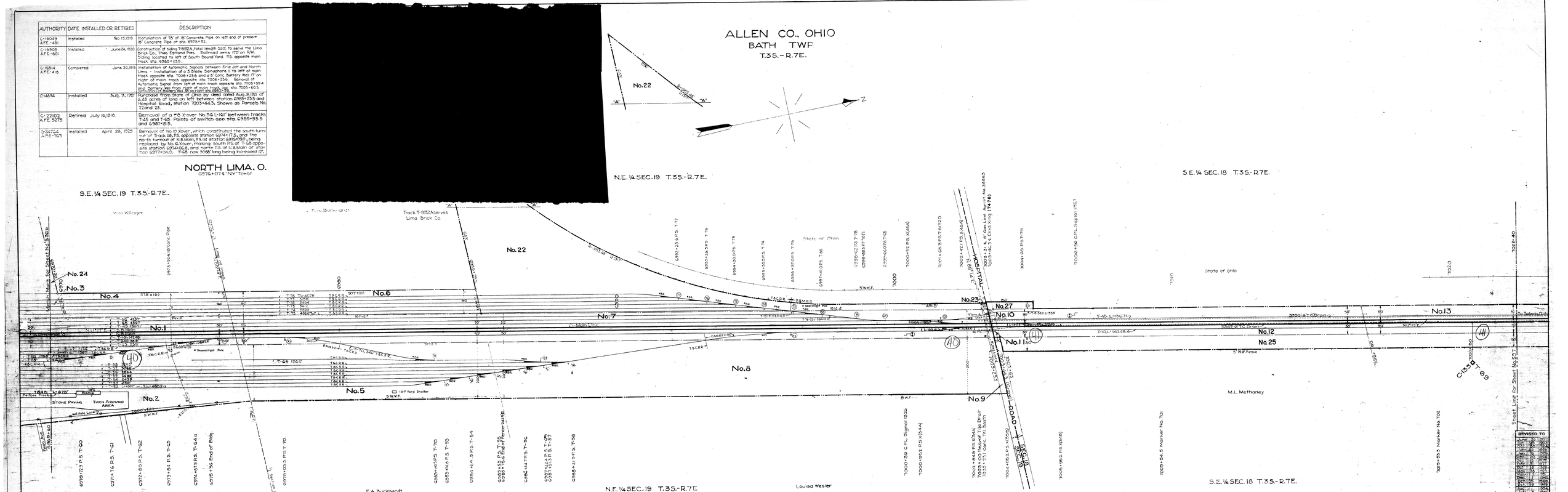
| AUTHORITY | DATE INSTALLED OR RETIRED | | DESCRIPTION |
|---|---|---|---|
| C-16049 A.F.E.-461 | Installed | Apr. 15, 1919 | Installation of 18 of 18" Concrete Pipe on left end of present 18" Concrete Pipe of sta. 6973+92. |
| C-16555 A.F.E.-601 | Installed | June 24, 1920 | Construction of siding 7-8552A, total length 320', to serve the Lima Brick Co., Theo. Eshland Pres. Railroad owns 170' on R/W. Siding located to left of South Bound Yard. P.S. opposite main track sta. 6985+23.5. |
| C-16514 A.F.E.-415 | Completed | June 30, 1919 | Installation of Automatic Signals between Erie Jct. and North Lima: - Installation of a 3-Blade Semaphore 11 to left of main track opposite sta. 7006+23.6 and a 5' Conc. Battery Well 17' on right of main track opposite sta. 7006+13.6; - Installation of Automatic Signal from left of main track opposite sta. 7003+19.4 to right of main track opposite sta. 7002+39.2; - Installation of Automatic Signal from left of main track opposite sta. 7005+60.3 to right of main track opposite sta. 6983+38. |
| C-14894 | Installed | Aug. 9, 1921 | Purchase from State of Ohio by deed dated Aug. 9, 1921 of 0.48 acres of land on left between station 6985+23.5 and Hospital Road, station 7003+44.3. Shown as Parcels No. 22 and 23. |
| C-22102 A.F.E. 5275 | Retired | July 16, 1918 | Removal of a #8 X-over No. 5G L-161' between tracks T-25 and T-65. Points of switch opp. sta. 6985+53.5 and 6987+15.5. |
| C-24724 A.F.E.-7071 | Installed | April 29, 1925 | Removal of No. 10 X-over, which constituted the south turnout of Track 6A, P.S. opposite station 6974+17.5, and the Pacific turnout of N.B. Main, P.S. at station 6975+20.0, being replaced by No. 10 X-over, making south P.S. of T-6B opposite station 6974+06.8, and north P.S. of N.B. Main at station 6977+34.0. T-6B now 308' long being increased 12'. |




