

# The Pennsylvania Railroad

WESTERN REGION  
SOUTHWESTERN DIVISION

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## COLUMBUS DIVISION

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### Time Table No. 19

In effect { 1:01 A. M., E. S. T. } Sunday, April 29, 1934  
          { 12:01 A. M., C. S. T. }

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FOR THE GOVERNMENT OF EMPLOYEES ONLY

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---

EASTERN STANDARD TIME

Grogan to Miami Crossing,  
and Richmond.

CENTRAL STANDARD TIME

Richmond to Hawthorne Junction.

---

J. C. RILL,  
General Manager.

HOWARD GINTER,  
Supt. Pass. Transportation.

H. W. JONES,  
General Superintendent.

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

C. F. LINGENFELTER,  
Superintendent.

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Emergency Whistle or Horn	Interlocking Stations	Block Stations	Dist. between Stations	Dist. from Columbus	STATIONS	Station Signals	Sidings assigned direc'n Car capacity 45 ft. cars		
							E	W	Both
	I	B	0.7	3.3	GROGAN	FR			
		B	1.1	2.2	JOYCE AVENUE	CW			
		B	1.7	0.5	NEILSTON	JA			
			0.3	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	
W	I		0.5	1.9	B. & O. CROSSING				
	I	B	1.5	3.4	MIAMI CROSSING	MI			
			0.1	0.3	FRONT STREET				
	I		0.2	0.5	DENNISON AVENUE	DS			
			0.5	1.0	OLENTANGY			135	
			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		96	
	I*		1.1	48.1	RICE				
			3.0	51.1	WESTVILLE				
			6.0	57.1	GARRETT				
			0.9	58.0	ST. PARIS	MS		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				100
			3.2	79.3	COVINGTON				
	I*		2.0	81.3	EAST BRADFORD				
	I	B	2.0	83.3	BRADFORD	BF			
	I*		2.6	85.9	WEST BRADFORD				
			1.2	87.1	GETTYSBURG	GB			
	I*		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			100
W	I	B	3.6	117.4	GLEN	JC			
			1.5	118.9	FORD				
			0.5	119.4	TWELFTH STREET				
			0.2	119.6	RICHMOND				
W	I	B	0.3	119.9	NEWMAN	FT			105
			1.8	121.7	EAST HAVEN				
			3.9	125.6	CENTERVILLE	CD			
			2.7	128.3	JACKSONS				
			4.8	133.1	GERMANTOWN				
			1.9	135.0	CAMBRIDGE CITY	CA			
			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				
		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.)				

\*Switches—Power operated from distant point of control. (Special instruction D2601).

Note—Block stations are open continuously, except:

Dunreith	Closed	Daily Except Sunday, 3.00 P. M. to 7.00 A. M. Sunday, Continuously.
Milford Centre	Closed	Daily Except Sunday, 3.45 P. M. to 7.45 A. M. Sunday, Continuously.

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

RN—Columbus	} Continuously.
DS—Dennison Avenue	

**JOYCE AVENUE TO MIAMI CROSSING,  
AND HAWTHORNE JCT.**

STATIONS	FIRST CLASS		
	◇201	6241	1471
	DAILY	DAILY	DAILY
	Leave	A. M.	A. M.
JOYCE AVENUE.....		2.30	
NEILSTON.....		2.35	
COLUMBUS.....	\$	2.40	
			\$ 3.35
DAVIS AVENUE.....			
MIAMI CROSSING.....			
DENNISON AVENUE.....			3.37
OLENTANGY.....			
MARBLE CLIFF.....			
MOUNDS.....			
HILLIARDS.....			
PLAIN CITY.....			
UNIONVILLE.....			
MILFORD CENTRE.....			
WOODSTOCK.....			
CABLE.....			
HAGENBAUGH.....			
URBANA.....			
RICE.....			
WESTVILLE.....			
GARRETT.....			
ST. PARIS.....			
CONOVER.....			
FLETCHER.....			
PIQUA CROSSING.....			
PIQUA.....			
CREST.....			
COVINGTON.....			
BRADFORD.....			
WEST BRADFORD.....			
GETTYSBURG.....			
GREENVILLE.....			
HEWITT.....			
NEW MADISON.....			
NEW PARIS.....			
GLEN.....	1.42		
RICHMOND.....	\$ 1.49		
	12.59		
NEWMAN.....	1.01		
CENTERVILLE.....			
CAMBRIDGE CITY.....			
DUBLIN.....			
DUBLIN JCT.....			
STRAUGHN.....			
LEWISVILLE.....			
DUNREITH.....			
KNIGHTSTOWN.....			
HENRY.....			
CHARLOTTSVILLE.....			
RILEY.....			
GREENFIELD.....			
GEM.....			
CUMBERLAND.....			
HAWTHORNE JCT.....			
INDIANAPOLIS (Inds. Div)			
Arrive	A. M.	A. M.	A. M.
	201	6241	1471

**WESTWARD**

FIRST CLASS				
◇ 27	◇ 227	◇ 31	41	533
DAILY	DAILY	DAILY	DAILY	DAILY
A. M.	A. M.	A. M.	A. M.	A. M.
				7.20
\$ 4.00		\$ 5.18		7.25
4.20	\$ 4.28	5.31	\$ 5.35	7.30
	4.33		5.39	
	4.37		5.43	
4.23		5.34		
4.32		5.43		
4.48		6.00		
4.54		6.06		
5.08		6.20		
\$ 5.18		6.26		
5.21		6.28		
5.32		6.39		
5.38				
5.47		F 6.52		
\$ 5.51		F 6.53		
5.56		6.58		
6.03		7.09		
6.07		7.13		
\$ 6.20		F 7.23		
6.30		7.33		
6.41		7.44		
6.45		7.48		
\$ 6.50		\$ 7.53		
6.00		6.59		
6.01		7.00		
6.21		7.19		
6.32		7.30		
6.40		7.38		
6.50		7.46		
\$ 6.56		7.54		
7.05				
7.12		8.01		
\$ 7.25		\$ 8.14		
A. M.	A. M.	A. M.	A. M.	A. M.
27	227	31	41	533

JOYCE AVENUE TO MIAMI CROSSING,  
AND HAWTHORNE JCT.

STATIONS	FIRST CLASS			
	1301 DAILY EX. SUN.	◇ 65 DAILY	217 DAILY	
	A. M.	A. M.	A. M.	
Leave				
JOYCE AVENUE.....				
NEILSTON.....				
COLUMBUS.....	\$ 8.15	\$ 8.09		
		8.19		
DAVIS AVENUE.....		8.23		
MIAMI CROSSING.....		8.26		
DENNISON AVENUE.....	8.17	Via		
OLENTANGY.....		Cinti. Div.		
MARBLE CLIFF.....				
MOUNDS.....				
HILLIARDS.....				
PLAIN CITY.....				
UNIONVILLE.....				
MILFORD CENTRE.....				
WOODSTOCK.....				
CABLE.....				
HAGENBAUGH.....				
URBANA.....				
RICE.....				
WESTVILLE.....				
GARRETT.....				
ST. PARIS.....				
CONOVER.....				
FLETCHER.....				
PIQUA CROSSING.....				
PIQUA.....				
CREST.....				
COVINGTON.....				
BRADFORD.....				
WEST BRADFORD.....				
GETTYSBURG.....				
GREENVILLE.....				
HEWITT.....				
NEW MADISON.....				
NEW PARIS.....		10.34		
GLEN.....		10.38	10.47	
RICHMOND.....	\$ 9.48	\$ 10.52		
		9.57		
NEWMAN.....		9.49	9.59	
CENTERVILLE.....				
CAMBRIDGE CITY.....				
DUBLIN.....				
DUBLIN JCT.....		10.08		
STRAUGHN.....				
LEWISVILLE.....				
DUNREITH.....		10.18		
KNIGHTSTOWN.....				
HENRY.....		10.26		
CHARLOTTSVILLE.....				
RILEY.....		10.34		
GREENFIELD.....				
GEM.....		10.42		
CUMBERLAND.....				
HAWTHORNE JCT.....		10.49		
INDIANAPOLIS (Inds. Div.).....		\$ 11.02		
Arrive				
	A. M.	A. M.	A. M.	
	1301	65	217	

