.	
				7.25	
				7.30	
\$ 3.30		\$ 5.18	\$ 5.34	\$ 7.35	
3.56	\$ 4.00	5.28	5.43		
	4.03	5.31	5.46		
	4.07	5.35	5.50		
			Via Cinti. Div.		
3.59					
4.06					
4.23					
4.29					
4.43					
\$ 4.52					
4.54					
5.04					
5.11					
5.18					
\$ 5.23					
5.36					
5.39					
\$ 5.54					
6.04					
6.14			7.47		
\$ 6.19			7.51		
6.24					
5.35			\$ 7.00		
5.36			7.01		
N 5.54					
6.00			7.19		
R 6.07					
6.14			7.28		
6.21			7.35		
6.29			7.43		
\$ 6.34					
6.43			7.50		
6.50			7.56		
\$ 7.03			\$ 8.09		
A. M.	A. M.	A. M.	A. M.	A. M.	
27	227	41	31	N&W 533	

JOYCE AVENUE TO MIAMI CROSSING, AND HAWTHORNE JCT.

8

STATIONS	FIRST CLASS			
	17	217	C&O 1301	
	DAILY	DAILY	DAILY EX. SUN.	
	A. M.	A. M.	A. M.	
Leave				
JOYCE AVENUE.....				
NEILSTON.....				
COLUMBUS.....	\$ 7.52	\$ 8.08	\$ 8.35	
	8.02			
DAVIS AVENUE.....	8.05	8.12		
MIAMI CROSSING.....	8.09	8.15		
DENNISON AVENUE.....	Via		8.37	
OLENTANGY.....	CIntl. Div.			
MARBLE CLIFF.....				
MOUNDS.....				
HILLIARDS.....				
PLAIN CITY.....				
UNIONVILLE.....				
MILFORD CENTRE.....				
WOODSTOCK.....				
CABLE.....				
HAGENBAUGH.....				
URBANA.....				
RICE.....				
WESTVILLE.....				
GARRETT.....				
ST. PARIS.....				
CONOVER.....				
FLETCHER.....				
PIQUA CROSSING.....				
PIQUA.....				
COVINGTON.....				
BRADFORD.....				
WEST BRADFORD.....				
GETTYSBURG.....				
GREENVILLE.....				
HEWITT.....				
NEW MADISON.....				
NEW PARIS.....	10.14			
GLEN.....	10.18			
RICHMOND.....	\$ 9.28			
NEWMAN.....	9.29			
CENTERVILLE.....				
CAMBRIDGE CITY.....				
DUBLIN.....				
DUBLIN JCT.....	9.48			
STRAUGHN.....				
LEWISVILLE.....				
DUNREITH.....	9.58			
KNIGHTSTOWN.....				
HENRY.....	10.05			
CHARLOTTSVILLE.....				
RILEY.....	10.13			
GREENFIELD.....				
GEM.....	10.20			
CUMBERLAND.....				
HAWTHORNE JCT.....	10.27			
INDIANAPOLIS (Inds. Div) S	10.40			
Arrive	A. M.	A. M.	A. M.	
	17	217	C&O 1301	

FIRST CLASS					
215	33	☆ 501	67	6141	
DAILY	DAILY	DAILY EX.SUN.	DAILY	DAILY	
A. M.	A. M.	A. M.	A. M.	A. M.	
				11.43	
				11.47	
			\$ 9.32	\$ 11.50	
	\$ 8.50		9.37		
	8.53		9.40		
	9.01		9.48		
	\$ 9.06				
	\$ 9.18				
	9.24		10.07		
	\$ 9.32		10.13		
	9.47		10.28		
	\$ 9.55		F 10.33		
	9.57		10.35		
	10.07		10.46		
	\$ 10.10				
	10.16				
	10.26		10.59		
	\$ 10.30		F 11.01		
	\$ 10.40				
	\$ 10.50		11.16		
			11.19		
			F 11.31		
			11.41		
11.03			11.51		
\$ 11.08			11.55		
10.18		\$ 10.25	\$ 11.02		
10.20		10.27	11.04		
			11.22		
			11.32		
			11.39		
			11.47		
			11.54		
			12.01		
			\$ 12.14		
A. M.	A. M.	A. M.	P. M.	A. M.	
215	33	501	67	6141	

JOYCE AVENUE TO MIAMI CROSSING, AND HAWTHORNE JCT.

STATIONS	FIRST CLASS			
	☆ 907	207	● 11	
	DAILY	DAILY	DAILY	
	P. M.	P. M.	P. M.	
Leave				
JOYCE AVENUE.....				
NEILSTON.....				
COLUMBUS.....	S 1.30		S 1.31	
			1.41	
DAVIS AVENUE.....	1.34			
MIAMI CROSSING.....	1.37			
DENNISON AVENUE.....	Via			
OLENTANGY.....	CIntl. Div.		1.44	
MARBLE CLIFF.....				
MOUNDS.....			1.52	
HILLIARDS.....				
PLAIN CITY.....				
UNIONVILLE.....			2.08	
MILFORD CENTRE.....			2.13	
WOODSTOCK.....				
CABLE.....				
HAGENBAUGH.....			S 2.27	
URBANA.....			S 2.39	
RICE.....			2.41	
WESTVILLE.....				
GARRETT.....			2.52	
ST. PARIS.....				
CONOVER.....				
FLETCHER.....				
PIQUA CROSSING.....			S 3.07	
PIQUA.....			S 3.13	
COVINGTON.....				
BRADFORD.....			3.26	
WEST BRADFORD.....			3.30	
GETTYSBURG.....			N 3.33	
GREENVILLE.....			S 3.48	
HEWITT.....			3.59	
NEW MADISON.....			N 4.02	
NEW PARIS.....	F 3.58		4.15	
GLEN.....	4.02	4.10	4.20	
RICHMOND.....	S 4.07		S 4.25	
		S 3.20	3.35	
NEWMAN.....		3.22	3.36	
CENTERVILLE.....				
CAMBRIDGE CITY.....			N 3.55	
DUBLIN.....				
DUBLIN JCT.....			4.00	
STRAUGHN.....				
LEWISVILLE.....				
DUNREITH.....			4.11	
KNIGHTSTOWN.....			N 4.17	
HENRY.....			4.22	
CHARLOTTSVILLE.....				
RILEY.....			4.31	
GREENFIELD.....				
GEM.....			4.39	
CUMBERLAND.....				
HAWTHORNE JCT.....			S 4.48	
INDIANAPOLIS (Inds. Div.).....			S 5.02	
Arrive	P. M.	P. M.	P. M.	
	907	207	11	

JOYCE AVENUE TO MIAMI CROSSING, AND HAWTHORNE JCT.

STATIONS	FIRST CLASS			
	◇ 213	◇ 13		
	DAILY	DAILY		
	P. M.	P. M.		
Leave				
JOYCE AVENUE.....	-----	-----	-----	-----
NEILSTON.....	-----	-----	-----	-----
COLUMBUS.....	{ S 7.00	S 6.40 7.15	-----	-----
DAVIS AVENUE.....	7.04	7.18	-----	-----
MIAMI CROSSING.....	7.07	7.22	-----	-----
DENNISON AVENUE.....	-----	Via Cinti Div.	-----	-----
OLENTANGY.....	-----	-----	-----	-----
MARBLE CLIFF.....	-----	-----	-----	-----
MOUNDS.....	-----	-----	-----	-----
HILLIARDS.....	-----	-----	-----	-----
PLAIN CITY.....	-----	-----	-----	-----
UNIONVILLE.....	-----	-----	-----	-----
MILFORD CENTRE.....	-----	-----	-----	-----
WOODSTOCK.....	-----	-----	-----	-----
CABLE.....	-----	-----	-----	-----
HAGENBAUGH.....	-----	-----	-----	-----
URBANA.....	-----	-----	-----	-----
RICE.....	-----	-----	-----	-----
WESTVILLE.....	-----	-----	-----	-----
GARRETT.....	-----	-----	-----	-----
ST. PARIS.....	-----	-----	-----	-----
CONOVER.....	-----	-----	-----	-----
FLETCHER.....	-----	-----	-----	-----
PIQUA CROSSING.....	-----	-----	-----	-----
PIQUA.....	-----	-----	-----	-----
COVINGTON.....	-----	-----	-----	-----
BRADFORD.....	-----	-----	-----	-----
WEST BRADFORD.....	-----	-----	-----	-----
GETTYSBURG.....	-----	-----	-----	-----
GREENVILLE.....	-----	-----	-----	-----
HEWITT.....	-----	-----	-----	-----
NEW MADISON.....	-----	-----	-----	-----
NEW PARIS.....	-----	9.51	-----	-----
GLEN.....	-----	9.56	-----	-----
RICHMOND.....	{ S 10.00	9.13	-----	-----
NEWMAN.....	-----	9.14	-----	-----
CENTERVILLE.....	-----	-----	-----	-----
CAMBRIDGE CITY.....	-----	-----	-----	-----
DUBLIN.....	-----	-----	-----	-----
DUBLIN JCT.....	-----	9.33	-----	-----
STRAUGHN.....	-----	-----	-----	-----
LEWISVILLE.....	-----	-----	-----	-----
DUNREITH.....	-----	9.43	-----	-----
KNIGHTSTOWN.....	-----	-----	-----	-----
HENRY.....	-----	9.50	-----	-----
CHARLOTTSVILLE.....	-----	-----	-----	-----
RILEY.....	-----	9.58	-----	-----
GREENFIELD.....	-----	N 10.02	-----	-----
GEM.....	-----	10.10	-----	-----
CUMBERLAND.....	-----	-----	-----	-----
HAWTHORNE JCT.....	-----	10.17	-----	-----
INDIANAPOLIS (Inds. Div)	-----	S 10.30	-----	-----
Arrive	P. M.	P. M.		
	213	13		

HAWTHORNE JCT., AND MIAMI CROSSING TO JOYCE AVENUE

STATIONS	FIRST CLASS			
	202	6250	C&O1470	
	A. M.	A. M.	A. M.	
Arrive				
JOYCE AVENUE.....		3.02		
NEILSTON.....		2.57		
COLUMBUS.....	\$ 2.55	\$ 2.55		
	\$ 2.10		\$ 3.00	
DAVIS AVENUE.....				
MIAMI CROSSING.....	2.03			
DENNISON AVENUE.....			2.56	
OLENTANGY.....				
MARBLE CLIFF.....				
MOUNDS.....				
HILLIARDS.....				
PLAIN CITY.....				
UNIONVILLE.....				
MILFORD CENTRE.....				
WOODSTOCK.....				
CABLE.....				
HAGENBAUGH.....				
URBANA.....				
RICE.....				
WESTVILLE.....				
GARRETT.....				
ST. PARIS.....				
CONOVER.....				
FLETCHER.....				
PIQUA CROSSING.....				
PIQUA.....				
COVINGTON.....				
BRADFORD.....				
WEST BRADFORD.....				
GETTYSBURG.....				
GREENVILLE.....				
HEWITT.....				
NEW MADISON.....				
NEW PARIS.....				
GLEN.....				
RICHMOND.....				
NEWMAN.....				
CENTERVILLE.....				
CAMBRIDGE CITY.....				
DUBLIN.....				
DUBLIN JCT.....				
STRAUGHN.....				
LEWISVILLE.....				
DUNREITH.....				
KNIGHTSTOWN.....				
HENRY.....				
CHARLOTTSVILLE.....				
RILEY.....				
GREENFIELD.....				
GEM.....				
CUMBERLAND.....				
HAWTHORNE JCT.....				
INDIANAPOLIS (Inds. Div)				
Leave	A. M.	A. M.	A. M.	
	DAILY	DAILY	DAILY	
	◇ 202	6250	C&O1470	

HAWTHORNE JCT., AND MIAMI CROSSING TO JOYCE AVENUE

16

STATIONS	FIRST CLASS			
	204	6050	N&W 536	
	A. M.	A. M.	A. M.	
Arrive				
JOYCE AVENUE.....		8.48	10.51	
NEILSTON.....		8.43	10.47	
COLUMBUS.....		\$ 8.40	\$ 10.45	
DAVIS AVENUE.....				
MIAMI CROSSING.....				
DENNISON AVENUE.....				
OLENTANGY.....				
MARBLE CLIFF.....				
MOUNDS.....				
HILLIARDS.....				
PLAIN CITY.....				
UNIONVILLE.....				
MILFORD CENTRE.....				
WOODSTOCK.....				
CABLE.....				
HAGENBAUGH.....				
URBANA.....				
RICE.....				
WESTVILLE.....				
GARRETT.....				
ST. PARIS.....				
CONOVER.....				
FLETCHER.....				
PIQUA CROSSING.....				
PIQUA.....				
COVINGTON.....				
BRADFORD.....				
WEST BRADFORD.....				
GETTYSBURG.....				
GREENVILLE.....				
HEWITT.....				
NEW MADISON.....				
NEW PARIS.....	6.15			
GLEN.....	6.10			
RICHMOND.....	\$ 6.05			
NEWMAN.....				
CENTERVILLE.....				
CAMBRIDGE CITY.....				
DUBLIN.....				
DUBLIN JCT.....				
STRAUGHN.....				
LEWISVILLE.....				
DUNREITH.....				
KNIGHTSTOWN.....				
HENRY.....				
CHARLOTTSVILLE.....				
RILEY.....				
GREENFIELD.....				
GEM.....				
CUMBERLAND.....				
HAWTHORNE JCT.....				
INDIANAPOLIS (Inds. Div)				
Leave	A. M.	A. M.	A. M.	
	DAILY	DAILY EX. SUN.	DAILY	
	☆204	*6050	N&W 536	

FIRST CLASS					
6	206	C&O 1360	88		
P. M.	A. M.	P. M.	P. M.		
12.01					
\$ 11.30	\$ 11.45	\$ 1.15	\$ 1.20		
11.21	11.38				
		1.11			
			M 1.06		
			1.02		
			N 12.58		
			N 12.45		
			M 12.37		
			N 12.27		
			F 12.18		
			F 12.10		
			12.03		
			S 11.55		
			11.49		
			M 11.44		
			11.35		
			N 11.31		
			N 11.20		
			N 11.13		
			11.03		
			S 11.01		
			N 10.46		
			S 10.39		
			10.36		
			N 10.33		
			S 10.23		
			10.14		
			N 10.09		
			N 9.59		
			9.52		
			9.47		
			S 8.37		
			8.36		
			N 8.25		
			N 8.13		
			N 8.08		
			N 8.02		
			N 7.55		
7.08			N 7.48		
			N 7.36		
7.01			7.31		
			N 7.28		
6.53			7.20		
			N 7.14		
6.45			7.04		
			N 6.58		
6.38			6.53		
\$ 6.25			\$ 6.40		
A. M.	A. M.	P. M.	A. M.		
DAILY	DAILY	DAILY	DAILY		
6	206	C&O 1360	88		

HAWTHORNE JCT., AND MIAMI CROSSING TO JOYCE AVENUE.