FIRST CLASS					
◇ 265 DAILY	33 DAILY	◇ 503 ‡ DAILY ‡ EX. SUN.	6141 DAILY	◇ 19 DAILY	
A. M.	A. M.	A. M.	A. M.	A. M.	
			11.25		
			11.28		
\$ 8.25	\$ 8.40		\$ 11.30	\$ 11.38	
				11.44	
8.28				11.48	
8.32				11.51	
				Via	
	8.43			Cinti. Div.	
	8.51				
	\$ 8.56				
	\$ 9.08				
	9.14				
	\$ 9.22				
	9.39				
	\$ 9.48				
	9.51				
	10.01				
	\$ 10.04				
	10.10				
	10.20				
	\$ 10.25				
	10.30				
	\$ 10.35				
	\$ 10.45				
				1.57	
				2.01	
		\$ 10.05		\$ 1.08	
		10.07		1.09	
				1.29	
				1.39	
				1.47	
				1.56	
				2.04	
				2.11	
				\$ 2.25	
A. M.	A. M.	A. M.	A. M.	P. M.	
265	33	503	6141	19	

8  
JOYCE AVENUE TO MIAMI CROSSING,  
AND HAWTHORNE JCT.

STATIONS	FIRST CLASS		
	907 DAILY	◇207 DAILY	● 11 DAILY
	P. M.	P. M.	P. M.
JOYCE AVENUE NEILSTON COLUMBUS			S 1.55 2.05
DAVIS AVENUE MIAMI CROSSING			
DENNISON AVENUE OLENTANGY MARBLE CLIFF MOUNDS HILLIARDS			2.08 2.17
PLAIN CITY UNIONVILLE MILFORD CENTRE WOODSTOCK			2.33 2.39
CABLE HAGENBAUGH URBANA RICE			2.53 S 3.03 3.05
WESTVILLE GARRETT ST. PARIS CONOVER FLETCHER			3.16 3.22
PIQUA CROSSING PIQUA CREST COVINGTON BRADFORD			S 3.31 3.36 3.41 3.48
WEST BRADFORD GETTYSBURG GREENVILLE HEWITT NEW MADISON			3.52 N 3.56 S 4.11 4.22 N 4.26
NEW PARIS GLEN RICHMOND NEWMAN	F 3.50 S 4.00	4.13	4.40 S 4.46 S 4.49 S 3.20 3.58 3.59 3.22
CENTERVILLE CAMBRIDGE CITY DUBLIN DUBLIN JCT			N 4.17 4.22
STRAUGHN LEWISVILLE DUNREITH KNIGHTSTOWN HENRY			4.33 N 4.39 4.44
CHARLOTTSVILLE RILEY GREENFIELD GEM CUMBERLAND			4.54 5.03
HAWTHORNE JCT. INDIANAPOLIS (Inds. Div)			5.11 S 5.25
Arrive	P. M.	P. M.	P. M.
	907	207	11

WESTWARD

9

FIRST CLASS				
267 DAILY	1351 DAILY	535 DAILY	6041 DAILY EX. SUN.	◇ 519 SCHEDULE BELOW
P. M.	P. M.	P. M.	P. M.	P. M.
S 2.15 2.25	S 3.25	5.20 5.25 S 5.30	6.05 6.08 S 6.10	
2.29 2.33	3.27			
				Will operate Daily June 24 to September 8, inclusive
				S 6.50 6.55 6.10 6.12
P. M.	P. M.	P. M.	P. M.	P. M.
267	1351	535	6041	519

STATIONS	FIRST CLASS		
	◇ 347 ★DAILY EX.SUN.	◇ 213 DAILY	◇ 13 DAILY
	Leave P. M.	P. M.	P. M.
JOYCE AVENUE			
NEILSTON			
COLUMBUS		\$ 7.05	\$ 6.45 7.10
DAVIS AVENUE		7.09	7.14
MIAMI CROSSING		7.12	7.18
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			
CREST			
COVINGTON			
BRADFORD			
WEST BRADFORD			
GETTYSBURG			
GREENVILLE			
HEWITT			
NEW MADISON			
NEW PARIS			9.46
GLEN			9.51
RICHMOND	\$ 8.00		\$ 9.55 9.05
NEWMAN	8.02		9.06
CENTERVILLE			
CAMBRIDGE CITY			
DUBLIN			
DUBLIN JCT.			9.26
STRAUGHN			
LEWISVILLE			
DUNREITH			9.37
KNIGHTSTOWN			
HENRY			9.45
CHARLOTTSVILLE			
RILEY			9.54
GREENFIELD		N	9.57
GEM			10.05
CUMBERLAND			
HAWTHORNE JCT.			10.14
INDIANAPOLIS (Inds. Div)			\$ 10.30
Arrive	P. M.	P. M.	P. M.
	347	213	13

FIRST CLASS					
1461 DAILY	237 DAILY	203 DAILY	537 DAILY	◇ 155 DAILY	◇ 109 DAILY
P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
\$ 10.15				\$ 11.05 11.17	\$ 11.55
				11.21 11.24	
10.17				Via Cinti Div.	11.58
					12.07
					12.26 12.33
					12.48 \$ 12.57 1.00
					1.13
					1.20
					1.30 \$ 1.39 1.45 2.00
		11.58		1.30	
	11.53	12.04		1.35	
	\$ 11.58	\$ 12.10		\$ 1.39	
		11.30	\$ 11.50	12.46	
		11.32	11.52	12.48	
					1.08
					1.18
					1.28
					1.38
					1.47
					1.55 \$ 2.10
P. M.	P. M.	P. M.	P. M.	A. M.	A. M.
1461	237	203	537	155	109





### HAWTHORNE JCT., AND MIAMI CROSSING TO JOYCE AVENUE

STATIONS	FIRST CLASS		
	204	6050	536
	A. M.	A. M.	A. M.
Arrive			
JOYCE AVENUE.....		8.37	10.51
NEILSTON.....		8.32	10.47
COLUMBUS.....	\$	8.30	\$ 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.....			
CREST.....			
COVINGTON.....			
BRADFORD.....			
WEST BRADFORD.....			
GETTYSBURG.....			
GREENVILLE.....			
HEWITT.....			
NEW MADISON.....			
NEW PARIS.....	6.42		
GLEN.....	6.37		
RICHMOND.....	\$ 6.32		
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	536

FIRST CLASS				
6	206	346	1360	88
A. M.	A. M.	A. M.	P. M.	P. M.
11.55				
\$ 11.30	\$ 11.40		\$ 1.15	\$ 2.00
11.21	11.31			
			1.11	
				M 1.46
				1.42
				N 1.36
				N 1.23
				M 1.13
				N 1.04
				N 12.55
				M 12.46
				12.41
				S 12.32
				12.27
				M 12.23
				12.15
				N 12.11
				N 11.59
				N 11.50
				11.39
				S 11.35
				11.22
				N 11.22
				S 11.14
				11.07
				N 11.03
				S 10.50
				10.36
				N 10.32
Via Cntrl. Div.	8.55			N 10.17
	8.50			10.10
	8.45			10.05
\$	7.35	\$ 8.50		\$ 8.55
	7.33	8.46		8.50
				N 8.39
				N 8.24
				N 8.17
				N 8.07
				N 8.00
	7.06			N 7.51
				N 7.41
	6.58			7.35
				N 7.31
	6.50			7.21
				N 7.17
	6.40			7.07
				N 7.01
	6.33			6.55
\$	6.20			\$ 6.40
	A. M.	A. M.	A. M.	P. M.
	DAILY	DAILY	DAILY EX. SUN.	DAILY
	◇ 6	◇ 206	◇ ☆ 346	1360
				⊕ 88





### TRAINS WAIT FOR CONNECTIONS

JUNCTION	TRAIN	DUE	MINS. WAIT	CONNECTION FROM	DUE	REMARKS	
COLUMBUS	No. 102 P. H. DIV.	2-25 A. M.	Indefinitely	No. 202 CINCINNATI DIV.	2-05 A. M.	When passengers are reported.	
	No. 6250 CLEVELAND DIV.	2-30 A. M.	Indefinitely	No. 202 CINCINNATI DIV.	2-05 A. M.		
	No. 227 CINCINNATI DIV.	4-28 A. M.	30	No. 27 P. H. DIV.	4-00 A. M.		
	No. 41 CINCINNATI DIV.	5-35 A. M.	Indefinitely	No. 31 P. H. DIV.	5-18 A. M.		
	No. 265 CINCINNATI DIV.	8-25 A. M.	Indefinitely	No. 65 P. H. DIV.	8-09 A. M.		
	No. 19 COLUMBUS DIV.	11-44 A. M.	15	No. 6141 CLEVELAND DIV.	11-30 A. M.		
	No. 213 CINCINNATI DIV.	7-05 P. M.	Indefinitely	No. 13 P. H. DIV.	6-45 P. M.		
	No. 537 FORT WAYNE BR.	11-50 P. M. C. T.	Indefinitely	No. 237 RICHMOND BR.	11-58 P. M. E. T.		
	No. 236 RICHMOND BR.	4-12 A. M. E. T.	15	No. 506 FORT WAYNE BR.	2-30 A. M. C. T.		
	No. 207 RICHMOND BR.	3-25 P. M. C. T.	20	No. 907 DAYTON BR.	4-00 P. M. E. T.		
RICHMOND	No. 503 FORT WAYNE BR.	10-05 A. M. C. T.	Indefinitely	No. 217 RICHMOND BR.	10-52 A. M. E. T.	When passengers are reported.	
	No. 944 DAYTON BR.	4-52 P. M. E. T.	60	No. 216 RICHMOND BR.	3-35 P. M. C. T.		
	No. 263 RICHMOND BR.	11-30 P. M. C. T.	Indefinitely	No. 237 RICHMOND BR.	11-58 P. M. E. T.		
	No. 204 RICHMOND BR.	6-32 A. M. E. T.	Indefinitely	No. 209 RICHMOND BR.	5-15 A. M. C. T.		
							When passengers are reported.

### U. S. MAIL WORK AT NON-STOP STATIONS

STATIONS	WESTWARD						EASTWARD					
	27	31	65	33	11	907	108	6	66	34	944	
Hilliards.....					CD		D			C		
Plain City.....					CD		J			J		
Unionville.....				CD	CD		D					
Milford Centre..					CD		J					
Westville.....				CD	CD							
St. Paris.....					CD		D					
Conover.....					CD		D					
Fletcher.....					CD		D					
Covington.....					CD							
Bradford.....					N							
New Paris.....			CD		CD	D		J	CD		K	
Centerville.....			CD		CD				CD			
Cambridge City	Q	P	CD					O	CD			
Dublin.....			CD						CD			
Straughn.....			CD						CD			
Lewisville.....			CD						CD			
Dunreith.....		R	CD						CD			
Knightstown....		CD	CD					O	CD			
Charlottesville..			CD						CD			
Greenfield.....		O	CD		CD			O	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.  
 M—Reduce speed to 20 miles per hour to deliver 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 30 miles per hour to exchange mail daily except Sunday.  
 R—Reduce speed to 10 miles per hour to deliver mail.  
 Notz.—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	88	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	Conover.....	.....	.....
All trains	88	Piqua.....	All trains	.....
88	34	Covington.....	.....	.....
88	34	Bradford.....	.....	.....
88	11	Gettysburg.....	.....	.....
All trains	88	Greenville.....	All trains	.....
88	88	New Madison....	.....	.....
907	944	New Paris.....	.....	.....
All trains	88	Richmond.....	All trains	.....
88	11	Cambridge City..	.....	.....
88	11	Knightstown....	.....	.....
27	102	Greenfield.....	.....	.....

## ARRANGED FREIGHT TRAIN SERVICE—WESTWARD

STATIONS	TD-10 ②	CN-11 ①	CI-3 ①	CO-7 ①	RH-1 ⑤	LC-3 ①	NW-83 ①	PH-3 ②	CL-1 ③	CN-27 ①	GR-7 ①	LD-7 ②	RH-3 ⑤	CL-3 ③	VL-7 ①	CL-5 ④	TC-12 ①	CN-25 ④		
	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.		
EAST COLUMBUS								7.45							6.15					
COLUMBUS	12.01							8.00							6.30			5.00		
COLUMBUS		12.30				1.00	6.30								8.45	5.40	9.45	11.00		
MIAMI CROSSING		1.15																10.15	11.45	
MILFORD CENTRE						2.30	7.45								10.15	8.00				
URBANA						3.30	8.45								11.00	10.00				
PIQUA														7.45		1.40				
BRADFORD						5.00	10.30							8.45	12.15					
BRADFORD						5.15	10.50					9.45		10.00	12.30					
GREENVILLE						5.45								12.30	12.55					
NEW PARIS						7.10			8.00					2.45	1.40					
RICHMOND						7.30			9.00	9.15				3.45	1.55					
RICHMOND						1.15	5.00	7.00	7.15		8.30		9.15		11.00					
HENRY						2.25			9.15		12.30				2.50					
HAWTHORNE JCT.						3.15			10.30		4.00				4.00					
INDIANAPOLIS						3.30			11.00		4.30				4.30					
	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	P.M.	A.M.	A.M.	A.M.	A.M.	P.M.	P.M.	P.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—WESTWARD

STATIONS	CO-3 ①	RH-5 ②	NW-99 ①	PH-7 ①	CC-1 ②	LM-1 ①	SW-1 ①	CO-1 ②	FC-3 ①	TC-16 ①	AD-1 ⑤	NW-85 ①	LC-1 ①	FC-1 ①	PH-1 ①				
	P.M.	P.M.	A.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	A.M.	P.M.				
EAST COLUMBUS				12.45			1.45								11.30				
COLUMBUS				1.00	3.00		2.00		3.30	4.00	4.00			6.30	11.45				
COLUMBUS			11.00			3.00	4.00					6.00	7.30	8.00					
MIAMI CROSSING						3.45								8.30					
MILFORD CENTRE				12.25			5.30					7.05	9.15						
URBANA				1.25			6.30					7.45	10.15						
PIQUA																			
BRADFORD				3.00			8.00					9.00	11.45						
BRADFORD				2.30			8.15					8.15	12.00						
GREENVILLE							8.50						12.25						
NEW PARIS							9.30						1.35						
RICHMOND	4.30	5.30					9.45	8.50					2.00						
RICHMOND	4.30						9.00	8.00					1.45						
HENRY							10.15						3.15						
HAWTHORNE JCT.							11.59						4.15						
INDIANAPOLIS							12.20						4.30						
	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	A.M.	P.M.	P.M.	P.M.	P.M.	P.M.	A.M.	P.M.	P.M.				