STATIONS	FIRST CLASS			
	222	6150	216	
	P. M.	P. M.	P. M.	
Arrive				
JOYCE AVENUE.....		4.50		
NEILSTON.....		4.47		
COLUMBUS.....	S 3.55	S 4.45		
	S 3.45			
DAVIS AVENUE.....				
MIAMI CROSSING.....	3.37			
DENNISON AVENUE.....				
OLENTANGY.....				
MARBLE CLIFF.....				
MOUNDS.....				
HILLIARDS.....				
PLAIN CITY.....				
UNIONVILLE.....				
MILFORD CENTRE.....				
WOODSTOCK.....				
CABLE.....				
HAGENBAUGH.....				
URBANA.....				
RICE.....				
WESTVILLE.....				
GARRETT.....				
ST. PARIS.....				
CONOVER.....				
FLETCHER.....				
PIQUA CROSSING.....				
PIQUA.....				
COVINGTON.....				
BRADFORD.....				
WEST BRADFORD.....				
GETTYSBURG.....				
GREENVILLE.....				
HEWITT.....				
NEW MADISON.....				
NEW PARIS.....				
GLEN.....			4.13	
RICHMOND.....			4.08	
			S 2.56	
NEWMAN.....			2.54	
CENTERVILLE.....				
CAMBRIDGE CITY.....				
DUBLIN.....				
DUBLIN JCT.....				
STRAUGHN.....				
LEWISVILLE.....				
DUNREITH.....				
KNIGHTSTOWN.....				
HENRY.....				
CHARLOTTSVILLE.....				
RILEY.....				
GREENFIELD.....				
GEM.....				
CUMBERLAND.....				
HAWTHORNE JCT.....				
INDIANAPOLIS (Inds. Div)				
Leave	P. M.	P. M.	P. M.	
	DAILY	DAILY	DAILY	
	◇ 222	6150	216	

FIRST CLASS					
66	34	502	208	40	
P. M.	P. M.	P. M.	P. M.	P. M.	
6.44				7.16	
\$ 6.34	\$ 6.10			\$ 7.06	
6.27				6.59	
	6.00				
	5.50				
	5.45				
	\$ 5.39				
	5.25				
	\$ 5.18				
	5.12				
	5.03				
	\$ 5.01				
	4.45				
	\$ 4.43				
	\$ 4.32				
	\$ 4.25				
Via Cintl. Div.					
4.25			6.42		
4.20			\$ 6.37		
\$ 4.15		\$ 5.10	5.32		
3.09		5.08	5.30		
2.42					
2.35					
2.27					
2.19					
2.12					
\$ 1.59					
P. M.	P. M.	P. M.	P. M.	P. M.	
DAILY	DAILY	DAILY ✠EX.SUN.	DAILY	DAILY	
66	34	☆ 502	208	◇ 40	

HAWTHORNE JCT., AND MIAMI CROSSING TO JOYCE AVENUE

STATIONS	FIRST CLASS			
	C&O 1370	230	30	
	P. M.	P. M.	P. M.	
Arrive				
JOYCE AVENUE.....				
NEILSTON.....				
COLUMBUS.....	\$ 8.00	\$ 8.58	\$ 9.08	9.18
DAVIS AVENUE.....				
MIAMI CROSSING.....		8.51	9.01	
DENNISON AVENUE.....	7.54			
OLENTANGY.....				
MARBLE CLIFF.....				
MOUNDS.....				
HILLIARDS.....				
PLAIN CITY.....				
UNIONVILLE.....				
MILFORD CENTRE.....				
WOODSTOCK.....				
CABLE.....				
HAGENBAUGH.....				
URBANA.....				
RICE.....				
WESTVILLE.....				
GARRETT.....				
ST. PARIS.....				
CONOVER.....				
FLETCHER.....				
PIQUA CROSSING.....				
PIQUA.....				
COVINGTON.....				
BRADFORD.....				
WEST BRADFORD.....				
GETTYSBURG.....				
GREENVILLE.....				
HEWITT.....			Via	
NEW MADISON.....			Cinti. Div.	
NEW PARIS.....			7.04	
GLEN.....			7.00	
RICHMOND.....			\$ 6.55	
NEWMAN.....			5.50	
			5.49	
CENTERVILLE.....				
CAMBRIDGE CITY.....				
DUBLIN.....				
DUBLIN JCT.....				
STRAUGHN.....				
LEWISVILLE.....				
DUNREITH.....			5.24	
KNIGHTSTOWN.....				
HENRY.....			5.17	
CHARLOTTESVILLE.....				
RILEY.....			5.09	
GREENFIELD.....				
GEM.....			5.00	
CUMBERLAND.....				
HAWTHORNE JCT.....			4.53	
INDIANAPOLIS (Inds. Div.).....			\$ 4.38	
Leave	P. M.	P. M.	P. M.	
	DAILY EX. SUN.	DAILY	DAILY	
	C&O 1370	230	30	

FIRST CLASS					
908	C&O 1460	N&W 534	102	154	
P. M.	P. M.	P. M.	A. M.	A. M.	
-----	-----	10.18	-----	-----	-----
-----	-----	10.13	-----	-----	-----
-----	-----	\$ 10.10	2.35	4.10	-----
\$ 9.08	\$ 9.50	-----	\$ 2.00	\$ 4.00	-----
-----	-----	-----	-----	-----	-----
-----	-----	-----	1.53	3.48	-----
-----	9.45	-----	-----	-----	-----
-----	-----	-----	-----	-----	-----
8.59	-----	-----	-----	-----	-----
-----	-----	-----	-----	-----	-----
-----	-----	-----	-----	-----	-----
8.39	-----	-----	-----	-----	-----
-----	-----	-----	-----	-----	-----
8.26	-----	-----	-----	-----	-----
\$ 8.19	-----	-----	-----	-----	-----
8.17	-----	-----	-----	-----	-----
-----	-----	-----	-----	-----	-----
8.08	-----	-----	-----	-----	-----
-----	-----	-----	-----	-----	-----
-----	-----	-----	-----	-----	-----
7.52	-----	-----	-----	-----	-----
\$ 7.50	-----	-----	-----	-----	-----
-----	-----	-----	-----	-----	-----
7.39	-----	-----	-----	-----	-----
-----	-----	-----	-----	-----	-----
7.36	-----	-----	-----	-----	-----
\$ 7.27	-----	-----	-----	-----	-----
7.18	-----	-----	-----	-----	-----
-----	-----	-----	Via	Via	-----
-----	-----	-----	Cinti. Div.	Cinti Div.	-----
7.07	-----	-----	11.25	1.35	-----
7.03	-----	-----	11.20	1.30	-----
\$ 6.58	-----	-----	11.15	1.25	-----
-----	-----	-----	\$ 10.00	\$ 12.15	-----
-----	-----	-----	9.58	12.13	-----
-----	-----	-----	-----	-----	-----
-----	-----	-----	-----	-----	-----
-----	-----	-----	-----	-----	-----
-----	-----	-----	9.30	11.45	-----
-----	-----	-----	-----	-----	-----
-----	-----	-----	9.22	11.37	-----
-----	-----	-----	-----	-----	-----
-----	-----	-----	9.13	11.29	-----
-----	-----	-----	\$ 9.09	-----	-----
-----	-----	-----	9.01	11.21	-----
-----	-----	-----	-----	-----	-----
-----	-----	-----	8.53	11.13	-----
-----	-----	-----	\$ 8.40	\$ 11.00	-----
P. M.	P. M.	P. M.	P. M.	P. M.	
DAILY	DAILY	DAILY	DAILY	DAILY	
☆ 908	C&O 1460	N&W 534	102	◇ 154	

TRAINS WAIT FOR CONNECTIONS

JUNCTION	TRAIN	DUE	MINS. WAIT	CONNECTION FROM	DUE	REMARKS
COLUMBUS	No. 6250 CLEVELAND DIV.....	2.55 A. M.	45	No. 202 CINCINNATI DIV.....	2.10 A. M.	
	No. 227 CINCINNATI DIV.....	4.00 A. M.	30	No. 27 P. H. DIV.....	3.30 A. M.	
	No. 217 CINCINNATI DIV.....	8.08 A. M.	Indefinitely	No. 17 P. H. DIV.....	7.52 A. M.	
	No. 6 P. H. DIV.....	12.01 P. M.	45	No. 206 CINCINNATI DIV.....	11.45 A. M.	
	No. 213 CINCINNATI DIV.....	7.00 P. M.	Indefinitely	No. 13 P. H. DIV.....	6.40 P. M.	
	No. 30 P. H. DIV.....	9.08 P. M.	45	{ No. 230 CINCINNATI DIV..... No. 908 COLUMBUS DIV.....	8.58 P. M. 9.08 P. M.	
	No. 207 RICHMOND BR.....	3.20 P. M. C. T.	20	No. 907 DAYTON BR.....	4.07 P. M. E. T.	When passengers are reported.
	No. 501 FORT WAYNE BR.....	10.25 A. M. C. T.	Indefinitely	No. 215 RICHMOND BR.....	10.18 A. M. E. T.	When passengers are reported.
RICHMOND	No. 30 DAYTON BR.....	6.55 P. M. E. T.	10	No. 208 RICHMOND BR.....	6.32 P. M. E. T.	
	No. 908 COLUMBUS DIV.....	6.58 P. M. E. T.	20	No. 30 COLUMBUS DIV.....	6.50 P. M. E. T.	

U. S. MAIL WORK AT NON-STOP STATIONS

STATIONS	WESTWARD							EASTWARD						
	27	31	17	33	11			108	6	66	34			
Hilliards.....					CD			D			C			
Plain City.....					CD			J			J			
Unionville.....				CD	CD									
Milford Centre..					CD			J						
Urbana.....														
Westville.....				CD	CD									
St. Paris.....	D				CD			D						
Conover.....					CD			D						
Fletcher.....	D				CD			D						
Covington.....					CD									
Bradford.....	D				N									
New Paris.....			CD		CD				J	CD				
Centerville.....	D		CD		CD					CD				
Cambridge City..		P	CD					CD	CD					
Dublin.....	D		CD							CD				
Straughn.....			CD							CD				
Lewisville.....			CD		CD			CD						
Dunreith.....	D		CD							CD				
Knightstown....	D		CD					DO	CD					
Charlottesville..			CD							CD				
Greenfield.....		O	CD		CD			DO	CD					
Cumberland.....			CD		CD									

C—Mail caught from crane only.

D—Mail delivered only.

CD—Mail caught and delivered.

E—Train stops, mail received or delivered, or both.

H—Pass station at reduced speed to exchange mail.

J—Reduce speed to 30 miles per hour to exchange mail.

K—Stop on signal to exchange mail.

N—Reduce speed to 20 miles per hour to exchange mail.

O—Mail caught and delivered Sunday only.

P—Reduce speed to 30 miles per hour to exchange mail Sunday only.

Q—Reduce speed to 5 miles per hour to receive mail daily except Sunday.

R—Reduce speed to 10 miles per hour to deliver mail.

NOTE.—Letters and characters as used in this page have no reference to their application as provided for in S4.

THE TICKET OFFICES OF STATIONS NAMED BELOW WILL BE OPEN FOR THE SALE OF TICKETS AS FOLLOWS:

Daily except Sunday		STATIONS	Sunday	
Open for Train No.	Close after Train No.		Open for Train No.	Close after Train No.
All trains	.....	Columbus.....	All trains	.....
33	88	Hilliards.....		
33	88	Plain City.....		
33	88	Milford Centre..		
33	34	Urbana.....	33	34
33	34	St. Paris.....		
88	88	Fletcher.....		
All trains	.....	Piqua.....	All trains	.....
33	34	Covington.....		
33	34	Bradford.....		
88	11	Gettysburg.....		
All trains	.....	Greenville.....	All trains	.....
88	88	New Madison....		
907	907	New Paris.....		
All trains	.....	Richmond.....	All trains	.....
88	11	Cambridge City..		
88	11	Knightstown....		
27	13	Greenfield.....		

ARRANGED FREIGHT TRAIN SERVICE—WESTWARD

THROUGH

LOCAL

STATIONS	LC-3 ①	NW-83 ①	VL-7 ①	NW-99 ①	SW-1 ①	PH-7 ①	NW-85 ①	LC-1 ①	CO-7 ①	CO-3 ①	GR-7 ①	CO-1 ①	CL-1 ①	CL-7 ①	CL-3 ①	RH-1 ①	RH-3 ①	RH-5 ①
EAST COLUMBUS	A.M.	A.M.	A.M.	A.M.	A.M.	P.M.	P.M.	P.M.	A.M.	P.M.	P.M.	P.M.	A.M.	A.M.	P.M.	A.M.	A.M.	P.M.
COLUMBUS ART.			6.45		11.00	12.45												
COLUMBUS LV.	1.00	6.30	7.00	11.00	11.15	1.00	6.00	7.30						8.40				
MIAMI CROSSING																		
MILFORD CENTRE	2.30	7.45	10.00	12.25	1.50	5.15	7.05	9.15						10.00				
URBANA	3.30	8.45	10.45	1.25	2.30	6.00	7.45	10.15						1.30				
PIQUA	4.15	10.00	11.30	2.30	3.00	7.00	8.35	11.20						3.30	5.00			
BRADFORD ART.	5.00	10.30	11.55	3.00	3.25	7.25	9.00	11.45						4.40	6.00			
BRADFORD LV.	5.15	10.00	12.10	2.30	3.40	7.40	8.15	12.00					6.30					
GREENVILLE	5.45		12.35		4.05	8.05		12.25					8.00					
NEW PARIS	7.10		1.15		4.45	8.40		1.35					9.45					
RICHMOND ART.	7.30		1.30		5.00	8.55		2.00	3.00	4.30	5.30	9.00	10.00					3.30
RICHMOND LV.	7.15		12.45		4.40	8.10		1.45	3.30	4.30	6.30	9.00	9.30			4.00	11.01	
HENRY	9.15		2.15		6.00	9.35		3.15					11.30					
HAWTHORNE JCT.	10.30		3.00		6.45	10.30		4.15					1.15					
	A.M.	A.M.	P.M.	P.M.	P.M.	P.M.	P.M.	A.M.	A.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	A.M.	A.M.	P.M.

① Daily. ② Daily except Sunday. ③ Monday, Wednesday and Friday. ④ Tuesday, Thursday and Saturday. ⑤ Daily except Saturday and Sunday.

ARRANGED FREIGHT TRAIN SERVICE—WESTWARD

STATIONS	PH-3 ⑥	WC-3 ①	PH-1 ①	FC-1 ①	CC-1 ①	AD-1 ⑥	LM-1 ①	CN-37 ①	CN-25 ⑥	TC-12 ①	TD-10 ①	TC-16 ①	LD-7 ③			
	A.M.	A.M.	P.M.	A.M.	P.M.	P.M.	A.M.	A.M.	A.M.	A.M.	P.M.	P.M.	P.M.			
EAST COLUMBUS	9 00	11.45	10.30													
COLUMBUS ART.	9.15	12.01	10.45	7.15	1.40	7.30				8.00	2.00	2.30				
COLUMBUS Lv.				9.00			12.30		11.00	2.00		4.00				
MIAMI CROSSING				9.30			1.00		11.45	2.30		4.30				
MILFORD CENTRE																
URBANA																
PIQUA																
BRADFORD ART.																
BRADFORD Lv.													12.01			
GREENVILLE																
NEW PARIS								10.15								
RICHMOND ART.								10.45								
RICHMOND Lv.																
HENRY																
HAWTHORNE JCT.																
	A.M.	P.M.	P.M.	P.M.	P.M.	P.M.	A.M.	A.M.	A.M.	P.M.	P.M.	P.M.	P.M.			

THE DIXIE

THE QUEEN CITY

① Daily. ② Daily except Sunday. ③ Daily except Monday. ④ Monday, Wednesday and Friday. ⑤ Tuesday, Thursday and Saturday.