① Daily.

② Daily except Sunday.

③ Daily except Monday.

④ Tuesday, Thursday and Saturday.

⑤ Monday, Wednesday and Friday.

⑥ Daily except Saturday and Sunday.

### ARRANGED FREIGHT TRAIN SERVICE—EASTWARD

STATIONS	TD-9 ②	CO-4 ①	CN-28 ①	FC-4 ①	LM-8 ②	CO-8 ③	LM-6 ①	AD-2 ④	TC-15 ①	NW-84 ①	CC-2 ③	LM-4 ①	PH-10 ③	VL-2 ①	NW-86 ①	RH-6 ⑤	CL-4 ④
	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	P. M.	P. M.	P. M.	P. M.	P. M.	A. M.	P. M.
EAST COLUMBUS												5.50	3.25	4.30			
COLUMBUS	12.01			2.30				9.00	11.00		12.01	5.30	3.10	4.10			
COLUMBUS					4.15		8.45			11.50		12.30	2.05	2.05	2.00		
MIAMI CROSSING					3.15		8.00					11.45					
MILFORD CENTRE										10.20			12.30	12.30	12.30		
URBANA										9.25			11.40	11.40	11.45		
PIQUA																	6.00
BRADFORD										8.10			10.20	10.20	10.30		4.30
BRADFORD										6.30			10.05	10.05	9.20		2.30
GREENVILLE													9.40	9.40			1.00
NEW PARIS			2.00										8.55	8.55			10.30
RICHMOND			1.45			5.30							8.40	8.40		9.30	10.00
RICHMOND		1.00				4.15							7.40	7.40			
HENRY													6.20	6.20			
HAWTHORNE JCT.													5.35	5.35			
INDIANAPOLIS													5.15	5.15			
	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	P. M.	A. M.	A. M.	A. 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	CL-6 ⑤	CO-2 ⑥	RH-4 ②	CL-2 ④	RH-2 ②	LD-8 ⑥	TD-11 ①	GR-6 ①	FC-2 ①	PH-4 ③	CN-26 ⑥	VL-6 ①	NW-88 ①	VL-8 ①	CI-4 ①
	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	A. M.	A. M.	A. M.	A. M.
EAST COLUMBUS										10.35		9.50		7.50	
COLUMBUS							6.00		7.30	10.15		9.30		7.30	
COLUMBUS	2.00								6.15		10.30	3.00	4.15	5.15	
MIAMI CROSSING									5.30		9.45				
MILFORD CENTRE	11.00											12.30	3.15	4.00	
URBANA	9.00											11.30	2.30	3.00	
PIQUA	6.00														
BRADFORD												10.15	1.35	1.55	
BRADFORD						5.00						10.00	12.15	1.40	
GREENVILLE												9.30		1.15	
NEW PARIS												8.45		12.35	
RICHMOND		4.00						7.30				8.30		12.20	3.00
RICHMOND		2.00	2.30	3.00	3.00			5.30				7.30		11.20	12.45
HENRY												6.15		10.10	11.15
HAWTHORNE JCT.												5.20		9.15	10.15
INDIANAPOLIS												4.50		8.55	10.00
	A. M.	P. M.	P. M.	A. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	A. M.	P. M.	P. M.

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

## SPECIAL INSTRUCTIONS.

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

Employes 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:

Columbus.....	Engine House, St. Clair Ave.
	Engine House, Spruce Street.
	Yard Office, Yard A.
	Yard Office, Yard B.
	Yard Office, Grogan.
	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—(A) (B) (C) (D), 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.

#### 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.** 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 obstructed by weather or other condition, approaching interlocking plants, stations, yards or other points where men may be at work on tracks.

**D702.** Enginemen on freight trains, not intending to stop at water stations indicated below, will sound one short and two long blasts of engine whistle at designated block stations.

Signalman receiving this signal will immediately notify Train Dispatcher.

Direction	Water Station	Block Station
Westward.....	Unionville.....	Mounds
	Brush Lake.....	Milford Centre
	Fletcher.....	Urbana
	Bradford.....	Piqua Crossing
	Richmond.....	Hewitt
	Dublin Jet.....	Newman
	Henry.....	Dunreith
Eastward.....	Henry.....	Riley
	Dublin Jet.....	Henry
	Richmond.....	Dunreith
	Bradford.....	Greenville
	Fletcher.....	Piqua Crossing
	Brush Lake.....	Urbana

#### 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.

**D902.** Rule 16 amplified:

Sound	Indication
(ja) o o o o o o	When standing—deplete brake pipe pressure.

**S10. TRAIN SIGNALS.**

**D1003.** 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.

**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.

**D1006.** 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.

**D1007.** Rule 19 modified:

The bottom line under Fig. 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.’

**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.

**S11. USE OF SIGNALS.**

**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 them between that track and an adjoining track.

**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.

**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
<b>COLUMBUS—</b> Yard Office, Yard B	Cleveland	A-C-D
	Cincinnati	A-B-C-D-E
	Indianapolis	B
	Logansport	A-B
Engine House, St. Clair Avenue	Eastern	A-D
	Cleveland	A-C-D
	Toledo	A-B-C
	Pittsburgh	A
	Conemaugh	A
	Panhandle	A-B-C-E
	Cincinnati	A-B-C-D-E
	Logansport	A-B
Indianapolis	B	
Engine House, Spruce Street	Pittsburgh	A
	Cleveland	A-C-D
	Toledo	A-B-C
	Panhandle	A-B-C
	Cincinnati	A-B-C-D-E
	Logansport	A-B
	Indianapolis	B
	Eastern	A-C



Location	Other Divisions	Zones
RN Telegraph Office	Cleveland Panhandle Cincinnati Logansport Indianapolis	A-C-D A-B-C-E A-B-C-D A-B B
*Miami Yard		
*Yard C		
Grogan Yard	Toledo Eastern	A-B-C D
Yard A	Panhandle Conemaugh Eastern Pittsburgh	A-B-C-D-E A A A
*Grandview		
<b>URBANA—</b>		
*Passenger Station		
<b>PIQUA—</b>		
*Passenger Station		
<b>BRADFORD—</b>		
Block Station.	Logansport Indianapolis	A-B B
<b>RICHMOND—</b>		
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 (Yard men only)		

\*Miami yard, unattended 3.00 P. M. to 11.00 P. M.

\*Yard C, unattended 8.00 P. M. to 12.01 P. M.

\*Grandview, unattended 5.00 P. M. to 11.30 P. M.

\*Urbana, unattended 6.00 P. M. to 7.30 A. M.

\*Piqua, unattended 5.30 P. M. to 7.45 P. M., and 8.15 P. M. to 11.59 P. M.

Employees 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. Westward Columbus yard limit 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.  
South track, No. 1.  
North track, No. 2.  
Track No. 1, Eastward track.  
Track No. 2, Westward 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 track.  
Track No. 2, Westward freight track.  
Track No. 3, Eastward passenger track.  
Track No. 4, Westward passenger 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 track.  
Track No. 2, Westward passenger track.  
Track No. 3, Westward freight 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 track.  
Track No. 2, Westward passenger track.  
Track No. 3, Eastward freight track.  
Track No. 4, Westward freight 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 Street 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 Ford, 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 Ford and Newman will not pass Ford 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 CT-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.

**S16B.** Rule 98.

**D1606.** In accordance with Rule 98, stop must be made at the following non-interlocked railroad crossing:

The position of target at this crossing will govern as follows:

(At night the position of target is indicated by two red lights).

PLACE AND CROSSING RAILROAD	PERMITS TRAINS ON TRACKS OF THIS DIVISION TO CROSS AFTER STOPPING
Columbus: Columbus-Cleveland Divisions.	Cleveland Division, Horizontal. Columbus Division, Diagonal.

Normal position of target at Columbus-Cleveland Division Crossing, north of Joyce Avenue, when crossing is not being used by Cleveland Division trains, is for Columbus Division trains. When necessary, target is handled by Cleveland Division trainmen, except that it need not be restored to normal behind Cleveland Division trains. In the event target is found set for Cleveland Division trains, trainmen are authorized to change it for Columbus Division trains, after observing that Cleveland Division trains are clear of crossing.

**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.

**D1607.** Switch tenders are stationed at and have charge of switches as indicated.

Location	Switches
Grogan	Crossovers and yard tracks.
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.

At Front Street, there is one switch tender 5:45 A. M. to 9:45 P. M., and two 9:45 P. M. to 5:45 A. M.

**S16D.**

**S16E.** Rules 251, 253, 254.

**D1607. (Double, Three, or More Tracks.)** Rules 251, 253 and 254 are in effect.

**S16F. HIGHWAY GRADE CROSSING PROTECTION.**

**D1608.** Automatic Highway Grade Crossing signals at the following locations do not operate for trains on other than main tracks. Trains running on other than main tracks must use care to avoid accidents, sounding a second warning whistle, Rule 14 (I), when necessary.

Hilliards.....	Main St.
Plain City.....	Railroad St. Jefferson St. Gay St.
Urbana.....	Miami St.
St. Paris.....	Springfield St. Church St.
Conover.....	Public Road.
Fletcher.....	Public Road.
Gettysburg.....	Bridge St.
Greenville.....	Hiddison St. Rifle St. Washington St. Wayne Ave. Harrison Ave.
New Madison.....	Washington Ave.
New Paris.....	Washington Ave. Whitewater Ave. Cherry St.
Germantown.....	Milton St.

**D1609.** At highway grade crossings protected by Automatic Highway Grade Crossing signals, before making a reverse movement or a forward movement after making a reverse movement, it must be known that the Highway Grade Crossing signals are operating, or the movement must be otherwise protected.

**S17. MOVEMENT BY TRAIN ORDERS.**

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

**D1702.** Rules 210 and 211 modified:

At Columbus, enginemen of passenger trains are relieved from reporting for train orders. Conductors will personally procure and deliver a copy of each train order to enginemen, who will compare by reading to conductors.

**D1703.** 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.

**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.** Trains for which Dublin Junction is the initial station will report by telephone to the signalman at Newman for orders.

**D1707.** Trains for which Ford or Richmond is the initial station will report by telephone to the signalman at Newman for orders.

**D1708.** 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.

**D1709.** Schedule time and train orders affecting movements of trains at New Paris, apply on Columbus Division at end of double track.

**D1710.** Rule 221a amplified.

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

### 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 fifteen 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 97.

### 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
0.51	70.59	1.27	41.38	2.02	29.51	2.37	22.93
0.52	69.23	1.28	40.91	2.03	29.27	2.38	22.78
0.53	67.92	1.29	40.45	2.04	29.03	2.39	22.64
0.54	66.67	1.30	40.00	2.05	28.80	2.40	22.50
0.55	65.45	1.31	39.56	2.06	28.57	2.41	22.36
0.56	64.29	1.32	39.13	2.07	28.35	2.42	22.22
0.57	63.16	1.33	38.71	2.08	28.13	2.43	22.09
0.58	62.07	1.34	38.30	2.09	27.91	2.44	21.95
0.59	61.02	1.35	37.89	2.10	27.69	2.45	21.82
1.00	60.00	1.36	37.50	2.11	27.48	2.46	21.69
1.01	59.02	1.37	37.11	2.12	27.27	2.47	21.56
1.02	58.06	1.38	36.73	2.13	27.07	2.48	21.43
1.03	57.14	1.39	36.36	2.14	26.87	2.49	21.30
1.04	56.25	1.40	36.00	2.15	26.67	2.50	21.18
1.05	55.38	1.41	35.64	2.16	26.47	2.51	21.05
1.06	54.55	1.42	35.29	2.17	26.28	2.52	20.93
1.07	53.73	1.43	34.95	2.18	26.09	2.53	20.81
1.08	52.94	1.44	34.62	2.19	25.90	2.54	20.69
1.09	52.17	1.45	34.29	2.20	25.71	2.55	20.57
1.10	51.43	1.46	33.96	2.21	25.53	2.56	20.45
1.11	50.70	1.47	33.64	2.22	25.35	2.57	20.34
1.12	50.00	1.48	33.33	2.23	25.17	2.58	20.22
1.13	49.32	1.49	33.03	2.24	25.00	2.59	20.11
1.14	48.65	1.50	32.73	2.25	24.83	3.00	20.00
1.15	48.00	1.51	32.43	2.26	24.66	3.15	18.46
1.16	47.37	1.52	32.14	2.27	24.49	3.30	17.14
1.17	46.75	1.53	31.86	2.28	24.32	3.45	16.00
1.18	46.15	1.54	31.58	2.29	24.16	4.00	15.00
1.19	45.57	1.55	31.30	2.30	24.00	5.00	12.00
1.20	45.00	1.56	31.03	2.31	23.84	6.00	10.00
1.21	44.44	1.57	30.77	2.32	23.68	6.46	8.87
1.22	43.90	1.58	30.51	2.33	23.53	7.30	8.00
1.23	43.37	1.59	30.25	2.34	23.38	8.34	7.00
1.24	42.86	2.00	30.00	2.35	23.23	10.00	6.00
1.25	42.35	2.01	29.75	2.36	23.08	12.00	5.00
1.26	41.86						

### S20. SPEED RESTRICTIONS.

**S20A.** On account of braking arrangement, when passenger trains have class X-25, X-29, R-7, RF, 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 operated, the lading of which is less than 25,000 pounds, at least one regular passenger equipment car must be included in the make-up of the train.

1 empty freight car of the same type to equal 1 passenger car.

Otherwise the train must not be operated exceeding the highest speed restrictions which apply to freight trains.

When freight cars not equipped for passenger train service are placed in a passenger train, the above speed restrictions apply, and the train must be operated with the air pressures which apply to freight trains.

The weight of lading in an express car loaded with mixed freight does not normally exceed 25,000 pounds. Occasional shipments in carload lots of castings, scenery, etc., do exceed 50,000 pounds. In the latter case the weight of lading may be ascertained from the Express Company.