ARRANGED FREIGHT TRAIN SERVICE—EASTWARD

THROUGH

LOCAL

STATIONS	NW-88 ①	NW 84-88 ①	PH-10 ①	IC-4 ①	VL-2 ①	NW-88 ①	VL-6 ①	VL-8 ①	IC-2 ①	CN-28 ①	CO-2 ①	CO-4 ①	GR-6 ①	CO-8 ①	CL-8 ①	CL-2 ①	CL-4 ②
EAST COLUMBUS	A.M.	A.M.	P.M.	P.M.	P.M.	P.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	P.M.	P.M.	P.M.	A.M.	
COLUMBUS Lv.			3.25		10.15		11.15	9.20									
COLUMBUS Arr.	4.15	7.00	3.10		9.55		10.55	9.00									
MIAMI CROSSING			2.05	4.00	7.30	7.20	3.00	5.05	8.00					4.00			
MILFORD CENTRE	3.25	6.00	12.30	2.50	6.40	6.20	12.45	3.50	7.05					2.30			
URBANA	2.50	5.15	11.40	2.05	6.00	5.30	11.15	3.00	6.10					1.00			
PIQUA	2.15	4.35	10.40	1.05	5.20	4.50	10.00	2.15	5.15					8.30		11.30	
BRADFORD Lv.	1.55	4.15	10.20	12.45	5.00	4.30	9.30	1.55	4.45					8.00		10.00	
BRADFORD Arr.	12.40	3.00	10.05	12.30	4.45	2.55	9.00	1.40	4.35						4.00		
GREENVILLE			9.40	12.00	4.25		8.00	1.15	4.15								
NEW PARIS			8.55	11.15	3.50		7.15	12.35	3.35								
RICHMOND Lv.			8.40	11.00	3.40		7.00	12.20	3.20			10.00	8.00	9.15	1.30		
RICHMOND Arr.			7.40	9.30	2.25		5.00	11.20	1.30			8.00	6.00	7.15	12.01		
HENRY			6.20	8.30	1.25		3.55	10.10	11.30						9.30		
HAWTHORNE JCT.			5.35	7.45	12.15		3.00	9.05	10.30						7.20		
	A.M.	A.M.	A.M.	A.M.	P.M.	P.M.	P.M.	P.M.	P.M.	A.M.	A.M.	A.M.	P.M.	P.M.	A.M.	A.M.	A.M.

① Daily.

② Daily except Sunday.

③ Daily except Monday.

④ Monday, Wednesday and Friday.

⑤ Tuesday, Thursday and Saturday.

ARRANGED FREIGHT TRAIN SERVICE—EASTWARD

STATIONS	LD-8 ③ P.M.	LM-6 ① A.M.	LM-4 ① P.M.	PH-4 ③ A.M.	LM-8 ① A.M.	CN-26 ④ P.M.	AD-2 ④ A.M.	CC-2 ④ P.M.	FC-2 ④ P.M.	TD-9 ④ A.M.	TC-15 ① A.M.	TD-11 ⑥ P.M.	RH-6 ④ A.M.	RH-3 ② A.M.	RH-4 ② P.M.				
EAST COLUMBUS		3.30	6.30	2.30															
COLUMBUS Lv.		3.10	6.10	2.10			7.00	12.30	7.20	12.01	11.00	6.00							
COLUMBUS ART.			1.30		4.15	10.00			6.15										
MIAMI CROSSING			12.45		3.15	9.15			5.20										
MILFORD CENTRE																			
URBANA																			
PIQUA																			
BRADFORD Lv.																			
BRADFORD ART.	5.00																		
GREENVILLE																			
NEW PARIS																			
RICHMOND Lv.													8.30						
RICHMOND ART.														2.30	6.30				
HENRY																			
HAWTHORNE JCT.																			
	P.M.	A.M.	P.M.	A.M.	A.M.	P.M.	A.M.	P.M.	P.M.	A.M.	A.M.	P.M.	A.M.	A.M.	P.M.				

THE FOREST CITY

THE CAPTIVATOR

SPARK PLUG

① Daily. ② Daily except Sunday. ③ Daily except Monday. ④ Monday, Wednesday and Friday. ⑤ Tuesday, Thursday and Saturday. ⑥ Daily except Saturday.

SPECIAL INSTRUCTIONS.

S1. A rule referred to by number, unless otherwise specified, is a rule in the Book of Rules.

Employees whose duties are affected by time-tables must have with them while on duty a copy with all effective supplements properly inserted for all divisions or foreign railroads over which they are qualified to run.

TRAIN RULES.

S2. STANDARD TIME.

S2A. Eastern and Central Standard Time applies on this division as indicated on the cover and title pages.

D201. Standard clocks are located as follows:

	{ Engine House, St. Clair Ave.
	{ Engine House, Spruce Street.
Columbus.....	{ Yard Office, Yard A.
	{ Yard Office, Yard B.
	{ Yard Office, Grogan.
	{ Crew Clerks Office, Union Station
	{ RN Telegraph Office.
Bradford.....	{ Block Station.
Richmond.....	{ Crew Dispatcher's Office.
	{ Station Master's Office.

TIME TABLE.

S3. SYMBOLS.

S3A. The following symbols will be used as indicated by Rule 5—**Ⓐ** **Ⓑ** **Ⓒ** **Ⓓ**, etc.

S4. LETTERS AND CHARACTERS.

S4A. Rule 6 amplified:

The following letters and characters indicate:

- S**—Regular stop.
- F**—Stop on signal to receive or discharge passengers.
- A**—Stop on signal to receive passengers.
- B**—Stop on signal to discharge passengers.
- C**—Regular stop to receive passengers.
- D**—Regular stop to discharge passengers.
- E**—Regular stop for express, mail, milk, newspapers or marketing.
- G**—Regular stop, Saturday only.
- H**—Regular stop to receive passengers, Saturday only.
- J**—Regular stop to discharge passengers, Saturday only.
- K**—Regular stop, Sunday only, to receive or discharge passengers.
- L**—Stop on signal, Sunday only, to receive or discharge passengers.
- ‡**—Unattended Block Station.
- No baggage service.
- ⊕**—No baggage service Sunday.
- ◇**—Passenger train—no train baggageman.
- ☆**—Passenger train—schedule assigned to handle passengers and freight equipment.
- ✱**—Passenger train—schedule assigned to gas or gas electric rail motor cars.
- ‡**—Indicates trains that will not be operated on New Year's, Memorial, Independence, Labor, Thanksgiving and Christmas Days, or on Monday following when any of these holidays fall on Sunday.

D401.

- M**—Regular stop week days for express, mail, milk, newspapers and marketing.
- N**—Regular stop week days; stop on signal Sundays to receive and discharge passengers.
- O**—Stop on notice to conductor to discharge passengers for points beyond Bradford.
- P**—Regular stop week days.
- Q**—Stop on signal to receive passengers for Pittsburgh and beyond.
- R**—Stop on signal to receive milk.

S5.**COLOR SIGNALS.**

S5A. At the end of double track where switches are not interlocked, when the switch is set for trains to move in normal direction, switch lamp will display white disc (green light at night). When the switch is set against train movement in normal direction, switch lamp will display red disc (red light at night).

D501. A track covered by a slow order, other than a train order or time-table Special Instructions, will be indicated by a yellow flag or light placed to right of track a sufficient distance ahead of the obstruction to reduce from maximum authorized speed to the speed required at point of obstruction.

A green flag or light placed to right of track marks the end of restricted territory.

S6.**HAND, FLAG AND LAMP SIGNALS.**

D601. Rule 33a modified:

Switch tenders between Fourth Street and Dennison Avenue, both inclusive, including Columbus Union Depot switch tenders, use a green flag by day and a green light by night to govern eastward movements, and a yellow flag by day and a yellow light by night to govern westward movements.

S7.**ENGINE WHISTLE SIGNALS.**

D701. Rule 14 (I) amplified:

SOUND	INDICATION
— — o o	Approaching public crossings at grade, to be prolonged or repeated until crossing is reached, unless otherwise provided; also when view is obscured by weather and other conditions, approaching interlocking plants, stations, yards or other points where men may be at work on tracks.

**S8. EMERGENCY WHISTLE AND HORN SIGNALS
AT INTERLOCKING PLANTS.**

S9.**COMMUNICATING SIGNALS.**

D901. Passenger trains must be started by the communicating signal. When train is ready to start, signal will be passed from the rear end by hand or lamp, and the trainman nearest the engine will give the communicating signal to start train, except when necessary to recall the flagman, the communicating signal to start train will be given from the rear. When the communicating signal is inoperative, and after proper understanding with engineman, a hand or lamp signal will be given by the trainman nearest the engine.

S10. TRAIN SIGNALS.

D1001. Rule 17a amplified:

(g) Approaching a fixed signal affecting the movement of the train when the weather conditions are such that, in the judgment of the engineman, his view of the signal will be thereby improved.

D1002. Rule 19 modified:

The bottom line under Figure 4 of Rule 19, page 24, modified to read:

"Lights showing yellow to the outside, and red to the rear.

NOTE—Markers will display colors to the rear as prescribed by Figures 5 and 6 when conditions require."

The paragraph preceding the NOTE under Figure 10, page 27, and Figure 14, page 29, modified to read:

Marker lamps lighted showing yellow to the outside, and red to the rear. The NOTE modified to read:

NOTE—Markers will display colors to the rear as prescribed by Figures 5 and 6 when conditions require.

D1003. Rule 19. When the design of the car at the rear of a passenger train will not permit the change of night marker indication with safety, while the train is running, stop will be made. A train so stopped is authorized to proceed on a hand signal from the rear of the train. Conductors of passenger trains having such cars on rear of the train will notify the engineman.

S10A. Rule 21b.

21b. (DOUBLE, THREE, OR MORE TRACKS.) On portions of the railroad so specified on the time-table, the display of white flags and white lights, as prescribed by Rule 21, will be omitted. Regular trains must be designated by both schedule and engine number.

D1004. On all portions of the division, including single track, the display of white flags and white lights, as prescribed by Rule 21, will be omitted on all extra trains except passenger extras.

(SINGLE TRACK.) A regular train will be identified by its engine number.

A train must be informed by train order as to the number of the engine on an opposing superior regular train; however, if the engine number is not received by train order, the identification will be made by a personal conference between the conductors and enginemen of trains involved.

A train will obtain from the signalman the number of the engine on a superior regular train in the same direction it is moving.

When a regular train is named in a train order by its schedule number, the engine number must be stated in addition to the schedule number.

Signalmen must observe and record the engine number on regular trains, and when reporting them will give the engine number in addition to the train number.

D1005. Rule 26 amplified:

When a blue flag or blue light is placed at one or both ends of an engine, or cars to which an engine is attached, the engineman and fireman must be notified; they must also be notified when the blue flag or blue light is removed.

S11.**USE OF SIGNALS.**

D1101. Proper application of Rule 27 in connection with Rule 287, Figure 1:

The absence of a marker light does not prevent correct reading of the signal, but should be reported from the next point of communication where it can be done without serious delay to the train.

D1102. Rule 34—In calling signals, the name as it appears in the Book of Rules shall be used, omitting the word "signal," except Rule 275.

S11A. Rule 99 amplified:

When a pusher engine assisting a train is coupled behind the cabin car, and the flagman that protects the rear end of the train is riding in the cabin car, the requirements as to the use of fusees should be met by throwing a fusee off between the cabin car and pusher engine on the track the train is using and not dropping it between that track and adjoining track.

S12.**SUPERIORITY OF TRAINS.**

D1201. Eastward trains are superior by direction to trains of the same class in the opposite direction.

S13.**BULLETIN BOARDS.**

D1301. Location of bulletin board points on this division where all General Orders of this division will be posted and delivered.

General Orders of other divisions will be posted and delivered at points on this division as indicated.

LOCATION	OTHER DIVISIONS	ZONES
COLUMBUS—		
Yard Office, Yard B	Cleveland Cincinnati Indianapolis Logansport	A-C-D A-B-C-D-E B A-B
Engine House, St. Clair Avenue	Eastern Cleveland Toledo Monongahela Pittsburgh Conemaugh Panhandle Cincinnati Logansport Indianapolis	A-D A-C-D A-B-C A A A A-B-C-E A-B-C-D-E A-B B
Engine House, Spruce Street	Pittsburgh Cleveland Panhandle Cincinnati Logansport Indianapolis	A A-C-D A-B-C A-B-C-D-E A-B B
Crew Clerks Office, Union Station	Cleveland Panhandle Cincinnati Logansport Indianapolis	A-C-D A-B-C-E A-B-C-D A-B B
Miami Yard		
Grogan Yard	Toledo Eastern	A-B-C D
Yard A	Panhandle Conemaugh Eastern Pittsburgh	A-B-C-D-E A A A

LOCATION	OTHER DIVISIONS	ZONES
*Grandview		
BRADFORD— Block Station.	Logansport Indianapolis	A-B B
RICHMOND— Engine House	Cincinnati Fort Wayne Grand Rapids Logansport Indianapolis	A-B-C-D-E F-G B B-C B B
Station Master's Office	Cincinnati Fort Wayne Grand Rapids Logansport Indianapolis	A-B-C-D F-G B B-C B B
Yard Office		

***Grandview, unattended 4.00 P. M. to 7.00 A. M.**

Employes reporting for duty at these locations when attendant is absent will be governed by 3rd paragraph of Rule 75.

S14. GENERAL ORDERS.

S14A. Rule 75 amplified:

D1401. 1. Conductors and enginemen must have a copy of all General Orders that pertain to any portion of a General Order Zone over which they are qualified to run either in part or as a whole. Conductors and enginemen will not be required to understand a General Order pertaining to territory over which they are not qualified to run.

The qualification page in each conductor and engineman's Home Division time-table must show their Home Division, Name, Occupation and all General Order Zones over which they are qualified to run either in part or as a whole. If a conductor or engineman is qualified to run over a Foreign Division, the qualification page in their time-table for that Division must show General Order Zones of that Division over which they are qualified to run.

The Bulletin Board Attendant will be governed accordingly in checking time-tables.

2. The Bulletin Board Attendant will supervise the handling of the employe's register, matters pertaining to General Orders and delivery of time slips to conductors and enginemen.

He must personally witness the signatures of conductors and enginemen on their register, personally inspect time-tables to ascertain that they contain all General Orders as outlined in paragraph (1), punch and insert sticker copies of such General Orders in time-tables, and, after each conductor and engineman has registered and had his time-table verified as to containing all copies of General Orders required, he will cancel the figures on Form "Z" so as to indicate the date of reporting for duty and numbers of necessary General Orders, then deliver to the person presenting the time-table and Form "Z" his time slip and Form "Z" properly prepared.

An additional Form "Z" card or cards must be used if a conductor or engineman is qualified to run over more than eight (8) General Order Zones and a notation made following his name indicating the number of cards.

If a conductor or engineman reports for duty at a point where the General Orders received do not cover all the territory over which he is qualified to run, the General Order Clearance received there does not apply to territory not covered by General Orders sent there and he must not run over such territory until after having received General Order Clearance at a point to which General Orders covering it are sent, unless otherwise instructed by the Superintendent of that territory.

The use of a receipted card furnished by the Bulletin Board Attendant, and as referred to in the second paragraph of Rule 75, also the use of column with caption "Last General Order" on employe's register, will be discontinued.

The method of preparing Form "Z" is as follows: To indicate date of reporting for duty, cancel the star under proper date; however, if a conductor or engineman reports for duty twice on the same date, cancel the figure or figures of that date to indicate the second time reporting for duty. To indicate General Order information, cancel the star under proper number. The figures 1 to 9, inclusive, represent the last figure of numbers above an even hundred, and from 10 on the last two figures above an even hundred. The use of this punch must be confined to the Bulletin Board Attendant.

When a new time-table is effective, or, after a Form "Z" card is used up, it must be turned in to the Bulletin Board Attendant, who will prepare a new card as follows:

At the end of a month, with no change in time-table, prepare a new card in such a manner as to show the same General Order information as was shown on the old card, and proper information for first trip.

When a new time-table is effective, the information shown on the old Form "Z" card need not be shown on the new one, but proper information for first trip must be shown.

Cards turned in must be sent to the Superintendent by the Bulletin Board Attendant.

3. Before starting out on a run the engineman must show his General Orders to his fireman, and when he has no conductor he must also show his Form "Z" to his fireman. The conductor must show his General Orders to his trainmen.

4. When conductors and enginemen compare time, as required by Regulations 803, 807 and 817, they must in addition be governed as follows:

(a) Check the qualification page in each other's time-tables to determine necessary qualification information for that trip.

(b) Check the latest General Orders in each other's time-tables.

(c) Compare their Forms "Z" for that trip.

5. In the application of these instructions, a pilot will be regarded the same as a conductor or engineman.

6. The foregoing instructions apply to conductors and enginemen when serving in that capacity.

All qualified conductors and enginemen when not serving in that capacity must be provided with a Form "Z", and when they register at the beginning of each day's work present to the Bulletin Board Attendant their time-tables and have necessary General Orders inserted, also present their Form "Z" to be punched as provided by instructions covering conductors and enginemen serving in that capacity.

D1402. Conductors and enginemen will insert, on qualification page of their time-table, territory over which they are qualified to run. This information must be checked and approved by the Trainmaster, Road Foreman of Engines or their Assistants.

A conductor or engineman who has not made a trip since effective date of time-table preceding current time-table or who has failed to keep posted as to the physical characteristics of his home division, or a part of it or foreign division, over which he is qualified to run, must not be used on such portions of the railroad until he has made one or more trips and has been examined and qualified by proper authority. If no change in time-table, qualifications must be checked at the expiration of six months from date of issuance of current time-table.

Conductors and enginemen called for a run on any portion of a division over which they are not qualified, must so inform the crew dispatcher.

D1403. General Order Zones of this division are as follows:

A—Columbus Yard.

B—Mounds, inclusive, and Bradford, inclusive.

C—Bradford, exclusive, and Richmond yard, exclusive.

D—Richmond Yard.

E—Richmond yard, exclusive, and Hawthorne Jct., exclusive.

General Orders for each Zone will be numbered consecutively followed by the proper Zone letter.

S15.**TRACK ASSIGNMENTS.****D1501. (DOUBLE TRACK.)**

Between—Joyce Avenue and Neilston.
 High Street and Miami Crossing.
 Fourth Street and Front Street.
 Olentangy and Rice.
 Garrett and West Bradford.
 New Paris and Glen.
 Newman and Henry.
 Gem and Hawthorne Jct.
 Track No. 1, eastward main track.
 Track No. 2, westward main track.

D1502. (THREE, OR MORE TRACKS.)

The four main tracks between Front Street and Olentangy are numbered:

South track, No. 1.
 Next track, No. 2.
 Next track, No. 3.
 North track, No. 4.
 Track No. 1, eastward freight main track.
 Track No. 2, westward freight main track.
 Track No. 3, eastward passenger main track.
 Track No. 4, westward passenger main track.

The three main tracks between Rice and Garrett are numbered:

South track, No. 1.
 Middle track, No. 2.
 North track, No. 3.
 Track No. 1, eastward main track.
 Track No. 2, westward passenger main track.
 Track No. 3, westward freight main track.

The four main tracks between Glen and Newman are numbered:

South track, No. 1.
 Next track, No. 2.
 Next track, No. 3.
 North track, No. 4.
 Track No. 1, eastward passenger main track.
 Track No. 2, westward passenger main track.
 Track No. 3, eastward freight main track.
 Track No. 4, westward freight main track.

D1503.

Track No. 13, between Grogan and Joyce Avenue, and the north wye at Joyce Avenue, are operated as a single main track.

D1504.

When siding switches are numbered the following will apply:

Only those main track switches connecting a siding used in train movement will be numbered, No. 1 being the most eastward switch, with the numbers increasing toward the west.

When trains meet at a numbered switch by train order, the train which can enter the siding without backing must do so.

S16. MOVEMENT OF TRAINS.

D1601. Train Dispatchers in charge of train movements are located at Columbus.

D1602. Trains and engines will run in either direction on Tracks Nos. 1 and 2 between Twelfth St., Richmond, and Newman, without regard to time-table authority, prepared to stop short of train or obstruction, and will approach Twelfth Street and Eighth Street, Richmond, prepared to stop unless tracks are seen or known to be clear.

D1603. At 19th Street, Richmond, westward trains and engines on Track No. 4 will stop clear of all switches and routes, and not proceed unless routes are seen or known to be clear and switches in proper position.

D1604. Westward trains on Track No. 4 having sufficient cars to block street crossings if stopped between 19th St. and Newman will not pass 19th St. without permission from signalman at Newman.

S16A. Rules 83 and 83a.

The information required by Rules 83 and 83a must be obtained as indicated below:

D1605. Rule 83. Signalman, after consulting the train dispatcher, will furnish clearance message (Form C. T. 1246). If this information is given by the train dispatcher to a train before reaching the point where clearance is required, it should be done by a train order.

Rule 83a. Verbally by the signalman or by signal indication.

D1606. Trains or engines moving on yard or other tracks not operated under Block Signal Rules, or by train orders, must move at such speed that stop can be made within range of vision unless tracks are seen or known to be clear and switches properly set.

D1607. Devices for detecting broken or dragging equipment on trains moving with current of traffic in service as follows:

EAST HAVEN—Eastward track No. 1 at signal 1226.

Dragging equipment will break detector arm and cause eastward home signal at Newman to assume stop position. Trains receiving stop signal at west end Newman interlocking will immediately communicate with signalman.

S16B. Rule 98.

S16C. Rule 104.

Unless hand-operated switches in main tracks are listed in the time-table as being in charge of a switch tender or a signalman, they must be operated by a member of the train or engine crew using the switch, except as otherwise provided in Rule 104 and at a meeting point where train holding main track may set switch for opposing train to enter siding.

Trains or engines must approach switches where switch tenders are stationed, prepared to stop and must stop clear of any switch or route unless signal to proceed is received from switch tender.

A switch tender must not set a switch to divert an approaching train until he is assured of its identity and that its speed does not exceed 15 miles per hour.

D1608. Switch tenders are stationed at and have charge of switches as indicated:

<u>LOCATION</u>	<u>SWITCHES</u>
Neilston.....	End of double track and crossover.
Fourth Street.....	Crossovers.
Columbus Union Station..	Depot tracks and crossovers.
Front Street.....	Crossovers.
Dennison Avenue.....	C. & O. connection and crossover.

S16D. Rules 106, 106a.

S16E. Rules 251, 253 and 254.

D1609. (DOUBLE, THREE, OR MORE TRACKS.) Rules 251, 253 and 254 are in effect.

S16F. AUTOMATIC HIGHWAY CROSSING SIGNALS.

D1610. Automatic highway crossing signals at grade crossings indicate the approach of a train. These signals do not relieve enginemen from complying with Rules 30 and 31. They operate when trains approach crossings with or against the current of traffic on main tracks only.

Trains moving on sidings or in yards which cross a highway where automatic highway crossing signals are installed, will run carefully, sounding the warnings as prescribed by Rules 30 and 31.

If a train passes entirely over a highway crossing protected by automatic highway crossing signals, it must not move in opposite direction over the crossing unless protection is provided as prescribed by Rule 103a.

To avoid unnecessary operation of the automatic highway crossing signals, switches must not be left open, nor cars left standing on the main track longer than necessary within operating limits of such signals.

When shifting movements are made in the vicinity of a highway crossing protected by automatic highway crossing signals, or when a train is stopped, thereby operating the signals unnecessarily, every effort must be made by trainmen to avoid delay to highway traffic. When it is safe for vehicles or pedestrians to cross the track, the trainman will say "all right" and beckon to cross.

Employes should observe the operation of automatic highway crossing signals and report by wire to the Superintendent any failure to operate properly.

S17. MOVEMENT BY TRAIN ORDERS.

D1701. A train must not leave its initial station without reporting for train orders.

D1702. At Columbus, enginemen of passenger trains are relieved from reporting for train orders. Conductor will personally deliver a copy of each train order to the enginemen, who will compare with the conductor by reading the train order aloud.

D1703. To insure correct delivery of all orders and messages handed trains signalman will enclose memorandum reading: "You should receive orders Nos." or "Message only."

D1704. While a train order signal is displayed in the direction of an approaching train or trains, it must not be passed by any such train on any track, except as provided in the last paragraph of Rule 221a.

D1705. Employees copying train orders direct from the train dispatcher or signalman, will endorse thereon their name and occupation and at end of tour of duty forward same to the Division Operator.

D1706. A train order signed by Superintendent, Cincinnati Division, is authority for a train to display signals between Columbus and Miami Crossing, and between New Paris and Newman.

A train order signed by Superintendent, C. & O. Ry., is authority for a train to display signals between Columbus and Dennison Avenue.

A train order signed by Superintendent, Cleveland Division or Norfolk & Western Ry., is authority for a train to display signals between Columbus and Joyce Avenue.

D1707. Schedule time and train orders affecting movements of trains at New Paris, apply on Columbus Division at end of double track.

D1708. Trains for which 19th Street Richmond is the initial station will report by telephone to the signalman at Newman for orders.

D1709. Between Fourth Street and High Street, freight tracks, movements against the current of traffic may be made by permission in writing on message blank in the following form:

Date.....Time.....

C. & E.....

.....Engine.....has right over opposing

trains on No.....Track.....to

.....(Signed).....

Superintendent.

Signalmen and switch tenders will arrange and sign authority for such movements under direction of Train Dispatcher.

D1710. When a slow order to be delivered to a train covers a track close to a block station, signalman must bring the train to a stop before delivering the order.

S18. YARDS AND YARD INSTRUCTIONS.

D1801. Rules 93 and 317d amplified:

The use of the main track within yard limits, authorized by Rules 93 and 317d, applies to engines not authorized by timetable schedule or train order to use the main track within yard limits, and they may do so without train orders. Under Manual Block operation, before entering the block, the conductor or engineman must notify the signalman when it is desired to make such a yard movement; they must not exceed a speed of 15 miles per hour, prepared to stop short of other yard movements, extra trains or obstructions; they are not required to protect against other yard movements and extra trains.

Rules 19 and 21 will not apply to such yard movements, but by night at least one red light must be displayed on the rear, and if the movement is made past a block station by day at

least one yellow flag must be displayed on the rear to indicate the rear.

Except as hereby provided, all Rules and Special Instructions applicable to trains must be observed.

S18A.**RULE 93b.**

93b. On portions of the railroad, within defined limits within terminals specified on the time-table, trains and engines are not required to protect against following movements. On main tracks, within these limits, trains and engines must move with caution, prepared to stop short of other movements or obstructions, unless by signal indication the track ahead, on which movement is to be made, is known to be clear. On other than main tracks within these limits, trains and engines must move at such speed that they can stop within range of vision, unless such track is seen or known to be clear and switches properly set.

D1802. Rule 93b in effect as follows:

COLUMBUS: Between Grandview Ave. and High Street.
Between Miami Crossing and High Street.

RICHMOND: Between Glen and Newman.
Between Newman and West Second Street.

S19.**SPEED TABLE.**

Time per Mile	Miles per Hour	Time per Mile	Miles per Hour	Time per Mile	Miles per Hour	Time per Mile	Miles per Hour
Min. Sec.		Min. Sec.		Min. Sec.		Min. Sec.	
0 36	100	0 48	75	1 12	50	2 24	25
0 38	95	0 51	70	1 20	45	3 0	20
0 40	90	0 55	65	1 30	40	4 0	15
0 42	85	1 0	60	1 43	35	6 0	10
0 45	80	1 5	55	2 0	30	12 0	5

S20.**SPEED RESTRICTIONS.**

S20A. Freight cars equipped for passenger train service must have steam heat line, air signal line, steel wheels, E7 safety valve, three position retaining valve, and air brake cylinder—10 inch minimum diameter.

On account of braking arrangement, when passenger trains have class X-29, or other types of freight cars equipped for passenger train service, they must have passenger equipment cars in proportion to freight cars, not less than:

1 passenger to 1 freight, when lading is between 25,000 and 50,000 pounds.

2 passenger to 1 freight, when lading is between 50,000 and 75,000 pounds.

3 passenger to 1 freight, when lading is between 75,000 and 100,000 pounds.

For two such passenger equipped freight cars, the lading of which is less than 25,000 pounds each, at least one regular

passenger equipment car must be included in the make-up of the train.

1 empty passenger equipped freight car to equal 1 passenger car.

The weight of lading in a car in express service loaded with mixed freight normally does not exceed 25,000 pounds—occasional car load shipments exceed 50,000 pounds, in which case the weight should be ascertained from the Railway Express Agent.

When the make-up of a passenger train is such that the number of allowable loaded freight cars exceeds the limit above prescribed, the train must be operated under the regulations and speed restrictions which apply to freight trains, as well as the use of retaining valves on grades as required by the Brake and Train Air Signal Instructions No. 99-B-1.

D2001.**MAXIMUM SPEED.**

		Miles Per Hour	
PASSENGER TRAINS	{	MAIN LINE:	
		With passenger engines:	
		Between—Grogan and Joyce Avenue.....	15
		Joyce Avenue and Columbus....	30
		Columbus and Miami Crossing..	70
		Columbus and Hawthorne Jct... 70	
		With freight engines, other than Class M..	50
FREIGHT TRAINS	{	Gas-electric cars.....	60
		MAIN LINE:	
		Between—Grogan and Joyce Avenue.....	15
		Joyce Avenue and Columbus....	30
		Columbus and Miami Crossing..	50
		Columbus and Hawthorne Jct... 50	
		CIRCUS TRAINS	.....	30
		Capacity—Tons	
		150 120 or less	
TRAINS HAULING WRECK DERRICKS	{	MAIN LINE:	
		Boom trailing.....	50 50 50
		Boom leading.....	40 40 40
		Track No. 1, Grandview Avenue to Olentangy	
		Boom trailing.....	35 40 50
		Boom leading.....	25 30 40
		Track No. 2, M.P. 82 and M.P. 83	
		Boom trailing.....	35 40 50
		Boom leading.....	25 30 40
		Glen and Newman	
		Boom trailing.....	35 40 50
		Boom leading.....	25 30 40
		Bradford Interlocking	
		Boom trailing.....	25 25 25
		Boom leading.....	15 15 15
Speed restrictions for H10s engines over bridges apply to 150 ton wreck derricks.			
TRAINS OTHER THAN WRECK TRAINS HAULING INDUSTRIAL DERRICKS OR PIVOTED MACHINERY MOVING ON OWN WHEELS	{	MAIN LINE	
		{ Straight track.....	30
		{ Curves.....	20
		Derrick cars to be placed as near the rear of train as practicable.	