Class R-7 and RF milk cars average 215 cans, maximum 225 cans. A forty-quart can of milk weighs 100 pounds, a forty-six-quart can 125 pounds, ice 5 tons, so that the weight of lading would be less than 50,000 pounds. R-7 cars equipped with shelves will carry 400 cans of milk; if these are of forty-quart capacity, weight of lading and ice will be 50,000 pounds; forty-six-quart capacity, weight of lading and ice will be 60,000 pounds based on full load.

Freight cars to comply with the above instructions must be equipped with steam heat line, air signal line, ten-inch air brake cylinder, three position retaining valve, E-7 safety valve, H-2 triple valve and steel wheels.

D2001. MAXIMUM SPEED.		Miles Per Hour
PASSENGER TRAINS	<b>MAIN LINE:</b>	
	With passenger engines:	
	Unless otherwise specified:	
	Between—Grogan and Joyce Avenue.....	15
	Joyce Avenue and Columbus....	30
	Columbus and Miami Crossing..	70
	Columbus and Hawthorne Jet... 70	
	With freight engines, other than Class M..	50
	Gas-electric cars.....	60
	FREIGHT TRAINS	<b>MAIN LINE:</b>
Unless otherwise specified:		
Between—Grogan and Joyce Avenue.....		15
Joyce Avenue and Columbus....		30
Columbus and Miami Crossing..		50
Columbus and Hawthorne Jet... 50		
Coal trains, Columbus and Bradford.....	40	
CIRCUS TRAINS	Unless otherwise specified.....	30
ENGINES	<b>MAIN LINE:</b>	
	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	

Miles  
Per Hour

If engines with any main or side rods disconnected 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 Superintendent and receive instructions for further movement.

When it is necessary to move a light engine with any main or side rods disconnected, from a terminal to another point, the Master Mechanic or Road Foreman of Engines will notify the Superintendent the speed permitted before the engine is dispatched and the latter will then issue the necessary instructions.

Rule 750 amplified:

Dead engines of a design having two or three pairs of drivers and no trucks... 20

Dead engines of a design having four pairs of drivers and no trucks..... 25

Two or more such dead engines in the same train shall be separated by one or more cars.

## ENGINES

The following classes of engines must not exceed speed as indicated:

CLASS	MILES PER HOUR			
	FORWARD		Back-wards	
	With Train	Light		
	Passr.	Freight		
A.....		15	15	15
B.....		20	20	20
C.....		20	20	20
CC2.....		20	20	20
D.....	70	40	50	25
E.....	70	50	50	25
G.....	70	40	50	25
H.....	50	50	50	25
I.....	35	35	35	25
K.....	70	50	50	25
L.....	50	50	50	25
M.....	70	50	50	25
N.....	50	50	50	25

## TRACK CARS

	Miles Per Hour
Unless otherwise specified.....	20
When hauling trailers loaded with material.	10
Over switches, frogs, street and highway crossings.....	5

## TRACKS

On freight main tracks except as otherwise specified.....	40
On track No. 3, Rice to Garrett.....	20
Through all main track turnouts, except as otherwise specified.....	10
Through turnouts to and from Yard East Bradford, and freight main track Garrett.....	15
Through all crossovers between main tracks, and through all turnouts to sidings, except as otherwise specified....	15

		Miles Per Hour
Through turnouts at Olentangy, Rice, Bradford, New Paris (Cincinnati Division) and Henry, westward; and Gem, New Paris, West Bradford, Bradford and Piqua Crossing, eastward, when aspect Rule 285, Figure 1, is displayed by Home-signal, observe Rule 285.		
TRACKS	Columbus	15
	Urbana	25
	Bradford, over Street Crossings	20
	Glen	40
	Richmond	10
<b>WRECK TRAINS</b>		
MAIN LINE	With boom trailing, straight track	40
	With boom trailing, curves	30
<b>TRAINS HAULING WRECK OR INDUSTRIAL DERRICKS</b>		
MAIN LINE	Straight track	30
	Curves	20
(Derrick cars to be placed as near the rear of train as practicable).		

**NOTE:**—Where speed of freight trains is restricted by timetable or otherwise to less than maximum authorized speed, the speed of wreck trains or trains hauling wreck or industrial derricks, will be five miles per hour less than freight train restriction if boom is trailing, and ten miles per hour less if boom is forward, except when the restriction for freight trains is limited to ten miles per hour or less, the speed restriction for wreck trains or trains hauling wreck or industrial derricks will be the same as for freight trains.

		Miles Per Hour
CURVES	Little Miami Crossing	25
	Sperry's	45
	Marble Cliff	45
	Plain City—First curve east of	60
	Milford Centre—First curve east of and first curve west of	60
	Cable—First curve east of and first two curves west of	60
	Hagenbaugh to Urbana, all curves, Track No. 2	60
	Rice—First curve west of	60
	Garrett to Westville, all curves, Track No. 1	60
	Bradford—Between tower and Miami Ave.	30
	Gettysburg—Third curve west of (between M. P. 90 and 91)	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 (near M. P. 108)	60
	New Paris—Second curve west of (near M. P. 115)	60

## D2002. BRIDGES.

Location	Class of Engine and Tender Capacity												
	Less than 15,000 Gallon										21,000 and 25,000 Gal.		
	E, Exc, E6	G5s, K2s	H10s	I1s	K3s, K4s	L1s	M1	N2s	CC2s	I1s	K4s	M1	N2s
	MILES PER HOUR												
<b>COLUMBUS</b>													
0.40 (Spring Street)			40			60	10	40		50			
<b>MIAMI CROSSING</b>													
2.96 (0.3 mi. east)						60						60	
<b>OLENTANGY</b>													
0.97 (0.1 mi. west)	20	20	20	15	15	15	15	15	15	15	15	15	15
<b>PLAIN CITY</b>													
16.97 (0.7 mi. east)				30				45		30	40	40	40
<b>URBANA</b>													
48.91 (Trks. 1 and 3, 1.9 mi. west)									5				
<b>WESTVILLE</b>													
50.05 (Trk. 1, 0.9 mi. east)				30	60		40			30	60	40	
<b>NEW MADISON</b>													
109.86 (5.0 mi. west)					30		40			30	60	40	
<b>NEW PARIS</b>													
113.38 (0.4 mi. east)							60			40		60	
116.62 (2.8 mi. west)							60			40		60	
<b>RICHMOND</b>													
119.86 (0.3 mi. west)												50	50
<b>JACKSONS</b>													
132.78 (Trk. 1, 4.5 mi. west)									5				
<b>CHARLOTTSVILLE</b>													
159.00 (0.3 mi. west)							60					60	
<b>CUMBERLAND</b>													
176.72 (Trk. 1, 0.1 mi. east)				35	60		50			35	60	50	
176.83 (Trk. 2, 0.1 mi. west)				45			60			45		60	
178.31 (Trk. 1, 1.5 mi. west)							60					60	
178.31 (Trk. 2, 1.5 mi. west)				30			50			30		50	

Trains hauling 150-ton wrecking derricks next to the engine, must not exceed a speed of 10 miles per hour less than that permitted for H engines over bridges shown in above table.

## D2003. MINIMUM RUNNING TIME FOR PASSENGER TRAINS EITHER DIRECTION.

BETWEEN	Dis- tance	Min.
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 Jet	18.5	19
Dublin Jet. and Henry	18.9	16
Henry and Hawthorne Jet	23.7	21
Columbus and Hawthorne Jet	180.7	172

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

**S21. SIGNAL ASPECTS.****D2101.** 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....	Westward trains on track No. 2 take siding Crest. 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 Jct.
HENRY.....	Eastward trains on track No. 1 take siding Dunreith.

**D2102.** In applying Rule 282 (Caution Signal) and Rule 283 (Approach Signal) the speed of train should not exceed one-half its maximum authorized speed when passing the signal. Where signal cannot be seen to do so, reduce as soon as proper handling will permit, which requires a reduction of speed immediately upon the signal being in sight.

**S22. BLOCK SIGNAL RULES.****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 movement against current of traffic except between Bradford and West Bradford.

**D2303.** Rule 318b will apply:

Joyce Avenue and Neilston.

**D2304.** The first paragraph of Rule 362 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.****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.  
Power House Track west of Philadelphia.

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, 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 Jct.  
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, 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, 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 interlocking 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.** Trains will pass Home-signal and enter block from track No. 3, Garrett, after obtaining permission from the signalman, and proceed in accordance with Rule 509.

**D2507.** 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.

**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, and Signal 709, one mile east of Piqua Crossing, and eastward freight trains approach signal 734, one mile west of Piqua Crossing at not exceeding one-half maximum speed unless signal indicates Proceed.

**S25A.** Rule 505a.

## **S25B. CAB SIGNAL RULES.**

### **Definitions.**

**Cab Signal.**—Four-indication position light signal located in engine cab indicating a condition affecting the movement of a 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.**—An engine equipped with cab signal apparatus, including whistle and acknowledger, in operative condition for the direction in which it is to move.

**Equipped Train.**—A train operating under cab signal protection.

**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; Track No. 2, Twelfth Street, Richmond, and westward Home-signal west of Bridge 119.86, Newman; and Track No. 1, Sixth Street, Richmond, and Signal 1192, east of Twelfth Street.

between Gem and Hawthorne Jet.

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 backward.

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 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, between Signal 1183 and Glen.

The following rules are in effect:

1. Except, as provided in paragraph 5-a, 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. The required departure tests must be made by the engineman before entering cab signal territory.

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

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

4. When there is a defect in the cab signal apparatus which cannot be repaired by the engineman, he may cut out the warning whistle and proceed at not exceeding one-half the authorized speed for an equipped train to the next point of communication, report, and be governed by instructions from the Superintendent.



5. Unless authorized by the Superintendent, a non-equipped train must not exceed speed as follows:

Trains other than passenger trains, 25 miles per hour.

Passenger trains, 35 miles per hour.

Such movements must not be made except when authorized by the Superintendent.

5-a. Non-equipped trains 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. 204, 203, 907 and 944 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 in 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. When cab signal and fixed signal aspects conflict, the more restrictive indication governs.

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

9. Except within interlocking limits, if cab signal changes to Caution-Slow-Speed, a train or engine 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 or engine exceeding 15 miles per hour must at once reduce to not exceeding that speed.

If, after entering interlocking limits under a more favorable fixed signal indication than that given by Clear-Slow-Speed signal, cab signal changes to Caution-Slow-Speed, stop; and secure permission from signalman before moving in either direction.

## S25C. 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

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.

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

Location	Control Station
<b>RICE:</b> Crossover and switch to westward freight track.	URBANA
<b>EAST BRADFORD:</b> Entrance switch to westward yard and exit switch from eastward yard.	BRADFORD
<b>WEST BRADFORD:</b> End of double track.	BRADFORD
<b>GREENVILLE:</b> 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.

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.** At Milford Centre and Dunreith, during closed hours of block stations, Home-signals arranged to work automatically for main track movements with current of traffic, but do not carry signal numbers. Rule 663 applies. During closed hours of these block stations, interlocked switches cannot be used.

**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).

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

#### **S28. TRACK CARS, ETC.**

General definition of track cars—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.

(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 Jet., 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, between High Street and Mounds, and on tracks Nos. 3 and 4 between Glen and Newman, track cars will be operated as follows:

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

### **S29. ENGINE AND OTHER EQUIPMENT RESTRICTIONS.**



**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..... 8:30 A. M. to 5:00 P. M., daily except Saturday and Sunday. 8:30 A. M. to 12:00 Noon, Saturday. Emergency calls outside of these hours taken care of by arrangement through Crew Dispatchers at Engine Houses at Colum- bus, and at Columbus Shop. Residence, 254 Oakland Park Ave.	MAin 1121          LA. 5246
Richmond.....	Dr. H. E. Heston, Office, Passenger Station. Tuesdays, 10:00 A. M. to 11:00 A. M. and 2:00 P. M. to 4:00 P. M. Fridays, 2:00 P. M. to 4:00 P. M.	
Indianapolis.....	Dr. O. P. Mercer, Res. Asst., Office, 764 So. Emerson Ave. 8:00 A. M. to 12:00 Noon, daily except Tuesday, Sat- urday and Sunday, 1:30 P. M. to 5:00 P. M. Monday, Wednesday and Friday. Residence, 24 N. Dearborn Street.	Riley 9331       Cherry 7686

**MEDICAL EXAMINERS—(Cont'd.)**

LOCATION	NAME AND ADDRESS	TELEPHONE NUMBER
Indianapolis.....	Dr. J. E. O'Brien, Assistant. Office, 764 So. Emerson Ave. 8:00 A.M. to 12:00 Noon and 3:00 P. M. to 5:00 P. M., Mondays, except third Monday in month. Residence, Spencer Hotel.	Riley 9331     Lincoln 7501
<b>COMPANY SURGEONS.</b>		
LOCATION	NAME AND ADDRESS	TELEPHONE NUMBER
Columbus.....	Dr. Frank Warner, Office, White Cross Hospital. Residence, 177 Hubbard Ave.	ADams 9171 UN 7376
	Dr. C. I. Britt, Office, 289 E. State St..... Residence, 2179 Fairfax Rd..	MAin 2683 KI. 1020
	Dr. Frank S. Lott, Office, 246 E. State St..... Residence, 2334 Brentwood Road.....	ADams 2450 EV. 3932
	Dr. H. V. Postle, (Oculist), Office, 280 E. State St..... Residence, 395 Stoddard Ave.	ADams 5768 FAirfax 5260
Plain City.....	Dr. E. S. Holmes, Office, 7 S. Chillicothe St.... Residence, 33 E. Main St....	7602 7603
Milford Centre...	Dr. J. L. Boylan, Office, E. State St..... Residence, E. State St.....	60 10
Piqua.....	Dr. J. Robert Caywood, Office, Orr-Flesh Bldg..... Residence, 328 N. Downing St.	MAin 69 MAin 64
Richmond.....	Dr. F. E. Hagie, Office, Rooms 201-202-203 Second National Bank Bldg. Residence, 164 So. 20th St...	7141 * 6163
	Dr. F. P. Buche, Office and Residence, 106 S. 7th St.....	1997
	Dr. H. E. Allen (Oculist), Office, 301 Medical Arts Bldg. Residence, 235 S. 11th St....	2422 39872
Indianapolis.....	Dr. Daniel J. McCarthy, Office, 507 Hume Mansur Bldg. Residence, 5033 Washington Blvd.	LI 3618 HU 7321
	Dr. W. F. Hughes, (Oculist), Office, 401 Hume-Mansur Bldg. Residence, 4925 No. Meridian St.....	Lincoln 4938 Washn 1406
	Dr. D. A. Bartley, (Assistant Oculist). Office, 401 Hume-Mansur Bldg. Residence, 4731 No. Penna. Ave.	Lincoln 4938 Humboldt 5471

D3202. HOSPITALS.		
LOCATION	NAME AND ADDRESS	TELEPHONE NUMBER
Columbus.....	White Cross, 700 N. Park Street..... St. Clair, 338 St. Clair Avenue.....	ADams 9171 FAirfax 3815
Piqua.....	Memorial, Corner Park and Nicklin Avenues.....	MAin 1187
Richmond.....	Reid Memorial.....	2424
Indianapolis.....	St. Vincent, Fall Creek Blvd. and Capitol Ave.....	Talbott 7070

**D3203. FIRST AID BOXES AND STRETCHERS.**

First Aid Boxes, location of:

In all passenger carrying cars, including baggage cars and mail cars, and on 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 rule 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. R. A. Loading Rules, they must not be moved except upon authority of the Trainmaster, and not until after proper inspection and billing has been endorsed by Agent or Yard Master "Re-inspected at..... and loaded as per A. R. A. 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 of trains.