ENGINES

	Miles Per Hour
MAIN LINE:	
Class K —Track No. 2 at High Street, turnout and curve toward Cincinnati.....	5
Class M —All turnouts, Columbus Yard.	5
When necessary to clear the main track, engines with any main or side rods disconnected may be moved to a terminal at not exceeding the following speeds:	
Class N1s.....	8
Class C1.....	8
Class I1s.....	8
All others.....	15
If engines with any main or side rods dis- connected while on the main track, have interference between cross-head or guide and front crank pin, on account of front wheels getting out of register, enginemen must notify the Superin- tendent and receive instructions for further movement.	
When it is necessary to move an engine in a train or light with any main or side rods disconnected, from one point to another, conductor or engineman must secure instructions from the Superintendent as to the maximum speed permitted before the engine is dispatched.	
Rule 750 amplified:	
Dead engines of a design having two or three pairs of drivers and no trucks, may be moved only at speeds not exceeding	20
Dead engines of a design having four pairs of drivers and no trucks, shall be restricted to speeds not exceeding....	25
Two or more such dead engines in the same train shall be separated by one or more cars.	
With trailer trucks, when running back- ward, except where lower speed is required.....	25
When running without trucks.....	15

MAXIMUM SPEED FOR ENGINES

CLASS	FORWARD	BACKWARD
A.....	15	15
B.....	20	20
C.....	20	20
CC2.....	20	20
D.....	70	25
E.....	70	25
G.....	70	25
H.....	50	25
I.....	40	25
K.....	70	25
L.....	50	25
M.....	70	25
N.....	50	25

**MAXIMUM SPEED WHEN RUNNING FORWARD
LIGHT**

Passenger Engines.....	50
Freight Engines.....	40

A train hauling a dead engine must not exceed the speed authorized for that class or type of engine, and must not exceed a speed of 30 miles per hour with any type of dead engine when new.

When a train with no engine ahead is being pushed, a speed of 15 miles per hour must not be exceeded.

		Miles Per Hour
TRACK CARS	Unless otherwise specified.....	20
	When hauling trailers loaded with material.....	10
	Over switches, frogs, street and highway crossings.....	5
TRACKS	On freight main tracks.....	40
	On track No. 3, Rice to Garrett.....	20
	On track No. 2 over switch to N. & W. lead west of Joyce Ave.....	15
	Through all main track turnouts, unless otherwise specified.....	10
	Through all non-interlocking crossovers between main tracks, through all turnouts to sidings, through turnouts to and from yard East Bradford, and freight main track, Garrett.....	15
	{ All tracks between Front Street Viaduct, Maple Street Viaduct and Fourth Street Viaduct....	15
	Columbus { Over crossing Cleveland Division tracks and yard tracks between Grogan and Pennor yards....	15
	{ At all Street Grade Crossings....	8
	Olentangy—Within interlocking limits.....	30
	Urbana.....	25
	Bradford, over Street Crossings.....	20
	Glen { Interlocking limits,	
	{ Tracks No. 1 and No. 2.....	40
	{ 16 Street and Passenger Station	10
	{ Passenger Station tracks.....	5
	{ Passenger Station and West Second Street (West of Newman).....	10
	Richmond { Maximum speed class M engines through all turnouts, Richmond Yard.....	5
	{ On track No. 3, and track No. 4 between 16th Street and Glen.....	15
CURVES	Little Miami Crossing.....	25
	Sperry's.....	45
	Marble Cliff.....	45
	Milford Centre—At C. C. C. & St. L. Crossing.....	60
	Hagenbaugh—Track No. 1.	
	First curve east of.....	60
	First, second and third curves west of.....	60
	Urbana—Track No. 2.	
	Second curve west of.....	60
	Westville—First and second curves west of, Track No. 1.....	60
	Bradford—Between tower and Miami Ave.....	30
	Gettysburg—Third curve west of.....	60
	Greenville—First curve west of.....	25
	Greenville—Second curve west of.....	45
	Hewitt—At P. & E. Crossing.....	35
	New Madison—First curve west of.....	60
	New Paris—Second curve west of.....	60

D2002.

BRIDGES.

LOCATION	CLASS OF ENGINE AND TENDER CAPACITY													
	Less than 15,000 Gallons										21,000 and 25,000 Gals.			
	CC2	E, Erc, E6	G5, K2	H10	I1	K3, K4	L1	M1 (K4 Streamlined)	N1	N2	I1	K4	M1	N2
MILES PER HOUR														
COLUMBUS 0.40 (Spring Street).....	10				40			60	35		40		50	
PLAIN CITY 16.97 (0.7 mi. east)					30			45	30		30	40	40	40
URBANA 48.91 (Trks. 1 and 3, 1.9 mi. west).....	5													
NEW MADISON 109.86 (5.0 mi. west).....					30			40	30		30	60	40	
NEW PARIS 113.38 (0.4 mi. east).....								60	40		40		60	
116.62 (2.8 mi. west).....								60	40		40		60	
RICHMOND 119.86 (0.3 mi. west).....												50	50	
JACKSONS 132.78 (Trk. 1, 4.5 mi. west) 5	5													

D2003. MINIMUM RUNNING TIME FOR PASSENGER TRAINS EITHER DIRECTION.

BETWEEN	Distance	Mins.
Columbus and Miami Crossing.....	3.3	5
Columbus and Mounds.....	6.1	8
Mounds and Milford Centre.....	21.9	19
Milford Centre and Rice.....	20.1	22
Rice and Piqua Crossing.....	24.1	21
Piqua Crossing and Bradford.....	11.1	10
Bradford and Hewitt.....	19.4	18
Hewitt and New Paris.....	11.1	10
New Paris and Richmond.....	5.8	8
Richmond and Dublin Jct.....	18.5	19
Dublin Jct. and Henry.....	18.9	16
Henry and Hawthorne Jct.....	23.7	21
Columbus and Hawthorne Jct.....	180.7	172

In case of delay enroute the number of minutes delayed must be added to the minimum time.

S21.

SIGNAL RULES.**D2101.** Rule 279 modified:

Indication—Proceed, prepared to stop at next signal. Within interlocking limits, a train must not exceed 15 miles per hour.

Name—Slow Speed Signal.**D2102.** Rule 281 modified:

Indication—Proceed. Within interlocking limits, a train must not exceed 15 miles per hour.

Name—Clear Slow Speed Signal.**D2103.** Rule 282 modified:

Indication—A train exceeding one-half its maximum authorized speed here must at once reduce to not exceeding that speed. Where a facing switch is connected with the signal, approach that switch prepared to stop. Approach next signal prepared to stop.

Name—Caution Signal.**D2104.** Rule 283 modified:

Indication—A train exceeding one-half its maximum authorized speed here must at once reduce to not exceeding that speed. Approach next signal prepared to stop.

Name—Approach Signal.**D2105.** Rule 284 modified:

Indication—Approach next signal at not exceeding one-half the speed authorized for passenger trains at next signal, but not exceeding 30 miles per hour.

Name—Approach Restricting Signal.**D2106.** Rule 285 modified:

Indication—Proceed. Within interlocking limits, a train must not exceed one-half the speed authorized for passenger trains, but not exceeding 30 miles per hour.

Name—Clear Restricting Signal.

D2107. In conforming to the speed when operating under Rule 282 (Caution Signal) and Rule 283 (Approach Signal), the train must not exceed one-half its maximum authorized speed when passing the signal, but not necessarily before reaching it. However, where the signal cannot be seen a sufficient distance to reduce speed to not exceeding one-half its maximum authorized speed at the signal, the speed must be so reduced as soon as proper handling of train will permit. Where the indication shown in Rule 282 is received, enginemen must not resume speed on seeing the next signal clear, if there is a facing point switch between the point where he sees the signal and the signal.

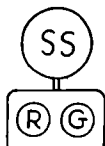
When the indication shown in Rule 280 is received, enginemen must not resume speed until the track is seen to be clear to the end of the block.

Where the indication shown in Rule 283 is received, enginemen may resume speed on seeing the next signal ahead clear.

S21A.**SIGNAL ASPECTS.****D2108.** Signal aspects not standard:**INDICATION**—Take siding as herein directed.**NAME** —Take-siding-indicator.

When displayed, aspect shown above will be located at front of office and will be answered by two short sounds of the engine whistle.

Location	Indication
MOUNDS	Westward trains on track No. 2 take siding Unionville. Eastward trains on track No. 1 head in track No. 4, Grandview Yard.
MILFORD CENTRE	Westward trains on track No. 2 take siding Hagenbaugh. Eastward trains on track No. 1 take siding Unionville.
URBANA	Westward trains on track No. 2 take siding Conover. Eastward trains on track No. 1 take siding Hagenbaugh.
PIQUA CROSSING	Eastward trains on track No. 1 take siding St. Paris.
HEWITT	Westward trains take Siding New Paris.
NEWMAN	Westward trains on track No. 2 take siding Dublin Jet.
HENRY	Eastward trains on track No. 1 take siding Dunreith.

**INDICATION****SS**—Spring switch**Green**—Switch normal**Red**—Switch open or reversed**Name**—Spring switch indicator**Green**—Switch normal**Yellow**—Switch open or reversed**Name**—Distant-switch-indicator

LOCATION—Garrett, west end track No. 3, freight main track.

Normal position for movement on track No. 2.

Westward movements from track No. 3, trail through the switch.

Switch must be operated manually for eastward movements into track No. 3.

When a train or engine making a trailing movement through spring switch is stopped before movement through switch is completed, slack must not be taken, nor a reverse movement made, until switch has been reversed by hand operation. Switch must be restored to normal after reverse movement is completed.

Switch must not be operated manually after movement from track No. 3 is made until switch has assumed normal position.

If "Red" indication is displayed on spring switch indicator, switch must be inspected and operated by hand before being used.

The approach to facing point spring switch is governed by indication of distant switch indicator, located on west side of signal bridge, 1.05 miles west of spring switch.

S22. BLOCK SIGNAL RULES.

D2201. Four wheel cabin cars must not be allowed to stand in an Automatic Block unless the block is occupied by other cars or engine. Necessary care must be used at all interlocking plants, and such cabin cars must not be permitted to stand alone between the signals of a block or interlocking station without permission from signalman.

S23. MANUAL BLOCK SYSTEM.

D2301. Rules 301 to 375, inclusive, are in effect as follows, except that Rules 317a, 317b, 318a and 318b will apply only on portions of the division as specified:

Grogan and Neilston.

D2302. Rule 317b will apply:

Grogan and Joyce Avenue and on all main tracks governing movements against current of traffic except between Bradford and West Bradford.

D2303. Rule 318b will apply:

Joyce Avenue and Neilston.

D2304. Rule 362, first paragraph amplified:

Trains must not pass a Stop-signal without receiving a Caution Card (Form D), a Clearance Card (Form C), or a train order authorizing them to do so, nor must an engine returning to its train in the block pass a Stop-signal without Clearance Card (Form C).

S23A. UNATTENDED BLOCK STATIONS.

An unattended block station is a point designated by a sign indicating the limits of a block, the use of which is controlled by Manual Block System Rules, except as hereby modified.

D2305. Unattended block stations are controlled by the signalman specified in time-table, or Special Instructions.

The sign indicating an unattended block station will display by day the station call, and, in addition, by night a red light and a yellow light horizontal; the yellow light next to the main track.

The signalman may give a train oral permission to enter one block and by the use of Clearance Card (Form K) may authorize a train to pass one or more unattended block stations.

Unless otherwise provided, trains must stop at unattended block stations, and conductor or engineman must obtain permission from the signalman to enter, and ascertain condition of the block, and report clear.

If from any cause, conductor or engineman is unable to communicate with the signalman either by the usual means of communication or the use of commercial lines and should no cause for detaining train be known, it may proceed through that block on its rights or time-table authority, preceded by a flagman to the next point of communication and report to the Superintendent.

Conductors and enginemen finding an unattended block station sign imperfectly displayed, or absent, must, if practicable, correct it, or replace the light, and report the fact to the Superintendent.

A train receiving Clearance Card (Form K) to pass an unattended block station, and arriving at such station after the time for it to become an open block station, must identify the train to the signalman before accepting a signal to proceed at that station, as Clearance Card (Form K) is thereby annulled. Clearance Card (Form K) authorizing a train to pass one or more unattended block stations without stopping, is annulled when train clears the main track and reports clear of the block.

FORM K	THE PENNSYLVANIA RAILROAD CLEARANCE CARD	FORM K
<p>.....Block Station.....M.....19.....</p> <p>To Conductor and Engineman; Train.....</p> <p>Proceed at.....as though.....signal was displayed</p> <p>Report Clear at.....</p> <p style="text-align: right;">.....Signalman.</p> <p><i>The signalman may issue this card only when authorized by the Superintendent. Before issuing it, the signalman must have proper understanding with other signalmen, if any, having authority over blocks mentioned, and must know that blocks mentioned above have been duly reported clear of opposing trains, and clear of trains that may not be followed in the same block by the train addressed.</i></p> <p><i>The conductor and engineman receiving this card properly filled out and signed, or authorized by the signalman to fill it out, may proceed as directed above.</i></p>		

(To be printed on Green paper, size 5½x3½)

S24. CONTROLLED MANUAL BLOCK SYSTEM.

D2401. Rules 401 to 473, inclusive, except Rules 417a, 417b and 418, are in effect as follows:

(SINGLE TRACK.)

West Bradford and New Paris.
Henry and Gem.

D2402. Rules 401 to 473, inclusive, except Rules 417, 417a and 417b, are in effect as follows:

(DOUBLE TRACK.)

Bradford and West Bradford.

D2403. Rule 465 modified:

At—Seaman Track, Gettysburg.
Coal Track, Greenville.
News Mill Track, Greenfield.
Conklin North Track, Greenfield.
Lilly Track, west of Greenfield.

A train must not enter the block without a train order authorizing it to do so and in addition thereto, permission from the signalman, neither of which supersede time-table superiority unless the train order specifically so states.

S25. AUTOMATIC BLOCK SYSTEM.

D2501. Except as otherwise provided by Cab Signal Rules Special Instructions, Rules 501 and 505, 505b to 514 inclusive, are in effect as follows:

(DOUBLE TRACK.)

Olentangy and Rice,
Garrett and Bradford,
New Paris and Glen,
Newman and Henry,
Gem and Hawthorne Jet.,
High Street and Miami Crossing.

(THREE, OR MORE TRACKS.)

Front Street and Olentangy on Tracks Nos.
3 and 4.
Rice and Garrett.
Glen and Newman on Tracks Nos. 1 and 2,
except Track No. 2, between Twelfth Street
and Newman.

D2502. Except as otherwise provided by Cab Signal Rules Special Instructions, Rules 501 and 505, 505c to 514 inclusive, are in effect as follows:

(DOUBLE TRACK.)

Bradford and West Bradford.

D2503. Except as otherwise provided by Cab Signal Rules Special Instructions, Rules 551 to 564 inclusive, except Rule 555a, are in effect as follows:

(SINGLE TRACK.)

West Bradford and New Paris,
Henry and Gem.

D2504. (DOUBLE, THREE, OR MORE TRACKS.) In Automatic Block System territory at interlockings where there is no block signal that governs the use of the block from the limits of the interlocking, the Home-signals governing the use of routes leading to that block will, in addition, govern the use of the block with the current of traffic to the next block signal beyond the interlocking.

D2505. Unless it is known that gasoline motor cars, and cars of similar type or construction will operate automatic signals and shunt track circuits at interlockings and electric switch locking, they must not be operated in Automatic Block Signal territory unless special provision is made for Manual Block protection, and such gasoline motor cars, and cars of similar type or construction, must not be permitted to stand alone between the signals of a block or interlocking station without permission from the signalman; signalmen and levermen must assure themselves that such cars have cleared the switches of an interlocking before attempting to operate them.

D2506. In Automatic Block System territory, if, in connection with a train using hand-operated main track switches, the entire movement clears a block and the switches used that affect that block are restored to normal position, thereby clearing signals affecting that block, regardless of whether the train has or has not been reported clear of the block, it must not again enter that block without permission from the signalman, unless otherwise instructed by the Superintendent.

D2507. Train or engine must obtain permission from signalman at Urbana to enter block from track No. 3 at Garrett, then open door white iron box located adjacent to telephone box, press button marked "START" which will cause the display of Fig. 1, Rule 276 on track No. 2 and Fig. 1, Rule 276 on Home-signal track No. 3, then conductor or engineman will advise signalman Urbana that signals on track No. 2 and No. 3 display "Stop and Proceed" indication. White iron box must then be locked before train or engine proceeds. Should movement of train or engine not be made and it is desired to release signals, member of train or engine crew must reverse spring switch by hand, then restore it to normal, notifying signalman at Urbana, which will then prohibit movement from track No. 3 until permission is again obtained to display "Stop and Proceed" indications.

A supply of Form C is provided in telephone shelter.

D2508. At Dennison Avenue, the operator will obtain the block permission and trains will enter main tracks or cross from one track to another on receipt of proper signal, given by switch tender, and proceed with the current of traffic as prescribed by Rule 509, or against current of traffic after receiving train order authorizing such movement, and block permission as prescribed by Rule 361a. When a train clears the block at this point it will be reported clear by the operator.

D2509. Westward freight trains approach signal 451, one and one-fourth miles east of Urbana, signal 709, one mile east of Piqua Crossing, signal 1125, one and one-fourth miles east of New Paris, and signal 1475, one and one-fourth miles east of Dunreith, and eastward freight trains approach signal 734, one mile west of Piqua Crossing, signal 292, one mile west of Milford Centre, and signal 72, one and one-fourth miles west of Mounds, at not exceeding one-half maximum speed unless signal indicates Proceed.

S25A. Rule 505a.

S25B. CAB SIGNAL RULES.

Definitions.

Cab Signal—Position light signal, located in engine cab, indicating a condition affecting the movement of the engine or train.

Cab Signal System—A series of consecutive blocks governed by cab signals operated by electric agency actuated by a train or by certain conditions affecting the use of a block, and used in conjunction with block and interlocking signals.

Equipped Engine or Train—An engine or train equipped with cab signal apparatus, including whistle and acknowledger, in operative condition for the direction in which it is to move.

D2510. Cab Signal System in service on main tracks operating:

With current of traffic

between Front Street and West Bradford, except
Tracks Nos. 1 and 2, Front Street and Olentangy.

between New Paris and Henry, except
Tracks Nos. 3 and 4, Glen and Newman; and
Track No. 2, Twelfth Street, Richmond, and westward
Home-signal west of Bridge 119.86, Newman,
Track No. 1, Sixth Street, Richmond, and Signal 1192,
east of Twelfth Street.

between Gem and Hawthorne Jct.

Against current of traffic

between Bradford and West Bradford.

On single track in either direction
between West Bradford and New Paris.
between Henry and Gem.

Cab signals will not indicate conditions ahead when engine is

- (a) Moving against the current of traffic (unless track is equipped for movement against current of traffic).
- (b) Pushing cars.
- (c) Not equipped for backward running and is running backwards.

Cutting-in sections located

For westward trains:

Track No. 4 between Front Street and a point 300 feet west of Front Street.

Track No. 2 between Dennison Avenue and Olentangy.

Track No. 2 between east end Bridge 119.86 and westward Home-signal west of Bridge 119.86, Newman.

For eastward trains:

Track No. 1, between eastward dwarf signal 370 feet west of Twelfth Street and Signal 1192.

Track No. 3, 1000 feet west of Signal 1184 and Glen.

The following rules are in effect:

1. Except as provided in Cab Signal Rule 5a, a non-equipped engine or train must not be dispatched from any of the following terminals or divisions for movement in cab signal territory:

Columbus.
Richmond.

2. Required departure tests of engines and trains must be made before entering cab signal territory.

Testing sections, additional to those at terminals, located:
Bradford.

3. Unless authorized by the Superintendent, an equipped-engine or train must not enter cab signal territory without having cut-out cock fixed in cut-in position.

4. When cab signal and fixed signal aspects conflict, the more restrictive indication governs.

4a. When cab signal apparatus fails or when cab signal aspects conflict with fixed signal aspects at two fixed signal locations in succession, thereby indicating a probable defect in the cab signal apparatus, a train will proceed as a non-equipped train, governed by fixed signal indication, to the next point of communication, report and be governed by instructions from the Superintendent.

4b. When there is a failure in the cab signal apparatus, engineman may cut out the warning whistle if it continues sounding after he has acknowledged.

4c. Except as provided in Cab Signal Rule 4a, movements of non-equipped trains are prohibited unless authorized by the Superintendent.

4d. If the cab signal warning whistle sounds longer than six seconds, the fireman on an engine, or the trainman nearest operating compartment on an MU car, will immediately go to the engineman.

5. Unless otherwise directed by the Superintendent, a non-equipped train moving on a track equipped for cab signal operation in the direction in which it is moving must not exceed speed as follows:

Trains other than passenger trains, 25 miles per hour.

Passenger trains, 35 miles per hour.

5a. Approved exceptions authorized:

Non-equipped engine or train may be operated in accordance with speed restrictions provided in paragraph 5.

between Front Street and Mounds.

between mile post 45, east of Urbana, and 1320 feet west of mile post 48, west of Urbana.

between mile post 72, east of Piqua, and mile post 74, west of Piqua.

Non-equipped trains may be operated at normal speed between mile post 117, east of Glen, and 1320 feet west of mile post 122, west of Newman.

Passenger trains Nos. 203 and 204 and freight trains CN-27, CN-28, CN-29 and CN-30 may be operated at normal speed with non-equipped engines, between New Paris and Glen.

NOTE.—Signalmen New Paris, Glen and Newman, will not permit a non-equipped train to enter the blocks while occupied by another train, except by train order. Westward trains stopping at Richmond Passenger Station will report to signalman, Glen, promptly, when train has cleared Twelfth Street. Eastward non-equipped trains will secure permission from signalman, Glen, before leaving Richmond Passenger Station.

6. Cab signal aspects, indications and names are shown by Rules 278, 283, 284 and 286. Cab signal indications do not supersede fixed signal indications, except when cab signal changes to a more restrictive or a more favorable aspect after passing a fixed signal.

7. If after passing a fixed signal, the cab signal aspect changes from Caution-Slow-Speed (Rule 278) to a more favorable aspect, speed must not be increased until the train has run its length.

8. Except within interlocking limits, if cab signal aspect changes to Caution-Slow-Speed (Rule 278), a train may proceed at not exceeding 15 miles per hour, expecting to find a train in the block, broken rail, obstruction, or switch not properly set. A train exceeding 15 miles per hour must at once reduce to not exceeding that speed.

Within interlocking limits with cab signal displaying a more favorable aspect than Caution-Slow-Speed, if the cab signal aspect changes to Caution-Slow-Speed the train must stop, and permission must be secured from the signalman before moving in either direction.

S25C. Rule 511a.

When moving from main track to siding, switch must remain open until train is clear, and when moving from siding to main track, switch must be opened before main track is fouled.

S25D. GRADE SIGNALS.

D2511. LOCATION OF GRADE SIGNALS.

TRACK 1—EASTWARD

East of Station Named

708 662 646 598.....	Piqua Crossing
456 434.....	Urbana

TRACK 2—WESTWARD

West of Station Named

35 49.....	Olentangy
73.....	Mounds
325 341 357.....	Milford Centre
507 525 541 557.....	Rice
749.....	Piqua Crossing
1367.....	Cambridge City

TRACK 3—WESTWARD

West of Station Named

507 525 541 557.....	Rice
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A tonnage freight train, as referred to in Rule 277, is a train having 80 per cent or more of the authorized slow freight engine rating, or, having in excess of 90 cars, including the cabin car.

Before entering territory where Grade-signals are in use, conductor must notify engineman of authorized slow freight engine rating for that trip, exact tonnage, or number of cars in train and changes due to setting off or picking up cars.

S26. INTERLOCKING RULES.

S26A. Rule 663 amplified:

Trains or engines must not pass an Interlocking Stop-signal without receiving Clearance Card (Form C) or train order. The signalman may authorize a conductor or engineman to fill out Clearance Card (Form C).

D2601. SWITCHES—POWER OPERATED FROM DISTANT POINT OF CONTROL.

LOCATION	CONTROL STATION
RICE: Crossover and switch to westward freight track.	URBANA
EAST BRADFORD: Entrance switch to westward yard and exit switch from eastward yard.	BRADFORD
WEST BRADFORD: End of double track.	BRADFORD
GREENVILLE: Switch 1.	GREENVILLE

Interlocking Rules 601 to 685, inclusive, govern the use of power operated switches when operating from distant point of control; when necessary to operate manually, the conductor or engineman must notify the signalman and obtain permission to do so.

When, in the application of Rule 663, it becomes necessary to issue Clearance Card, (Form C), conductor or engineman will promptly co-operate with the signalman and will prepare (Form C) under his direction. A supply of (Form C) is provided in telephone shelter.

When a train is stopped by a Stop-signal at a switch operated from a distant point of control, if means of communication have failed, and should no cause for detaining the train be known, the conductor, after a thorough understanding with the engineman, will arrange for manual operation of the switch or switches in the route to be used, after which it may proceed under Stop-signal, preceded by a flagman, to the next point of communication or to the next block signal displaying a more favorable indication than stop and proceed, expecting to find a train in the block, broken rail, obstruction or switch not properly set. After train has cleared the plant all switches must be restored to normal operating position and complete report made to the Superintendent from the first point of communication.

Instructions for manual operation of switches are posted in telephone shelter.

D2602. At following Interlocking Plants, a supply of Form C is provided in telephone shelter.

Joyce Avenue Crossing, in telephone shelter.

Front Street, in telephone shelter west of.

Little Miami Crossing, westward and eastward Home-signals.

B. & O. Crossing, westward and eastward Home-signals.

Olentangy, westward and eastward Home-signals.

Milford Centre, westward and eastward Home-signals.

Greenville, westward Home-signal.

New Paris, eastward Home-signal.

Newman, eastward Home-signal.

Dunreith, westward and eastward Home-signals.

**D2603. {MILFORD CENTRE
DUNREITH**

During the time Block Station is closed trains will be governed by the signal indication displayed. Switches will be set for main track movement. Rule 663 applies. When a train is stopped by a Stop-signal, if means of communication have failed, and should no cause for detaining the train be known, the conductor or engineman will examine switches and derails within the interlocking limits, and if found set for the movement of the train, it may proceed under Stop-signal not exceeding 15 miles per hour to the next signal expecting to find a train ahead, broken rail, obstruction or switch not properly set.

D2604. Rule 670 is not in effect between fixed signals on yard tracks between Grogan and Pennor yards.

**S27. NON-INTERLOCKED SWITCHES CONNECTED
WITH MANUAL AND CONTROLLED
MANUAL BLOCK STATION
SIGNALS.**

S28. TRACK CARS, ETC.

General definition of track car—amplified:

(a) **TRACK CAR**—A hand car, or self-propelled car or truck, which may be manually moved to or from the track.

Rule 829, paragraph 10, amplified:

(b) Track cars must not be operated except as prescribed by Rule 80 when so provided in the time-table.

Rule 206 amplified:

(c) The prefix H. C. to hand car running number will be used when issuing train orders or instructions to drivers of hand cars.

Rule 80 amplified:

(d) When track cars are approaching road crossings at grade, the trackman's whistle or other alarm signal provided for the purpose must be sounded before reaching the crossing, and track cars must approach all such crossings prepared to stop.

(e) Track cars will not operate Automatic or Semi-Automatic signals, or highway crossing warning signals; neither will they shunt track circuits at interlockings. Electric switch locking must not be depended upon for protection to movements made by such cars; signalmen and levermen must assure themselves that such cars have cleared the switches before operating same. They must not be used in Controlled Manual Block System territory or in Automatic Block System territory unless special provision is made for Manual Block protection.

They will not be authorized to represent or run as a section of a schedule; and under Manual Block System Rules will be operated as a train other than a passenger train, and may be admitted by train order and under stop block signal to a block following a passenger train in Manual Block territory.

(f) Pony trucks must use the least important track available, and be loaded so as to permit prompt removal from the track upon the approach of a train; when practicable they must be run on the rail nearest the ditch, and on double, three, or more, tracks, on a track against the current of traffic; they must not use a track under conditions when an approaching train cannot be seen in ample time to clear the track for the train, except in cases of emergency and then not until after a flagman has been placed in position where a train can be stopped before reaching the pony truck. In yards they must not be used except by permission of the yard master and under proper protection.

D2801. Between Mounds and Hawthorne Jct., except on tracks Nos. 3 and 4 between Glen and Newman, track cars will operate as per Rule 80.

- (a) A track car must not be placed on a main track without orders from the Superintendent.
- (b) Signalmen must not permit a train to follow a track car without orders from the Superintendent.
- (c) Track car extras must not pass a block station without permission from the signalman.
- (d) When a track car extra clears a main track, the driver must report clear to the signalman; or failing to do so by the time required, must protect as prescribed by Rule 99.

D2802. Rule 80 modified:

Between:

Grogan and Miami Crossing,
High Street and Mounds,
Glen and Newman, Tracks Nos. 3 and 4,

track cars will operate as follows:

(a) Track cars will be numbered for identification and will be in charge of a qualified employee.

(b) Track car must not be placed on a main track until the driver has obtained written information from the Superintendent as to train movement, and the location of trains will permit at that time.

Track car extras must not pass a block station without permission from the signalman.

When necessary, they may move on a main track under flag protection to the nearest point of communication, or until removed from the track.

They must not be used at night, nor when dense fog or other weather conditions obscure the view, except when necessary, and then only after obtaining written permission from the Superintendent and the driver has been advised by the signalman that the movement is protected.

(c) Lookout must be maintained in both directions. Track cars must not be attached to trains in motion nor follow trains or other track cars closer than 500 feet. They must be equipped with flagman's signals as prescribed in Rule 99.

(d) When night signals, as prescribed by Rule 9 are required, a white light must be displayed to the front and rear of track cars.

(e) When approaching curves, or other locations, where the view is obstructed, unless the way is seen or known to be clear, track car and motor must be stopped in order that an approaching train may be heard; when conditions require, a flagman must be sent ahead to protect the movement.

D2803. The use of hand trucks on main tracks shall be restricted as far as practicable and they must not be used on main tracks, unless attached to track cars, without permission from the Superintendent.

D2804. BURRO CRANE—A motor driven car used to lay rails, etc. Such equipment must not be depended upon to operate automatic signals, nor shunt track circuits at interlockings and electric switch lockings. They cannot be easily or quickly removed to or from track. They will be numbered for identification as a running number and, when no car number is used, the last four figures of the badge plate should be used.

The prefix B. C. to number will be used when issuing train orders or instructions to drivers.

All rules and special instructions governing the movement of track cars will apply to the movement of Burro Cranes.

S29. ENGINE AND OTHER EQUIPMENT RESTRICTIONS.

D2901. EQUIPMENT DESIGNATED A—B—C AND D IS PROHIBITED ON TRACKS, BRIDGES, ETC.