Electric illuminated signs are authorized for use on the rear of trains as follows:

No. 65 and No. 66....."The American."

No. 200 and No. 201....."The Southland."

**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.

**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 signalmen 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 signalmen 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 enginemen 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 AUTOMATIC 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 engineman 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 and points where trackmen are working, and when practicable, exchange signals.

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

HOT JOURNAL.....	} <b>BY DAY</b> —Nose held with one hand with other hand pointed toward track. <b>BY NIGHT</b> —Lamp swung vertically in a small circle, lamp to be held by guard wire around globe.
BRAKES STICKING.....	
BROKEN WHEELS.....	} Stop Signal.
DEFECTIVE TRUCK.....	
DRAGGING BRAKE CONNECTION.....	
LADING SHIFTED OVER SIDE OR END OF CAR...	
SWINGING CAR DOOR OR ANY OTHER DANGEROUS CONDITIONS.....	



**QUALIFICATIONS**

Home Division

Name

Occupation

**QUALIFIED FOR SERVICE**

Division

Zone

Part of zone qualified for

**Zone A.**  
**Zone B.**  
**Zone C.**  
**Zone D.**  
**Zone E.**

**General Order No. 1901**

Effective 12:01 A. M., C. S. T., and 1:01 A. M., E. S. T., Sunday, April 29, 1934:

Time Table No. 19 takes effect 12:01 A. M., C. S. T., and 1:01 A. M., E. S. T., Sunday, April 29, 1934, and contains the necessary instructions issued in General Orders up to and including

No. 1804, Zone A,  
 No. 1804, Zone B,  
 No. 1801, Zone C,  
 No. 1802, Zone D,  
 No. 1805, Zone E,

all of which must be removed from bulletin boards.

Each employee must carefully examine Time Table No. 19 to see that his copy is complete, with all schedule pages properly lined up, and note the changes.

Employees must turn in old time-table to Bulletin Board Attendants after Time Table No. 19 takes effect.

This General Order is printed in Time Table No. 19 and will not be issued in sticker form.

Temporary spur track west of Spring Street, Columbus, serving The Henry Ericsson Co., is restricted to use between 12:01 A. M. and 6:00 A. M., and to Class B engines.

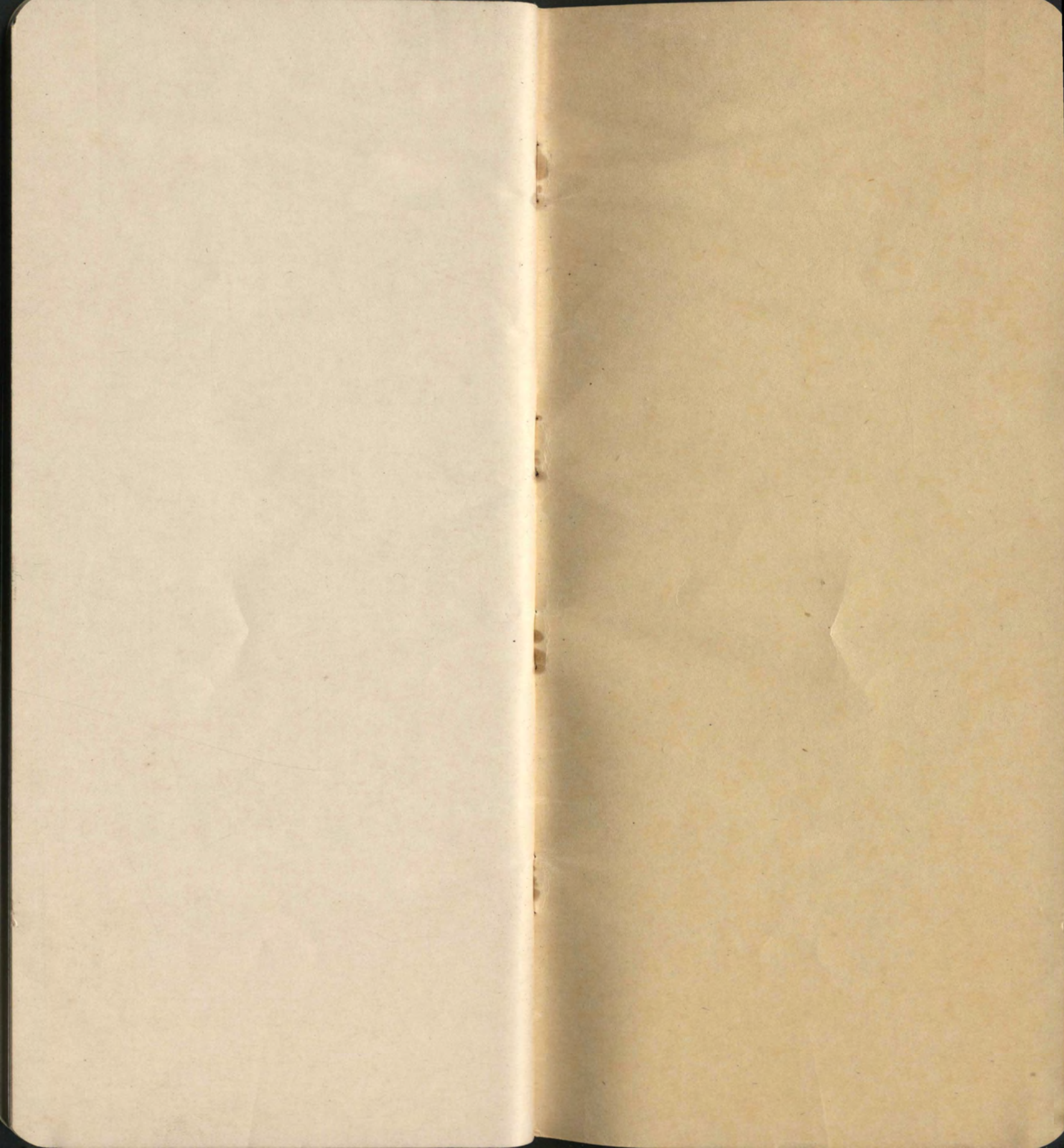
Trains 6041 and 6050 stop on signal at St. Clair Avenue, Columbus, to receive and discharge employees.

Siding, Olentangy, occupied by stored cars.

Siding, Crest, occupied by stored cars.

Siding, Newman, occupied by stored cars.

Westward siding, Gem, occupied by stored cars.



COLUMBUS DIVISION TIME TABLE No. 19