A—Curvature
C—Clearance

B—Light Bridges
D—Light Rail

LOCATION	CLASS OF ENGINE									
	C1	CC2	E	G	H	I	K	L	M	N
COLUMBUS										
Yard A, dispatching, all tracks south of No. 18, west of Taylor Ave. viaduct.....						A		A	A	
Transfer tracks to N. & W. Ry., east of Reed Ave., north of main tracks.....						A		A	A	
Lumber Yard tracks, Columbus Shops.....	A	A	A	A	A	A	A	A	A	A
Paint Shop tracks, Columbus Shops.....						A		A	A	
Freight House Yard, all tracks west of crossovers just east of Yard Office.....						A		A	A	A
Produce Yard, all tracks from south ladder.....						A		A	A	A
Ludlow St. Track, north and south	A	A	A	A	A	A	A	A	A	A
Borger Track.....	A	A	A	A	A	A	A	A	A	A
Giesey Track.....	A	D				A	A	A	A	A
Imbecile Asylum Track.....	A	A	A	A	A	A	A	A	A	A
N. Y. C. Transfer Track, Little Miami Crossing.....						A		A	A	A
Main Track, High Street to Maple Street viaduct.....									A	
Crossover between High Street and Maple Street.....						A				
Federal Chemical Track.....	D	D				A	A	A	A	A
Farmer's Fertilizer Track.....	D	D				A	A	A	A	A
American Zinc Oxide Track.....	D	D				A	A	A	A	A
Industrial Tracks south of 11th Ave	A	A	A	A	A	A	A	A	A	A
City Ice & Coal Co. Track, North Columbus.....	A	A	A	A	A	A	A	A	A	A
Columbus Auto Parts Co., N. Cols. Cols. Shop, 20th St. freight repair yd. 200 ft. east of ladder track clearance	D	D	D	D		D	D	D	D	D
Beyond ladder track clearance....						D	D	D	D	D
Connection to N. & W. Ry. at Joyce Ave., (N. & W. tracks).....								A	A	
Connections to C. & O. Ry. at Denison Ave., (C. & O. tracks).....						A				
Filtration Track, Grandview.....						A		A	A	A
Northwest Blvd. Tracks and connections thereto.....						A		A	A	A
MILFORD CENTRE										
Connection with C. C. C. & St. L. Ry.	A					A	A	A	A	A
URBANA										
Ash Pit Track.....		A				A		A	A	A
American Aggregates Track.....									D	
Transfer Track, American Aggregates to C. C. C. & St. L. Ry.....	D	D				A	A	A	A	A
Track No. 2, Bridge 48.91 (1.9 miles west).....		C								
Howard Paper Co. Track.....	B	B	B	B	B	B	B	B	A	B
Freight house tracks and lead thereto off station track No. 1....									A	
ST. PARIS										
D, T. & I. Interchange Track beyond clearance point between tracks at south end.....	D	D	D	D	D	D	D	D	D	D

LOCATION	CLASS OF ENGINE									
	C1	CC2	E	G	H	I	K	L	M	N
PIQUA CROSSING										
North wye.....						A			A	A
PIQUA										
North Yard Lead.....									A	
Spiker Track.....	A	A		A	A	A	A	A	A	A
Coal and Iron Track.....	A	A		A	A	A	A	A	A	A
Chestnut St. Switch to South Yard	A	A		A	A	A	A	A	A	A
Malt Track.....	A	A		A	A	A	A	A	A	A
Crossover between Tracks in Sycamore Street east of Wayne Street..	A	A		A	A	A	A	A	A	A
BRADFORD										
East End Yard C, Tracks 4, 5 and 6.									A	
West End Yard C, all Tracks.....									A	
GETTYSBURG										
Seaman Track.....						A			A	A
GREENVILLE										
Heading Track.....						A			A	A
Conks Track.....						A			A	A
Fertilizer Track.....						A			A	A
Daisy Track.....									A	
NEW MADISON										
Oil Track.....									A	
Bower's Coal Track.....									A	
NEW PARIS										
Elevator Track.....						A			A	A
RICHMOND										
C. & O. Connection.....						A	A		A	A
Freight House Tracks.....						A	A	A	A	A
EAST HAVEN										
Hospital Track beyond 400 feet from derail.....						A			A	A
Johns-Manville Industrial Tracks										
A, B, C and D.....	A	A		A	A	A	A	A	A	A
Joe Hill Track.....									A	
CAMBRIDGE CITY										
Casket Company Track.....	A	A				A	A	A	A	A
Light Plant Track.....	A	A				A	A	A	A	A
Bertch Shop and Unloading Track..	A	A				A	A	A	A	A
Run-around Track, M. P. 136.....									A	
Yard Tracks, Nos. 3 and 5.....									A	
Mal-Gra—Paul Casket Track.....						A			A	A
American Casket Track.....						A			A	A
DUBLIN										
Stock Pen Track.....						A			A	A
South Storage Track.....									A	
STRAUGHN										
Canning Factory Track.....									A	
DUNREITH										
Elevator Track.....									A	
Freight House Track.....						A			A	A
KNIGHTSTOWN										
House Track.....						A	A	A	A	A
Cook Coal Co. Track.....						A	A	A	A	A
Stock Pen Track.....						A	A	A	A	A
CHARLOTTESVILLE										
Elevator Track.....									A	
GREENFIELD										
Black and Gordon South Track.....									A	A
News Mill Track.....	A	A				A	A	A	A	A
Virginia Sweet Foods, Inc. Track...	A	A				A	A	A	A	A
Conklin's South Track.....									A	
Stock Pen Track.....						A			A	A

LOCATION	CLASS OF ENGINE									
	C1	C2	E	G	H	I	K	L	M	N
GEM Elevator Track.....	A	..
CUMBERLAND Onion Track.....	A	..

S30. ELECTRICAL OPERATION.

S31. EMPLOYEE'S REGISTER.

S31A. When reporting for duty, trainmen, enginemen and firemen in road and yard service must personally sign a register in the presence of Assistant Train Master, Yard Master, Station Master, Agent, Engine House Foreman or their representatives, or Operator, when register is signed at a block station, who will witness the signatures.

D3101. Registers for this purpose are in charge of Bulletin Board Attendants.

S32. PERSONAL INJURIES.

S32A. Emergency calls for Surgeons will have preference over other business, except train orders.

Employees injured on company property, or while on company business, will be treated by the nearest physician listed in Special Instruction D3201, without cost, throughout their disability. If hospital attention is necessary, they should be sent, if practicable, to one of the hospitals listed in Special Instruction D3202.

Passengers or others injured on company property will receive first attention by the Medical Examiner or Company Surgeon, without cost; at points where it is impossible to obtain their services, the company will be responsible for the cost of reasonable surgical attention by an outside Surgeon for the first services rendered, subsequent attention will be determined by direction of proper official.

D3201. MEDICAL EXAMINERS.

LOCATION	NAME AND ADDRESS	TELEPHONE NUMBER
Columbus.....	Dr. H. E. Heston, Office, 20th Street Shop..... Daily except Saturday and Sunday— 8:30 A. M. to 5:00 P. M. Saturday— 8:30 A. M. to 12:00 Noon. Emergency calls outside of these hours taken care of by arrangement through Crew Dispatchers at Engine Houses at Columbus, and at Columbus Shop. Residence, 254 Oakland Park Ave.	MA. 1121 LA. 5246
Richmond.....	Dr. H. E. Heston, Office, Passenger Station. Tuesday and Thursday— 9:00 A. M. to 12:00 Noon. 1:00 P. M. to 3:00 P. M.	
Indianapolis.....	Dr. L. W. Brown, Res. Asst., Office, 764 So. Emerson Ave. Monday— 8:30 A. M. to 12:00 Noon. Wednesday, Friday and Saturday— 8:30 A. M. to 12:00 Noon. Residence, Pleasant Run Parkway—South Drive.	RI. 9331 IR. 2468

COMPANY SURGEONS.

LOCATION	NAME AND ADDRESS	TELEPHONE NUMBER
Columbus.....	Dr. Frank Warner, Office— White Cross Hospital.....	AD. 9171
	Residence— 177 Hubbard Ave.....	UN. 7376
	Dr. Geo. J. Heer, Office— 289 E. State St.....	AD. 5437
	Residence— 475 E. Town St.....	GA. 5005
Milford Centre...	Dr. Frank S. Lott, Office— 246 E. State St.....	AD. 2450
	Residence— 3861 Olentangy River Road.	LA. 7469
	Dr. H. V. Postle, (Oculist), Office— 83 S. Fourth St.....	AD. 5768
	Residence— 395 Stoddart Ave.....	FA. 5260
Piqua.....	Dr. J. L. Boylan, Office, E. State St.....	60
	Residence, E. State St.....	10
Richmond.....	Dr. J. Robert Caywood, Office, Orr-Flesh Bldg.....	MA. 69
	Residence, 328 N. Downing St.	MA. 64
	Dr. F. E. Hagie, Office— Rooms 201-202-203 Second National Bank Bldg.....	7141
	Residence— 164 So. 20th St.....	6163
Indianapolis.....	Dr. F. P. Buche, Office and Residence— 106 S. 7th St.....	1997
	Dr. H. E. Allen (Oculist), Office— 21 S. Eighth St.....	2422
	Residence— 235 S. 11th St.....	39872
	Dr. Daniel J. McCarthy, Office— 507 Hume-Mansur Bldg....	LI. 3618
	Residence— 3055 No. Meridian St.....	TA. 5321
	Dr. Harry E. Kitterman, Asst. Office— 818 Hume-Mansur Bldg....	RI. 5633
	Residence— 5108 Graceland Ave.....	HU. 5824
	Dr. W. F. Hughes, (Oculist), Office— 401 Hume-Mansur Bldg....	LI. 4938
	Residence— 4025 No. Meridian St.....	WA. 1406
	Dr. D. A. Bartley, (Assistant Oculist). Office— 401 Hume-Mansur Bldg....	LI. 4938
	Residence— 4731 No. Penna. St.....	HU. 5471

D3202.**HOSPITALS.**

LOCATION	NAME AND ADDRESS	TELEPHONE NUMBER
Columbus.....	White Cross, 700 N. Park Street..... St. Clair, 338 St. Clair Avenue.....	AD. 9171 FA. 3815
Piqua.....	Memorial, Corner Park and Nicklin Avenues.....	MA. 1187
Richmond.....	Reid Memorial.....	2424
Indianapolis.....	St. Vincent, Fall Creek Blvd. and Capitol Ave..... Methodist Hospital, 1604 N. Capitol Ave.....	TA. 7070 TA. 4840

D3203. FIRST AID BOXES AND STRETCHERS.

First Aid Boxes, location of:

In all passenger carrying cars, including baggage cars and mail cars, and in cabin cars:

At each passenger and each freight station.

At yard offices and other suitable places in the larger yards, car inspectors' offices, power plants, substations, block and interlocking stations, tool houses, pump houses, M. W. cabins, wreck trains, shop and engine houses, camp cars, and on each track and hand car, and as provided by a State law.

Stretchers:

One stretcher should be carried on each combined car and baggage car, to be placed in stretcher box.

One stretcher must be carried on each passenger train.

S33.**USE OF TELEPHONES.**

S33A. Employes using telephones in connection with train movements must satisfy themselves beyond doubt that they are in communication with proper persons.

Persons using telephones must yield the line promptly for train movements.

If telephone fails, trainmen will use any means of communication to avoid delay.

When used for Block Operations, transmitting train orders or making any arrangements pertaining to the movements of trains by trainmen, the conductor or engineman must personally receive all orders on the telephone and make all verbal arrangements pertaining to the movement of his train, but neither is relieved of any responsibility as prescribed by Rule 105.

The same precaution must be taken to insure accurate transmission and proper delivery of train orders and instructions as is required by the rules in transmitting by telegraph. The essential features of all verbal arrangements and instructions such as train numbers, engine numbers, information in regard to trains being clear of, or desiring to occupy certain tracks, etc., must be repeated by the person receiving the information.

D3301. Telephones are located at block stations, hand-operated siding and crossover switches, switches—power operated from distant point of control; also at other points necessary for train operation.

S34.**MISCELLANEOUS.**

S34A. Locomotive cranes and such other pivoted machinery equipped with swinging booms of which a part may swing or extend outward, must not be moved in revenue trains unless Form C. T. 310 is attached, one to each side of the pivoted machinery when moving on its own wheels or to the car upon which it may be loaded, and Form C. T. 310-A to the billing. When such shipments are set off for repairs that may affect the requirements of A. A. R. Loading Rules, they must not be moved except upon authority of the Train Master, and not until proper inspection and billing has been endorsed by Agent or Yard Master, "Re-inspected at..... and loaded as per A. A. R. Loading Rules."

Conductors when setting off such shipments for repairs must notify the proper officer that it is pivoted machinery.

D3401. Gasoline or gas-electric propelled rail motor cars must not be operated on any track where there is an open flame.

D3402. Rule 701 modified:

When a freight train is stopped for coal or water at a point outside of interlocking limits, the engine need not be detached from the train, if, in the judgment of the engineman, it is unnecessary.

D3403. Rule 702, ninth paragraph, revised:

Defective hose removed enroute must be tagged to show train number, initial and number of car or engine, date and place of removal. Enginemen to send hose from engine to engine house foreman. Conductors to send hose from passenger equipment cars to foreman car inspectors at terminals; from freight cars to be delivered to first available car inspector who will furnish a new one. Freight conductors must carry as part of their equipment a supply of Form M. P. 401—Conductors Report of Repairs Made and Material Applied to Foreign and Individual Freight Cars by Train and Engine Crews—and use these forms as directed thereon.

D3404. Rule 737 modified:

Search or flood lights located under the vestibule of business cars may be displayed on the rear end of trains.

Electric illuminated signs may be displayed on rear of passenger trains.

D3405. General Regulations for Employes—832, amplified: (Second and third paragraphs.) To the signal equipment for each crossing watchman or gateman, add:

"Fusees"

"Whistle"

(Fourth paragraph.) When a train, engine, or any type of rail equipment is approaching, watchmen must place themselves in the middle of the highway, near the track, and remain there until it is safe for vehicles and pedestrians to cross the

track. By day they will display a Stop sign, holding it in an upright position so that the word "STOP" will plainly appear to any person approaching on the highway. By night, or when Stop sign cannot be plainly seen, they will display a red light, swinging it across the direction of highway traffic, care being used not to show the red light to an approaching train, engine or any type of rail equipment except when necessary to stop it.

D3406. Trainmen must not pass over container cars while cars are in motion.

D3407. When cars with rusty wheels which have been stored are being moved from a storage track through an interlocking, all switch and lock levers in the route involved must be blocked with a standard blocking device by the operator, as prescribed by Rule 221c, before movement of such cars is permitted through the interlocking and all levers must remain blocked until the movement is completed.

D3410. BLOCK SIGNAL RULES ADDITIONAL TO THOSE CONTAINED IN THE BOOK OF RULES AND NOT EFFECTIVE EXCEPT WHERE SO SPECIFIED BY SPECIAL INSTRUCTIONS.

AUTOMATIC BLOCK SYSTEM RULES FOR SINGLE TRACK.

Rules 551 to 564 inclusive, will not be effective except by Special Instructions.

551. (See standard signal aspects.)

Rule 276 indication amplified as follows:

Indication—Stop—then proceed in accordance with Rule 509, 559 or 660.

Rule 277, last paragraph of indication amplified as follows:

For other trains, Stop then proceed in accordance with Rule 509 or 559.

555. Block signals govern the use of the blocks, but unless otherwise provided do not supersede the superiority of trains nor dispense with the use or the observance of other signals whenever and wherever they may be required.

555a. On portions of the railroad so specified in the timetable, when a train that has no work short of the next meeting or passing point, receives permission from the signalman or a Home or Block-signal indication authorizing it to proceed, it may, unless otherwise directed, run ahead of superior trains in the same direction it is moving, clearing superior opposing trains as prescribed by the Rules. A train that has work between two meeting or passing points must clear all superior trains in both directions as prescribed by the Rules between those points. All the Rules and Special Instructions that apply to opposing trains remain in effect.

NOTE—AT INTERLOCKINGS, WHERE THERE IS NO BLOCK SIGNAL THAT GOVERNS THE USE OF THE BLOCK FROM THE LIMITS OF THE INTERLOCKING, THE HOME-SIGNALS GOVERNING THE USE OF THE ROUTES LEADING TO THAT BLOCK WILL, IN ADDITION, GOVERN THE USE OF THE BLOCK TO THE NEXT BLOCK SIGNAL BEYOND THE INTERLOCKING.

555b. _____.

555c. A train having passed beyond the limits of a block must not back into that block without orders from the Superintendent, except that while shifting at an interlocking station movements may be made beyond the Home-signal by permission of signalman and under protection as prescribed by Rule 99. Signalmen must not give permission for such movements when there is a train between the point where the move is to be made and the next block station where a signalman is located, which has been authorized to move in the direction of the former point.

When permission has been given for a movement beyond the home signal, signalman at that point and at the next block station must know that it has been made before admitting another train to a block either at or between their stations to move in the direction of the point where such movement is being made.

555d. Signalmen will not permit a train to enter a block at a hand-operated switch without permission from the Superintendent if there is a train between the block stations on either side of it where signalmen are located which has been authorized to move towards the switch where the train is to enter the block.

When a train has been given permission to enter a block at a hand-operated switch the signalmen at block stations on either side of that switch must know that it has entered the block before admitting any other trains to a block at or between their stations to move in the direction of that switch.

Signalman will arrange with conductor or engineman of a train desiring to enter a block at a hand-operated switch to give him information regarding passing trains on the main track, and will also arrange with them that after having received permission for their train to enter the block, to advise him when such movement has been made.

555e. When a train clears a block at a hand-operated switch, conductor or engineman must report clear to the signalman.

A train must not enter a block at a hand-operated switch without permission from the signalman, and after receiving such permission it may proceed to the next block signal not exceeding 15 miles per hour, expecting to find a train in the block, broken rail, obstruction or switch not properly set.

555f. _____.

555g. _____.

556. Lights must be used upon all block signals from sunset to sunrise and whenever the signal indications cannot be clearly seen without them.

557. Signalmen must not admit a train to an occupied track between Home-signal and the next signal in advance without first stopping the train.

ENGINEMEN AND TRAINMEN.

558. _____.

558a. Engines or trains assisting a train ahead, and trains being assisted by another engine or train pulling, may pass Stop and Proceed-signals in Stop position without stopping.

559. When a train is stopped by a Stop-signal located at the entrance to a block, it must stay until the signal displays an indication authorizing it to proceed, except that:

(A) If authorized to pass it at Stop, the train may proceed not exceeding 15 miles per hour to the next block signal, expecting to find a train in the block, broken rail, obstruction or switch not properly set.

(B) If means of communication have failed, and should no cause for detaining the train be known, it may proceed, when preceded by a flagman, to the next point of communication or to the next block signal that displays either Approach, Approach Restricting or Clear indication, expecting to find a train in the block, broken rail, obstruction or switch not properly set.

Except while being governed by paragraph B, when a train is stopped by a Stop and Proceed-signal, it may proceed at once not exceeding 15 miles per hour, expecting to find a train in the block, broken rail, obstruction or switch not properly set; if the train is preceded by a flagman because of having passed a signal at Stop where means of communication had failed, the flagman must continue to precede the train to the next point of communication or to the next block signal that displays either Approach, Approach Restricting or a Clear indication.

NOTE—WHEN A TRAIN IS STOPPED BY AN AUTOMATIC BLOCK STOP-SIGNAL WHERE MEANS OF COMMUNICATION HAVE FAILED, THE PERMISSION TO PROCEED PRECEDED BY A FLAGMAN TO THE NEXT POINT OF COMMUNICATION OR TO THE NEXT SIGNAL DISPLAYING EITHER APPROACH, APPROACH RESTRICTING OR CLEAR INDICATION, AS PRESCRIBED BY PARAGRAPH B OF RULE 559, DOES NOT APPLY TO INTERLOCKING AND OTHER STOP SIGNALS.

560. When a train is stopped by a block signal which is evidently out of order, the fact must be reported to the Superintendent.

561. Both switches of a crossover must be open before a train starts to make a crossover movement, and the movement must be completed before either switch is restored to normal position.

562. Where switch indicators are used, the indications displayed do not relieve engine-men and trainmen from protecting their train as required by the Rules.

563. Unless otherwise directed, when two or more trains or engines have been coupled and so move past any block station, they must be separated only at a block station and the signalman notified.

564. Excessive use of sand at any point is prohibited, and its use must be restricted to actual necessity in automatic block signal territory.

AMPLIFICATION OF CONTROLLED MANUAL BLOCK RULES.

416.

NOTE—WHEN THE TELEPHONE IS USED, THE CODE WILL BE USED WITHOUT THE NUMERALS.

- 1—Display Stop-signal.
- 13—I understand.
- 17—Display Stop-signal. Train following.
- 2—Block clear.
- 12—Block is clear of opposing trains.
- 4—Train other than passenger has entered block.
- 46—Passenger train has entered block.
- 5—Block is not clear of train other than passenger.
- 14—Block is not clear of opposing trains.
- 56—Block is not clear of passenger train.
- 7—Train following.
- 52—Train has passed switch. Answer by repeating.
- 55—Hold train. Answer by 13.

When two or more tracks are used in the same direction, signalmen in using the communicating code must also specify the track.

NOTE—WHERE A BLANK IS SHOWN AFTER A CODE SIGNAL IN RULE 417, 417-A, 417-B AND 418, THE DESIGNATION OF THE TRAIN, AND THE DIRECTION OF EXTRA TRAINS MUST BE INCLUDED IN GIVING THE SIGNAL.

417. (SINGLE TRACK—FOR ABSOLUTE BLOCK FOR OPPOSING MOVEMENTS AND AUTO- MATIC BLOCK FOR FOLLOWING MOVEMENTS.)

To admit a train to a block the signalman must examine the block record and if the block is clear of opposing trains, give "1 for———" to the next block station in advance. The signalman receiving this signal, if the block is clear of opposing trains must display the Stop-signal to opposing trains, reply "12 for———" and unlock. If the block is not clear he must reply "14 of———" The signalman at the entrance of block must then display the proper signal indication.

A train must not be admitted to a block which is occupied by an opposing train except by train order.

If means of communication fail, a train may be admitted to a block as provided for in Rule 432.

417c. When, as prescribed by Rule 417, 417a, 417b or 418, a signalman gives or receives "2," "12" or "13," this information with the train number and time given or received, must be entered on the block record at both offices.

418. (DOUBLE, THREE OR MORE TRACKS—FOR ABSOLUTE BLOCK FOR OPPOSING MOVEMENTS AND AUTOMATIC BLOCK FOR FOLLOWING MOVEMENTS ON THE SAME TRACK ON WHICH THERE IS AN ASSIGNED CURRENT OF TRAFFIC).

To admit each train to a block against the current of traffic, the signalman must examine the block record, and if the block is clear of opposing trains, give "1 for———" to the next block station in advance. The signalman receiving this signal, if the block is clear of opposing trains, must display the Stop-signal to opposing trains, reply "12 for———" and unlock if necessary. If the block is not clear of opposing trains, he must reply, "14 of———" The signalman at the entrance of the block must then display the proper signal indication.

To admit trains to a block with the current of traffic after a train moving against the current of traffic has cleared it, the signalman at the end of the block where it cleared must examine the block record and if the block is clear of opposing trains, give "1 for———" to the next block station in advance. The signalman receiving this signal, if the block is clear of opposing trains, must display the Stop-signal to opposing trains, reply "12 for———" and unlock. If the block is not clear of opposing trains, he must reply "14 of———" The signalman at the entrance of the block will then display the proper signal indication to trains with the current of traffic. A train must not be admitted to a block which is occupied by an opposing train except as directed by train order. Rule 432 does not apply to movements covered by Rule 418.

If means of communication fail while there is a train moving against the current of traffic in a block, the signalman in the rear of such train must, after his indicator shows that it has cleared the block, give unlock to the signalman at the block station in advance, so that movements may be established with the current of traffic; the latter will, after any train against the current of traffic for which "12" or "13" has been given by him, has cleared the block, if his indicator shows that the block is clear, and should no cause for detaining trains with the current of traffic be known, permit them to proceed, but unless otherwise directed by the Superintendent, he must instruct the first train in writing, as follows:

"Means of communication have failed; proceed to the next block station expecting to find track obstructed."

If the block signal at the block station that governs trains with the current of traffic in entering the block cannot be changed from its most restrictive indication and the signalman is unable to communicate with the Superintendent, he will deliver Clearance Card, Form C, to trains governed by that signal.

ENGINEMEN AND TRAINMEN.

465. When a train clears a block between block stations, the conductor or engine man must report clear to the signalman, but they are not required to do so when entering a siding at a block station clearing a block at a switch operated by the

signalman. A train must not enter a block nor cross from one track to another at a block station, or between block stations, without proper block signals or permission from the signalman either of which supersedes time table superiority.

In the absence of a block signal, the conductor or engineman must ascertain from the signalman the condition of the block and obtain permission from him to enter it. If information concerning the block is received by the conductor, he must personally give it to the engineman.

S35. INSPECTION OF PASSING TRAINS.

D3501. Rule 703 amplified:

The following instructions must be observed as far as practicable and other duties will permit. Employes will observe passing trains for defects, and should there be any indication of conditions endangering the train, take such measures for its protection as may be practicable.

Trainmen of freight and passenger trains will observe passing trains and if any defects are noted, such as brakes sticking, brake rigging down, swinging doors, hot boxes, objects protruding that may result in damage or injury, will signal members of such trains, calling attention to dangerous conditions, and if nothing irregular is noted, will give proceed signal to rear of passing train when it is practicable to do so.

Train and engine crews on moving trains will be on the lookout for signals when passing other trains, interlocking, block, water, coaling and other stations, sidings, highway crossings where crossing watchmen are on duty and points where trackmen are working, and when practicable, exchange signals.

The following signals will be used where other signals are not required:

	<div> BY DAY—Nose held with one hand with other hand pointed toward track. </div>
HOT JOURNAL.....	<div> BY NIGHT—Lamp swung vertically in a small circle, lamp to be held by guard wire around globe. </div>
BRAKES STICKING.....	<div> BY DAY—Hands shoved in sliding motion out from body. </div> <div> BY NIGHT—Lamp raised and held stationary. </div>
BROKEN WHEELS.....	<div> Stop signal. </div>
DEFECTIVE TRUCK.....	
DRAGGING BRAKE CONNECTION.....	
LADING SHIFTED OVER SIDE OR END OF CAR...	
SWINGING CAR DOOR OR ANY OTHER DANGEROUS CONDITIONS.....	

GENERAL ORDERS.

GENERAL ORDER No. 2801

{ Zone A
Zone B
Zone C
Zone D
Zone E

Effective { 1:01 A. M., E. S. T. } Sunday, September 25, 1938.
 { 12:01 A. M., C. S. T. }

Time Table No. 28 takes effect 1:01 A. M., E. S. T., and 12:01 A. M., C. S. T., Sunday, September 25, 1938, and contains the necessary instructions issued in General Orders up to and including

No. 2706, Zone A,
No. 2703, Zone B,
No. 2702, Zone C,
No. 2703, Zone D,
No. 2705, Zone E,

all of which must be removed from bulletin boards.

Each employe must carefully examine Time Table No. 28 to see that his copy is complete, with all schedule pages properly lined up, and note the changes.

Employes must turn in old time-table to Bulletin Board Attendants after Time Table No. 28 takes effect.

This General Order is printed in Time Table No. 28 and will not be issued in sticker form.

COLUMBUS—St. Clair Ave.:

Trains 6041 and 6050 stop on signal to receive and discharge employes.

GEM:

Westward siding occupied by stored cars.

Eastward siding occupied by stored cars.

DUNREITH:

Westward siding occupied by stored cars.

UNIONVILLE:

Water station out of service.

LITTLE MIAMI CROSSING (2000 feet east):

Post office track, connected with track No. 1, trailing switch for eastward movement out of service. Switch spiked.

DUBLIN JCT.:

Crude Oil Construction Co's., industrial track, connected with No. 1 main track, trailing switch for eastward movement, derail pipe connected with main track switch, capacity 50 cars, in service.

All engines heavier than class H are prohibited account light rail.

**THE PENNSYLVANIA RAILROAD
COLUMBUS DIVISION**

Columbus, Ohio, February 6, 1939.

**GENERAL ORDER No. { 2802, Zone A
2803, Zone B**

Effective 12:01 A. M., E. S. T., Thursday, February 9, 1939.

B. & O. CROSSING (Columbus):

Maximum speed over crossing, 50 miles per hour.

CONOVER:

Westward siding occupied by stored cars.

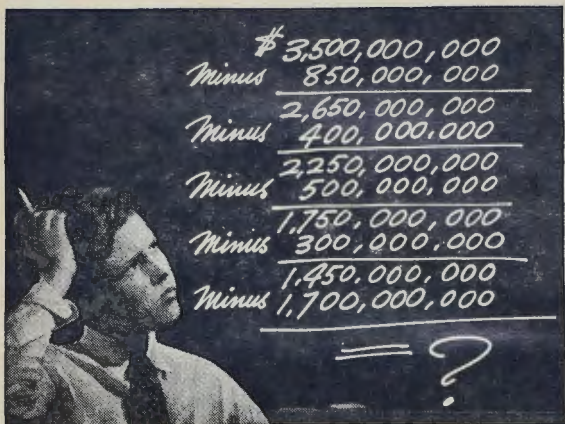
GARRETT:

Maximum speed for eastward trains on track No. 2 over facing point spring switch, west end track No. 3, 30 miles per hour.

J. T. RIDGELY,
Superintendent.



The Question is—



WHAT CAN WE USE FOR MONEY?

American railroads will take in during 1938 a total of some 3½ billion dollars. It looks like a lot of money, and is a lot of money, until you figure where it goes.

For instance, in 1938, fuel, materials and supplies will cost about \$850,000,000.

Inescapable wear and tear, plus reasonable provision for loss and damage and equipment rentals will come to around \$400,000,000.

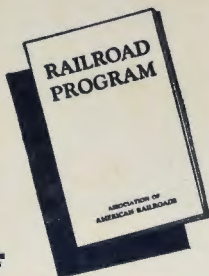
Interest on bonds representing borrowed money will come to \$500,000,000.

And, of course, taxes—\$300,000,000.

During the year railroad employees will receive about \$1,700,000,000 in wages.

As this leaves the railroads \$250,000,000 *in the hole*, it becomes apparent that they must find some way to cut down "outgo" or step up income or both.

To accomplish these results, the railroads are offering a specific program which is outlined in a little pamphlet which will be mailed free upon request.



**ASSOCIATION OF
AMERICAN RAILROADS**
WASHINGTON, D. C.

COLUMBUS DIVISION TIME TABLE No. 28