| AUTHORITY | DATE INSTALLED OR RETIRED | | DESCRIPTION |
|---|---|---|---|
| C-25080 A.F.E.-9349 | Installed | May 15, 1925 | Installation of additional automatic signals include 2 arm semaphore on right of station 6973+19.8, conc. battery well on right of each of stations 6973+71, 6977+68.2 and 7046+07.7, and bracket semaphore with 2 movable arms and 1 indicator light on right of station 6977+78. The following signals (originally installed under A.F.E.-415, 6/30/19) were changed:- Semaphore opp. sta. 6943+41.7, Map No. 8-536, now has 1 movable and 1 fixed arm, and 1 indicator light; semaphore opp. sta. 6982+14.6, Map No. 5-536, now has 1 movable and 1 fixed arm, and 1 indicator light; semaphores opp. stations 7006+23.6, Map No. 537, and 7044+07, Map No. 37, now have 1 movable arm each. Removal of hand operated signal on right of station 6945+88, Map No. 536A, and T-0 signal on right of station 6970+08.537, No. 10 turnout of Track 6B, formerly on right of station 6975+34.2, was taken up and placed in Track 6A opposite station 6974+06.8, as a new connection for Track 10; due to this change T-10 is now 478.2' long, being shortened 28.8', of which 190' of track was retired, and 105' including turnout opposite station 6974+95.8, was incorporated into T-9B, increasing the D.B.M. portion of T-9B to 321'. |
| C-26331 A.F.E.-9850 | Completed May 16, 1925 | | Retirement of six 8.5' x 36.8' carbody bunkhouses and 10 vitrels, formerly on right of station 6978+60. Two 8.5' x 34.7' carbody bunkhouses and 5'x6' fire-tools also at this location were moved to Cridersville Dy. Map 536-9.5; bunkhouses being placed to left of station 6835+10, and toilet to right of station 6908+71. (Continued in next column) |

| AUTHORITY | DATE INSTALLED OR RETIRED | | DESCRIPTION |
|---|---|---|---|
| C-26331 A.F.E.-9850 | Completed May 16, 1925 | | (Continuation) These facilities were replaced by the following installations to right of station 6981+27.5, Map # 536-17.2: 8' x 30' fr. bunkhouse and mess hall with 800 gal. tank and 480' of 1" water line to main in O'Connor St., 16 x 30' fr. bunk house and check room, and 4x8 fr. toilet with 7' bd. screen. |
| C-30544 A.F.E. 12955 | Completed | Jan. 25, 1927 | Car body replaced by Car Inspector's Bldg., station 6977+78.5 |
| C-30168 A.F.E. 12705 | Installed | Mar. 1, 1926 | Construction of Interchange Track T-80, Sta. 7042+22.5, Lima & Toledo R.R. |
| C-30236 A.F.E. 12461 | Completed | Mar. 1925 | Capitalization of track, 6-4B used for storage of camp cars. Sta. 6968+90. |

CONTINUED ON TYPED LIST.

Note: Only those tracks and other facilities which are so designated or which are on lands "classed as T. & C. property" belong to the B.&O.R.R.

Sheets 2, 3, 37, 47, and 55 intentionally blank

# STATION MAP

## THE BALTIMORE AND OHIO RAILROAD COMPANY AND DAYTON AND MICHIGAN RAILROAD COMPANY OPERATED BY THE BALTIMORE AND OHIO RAILROAD COMPANY

TOLEDO-INDIANAPOLIS DIV. MAIN LINE

STATION 6969+60 TO STATION 7022+40

SCALE: 1 IN. = 100 FT. JUNE 30, 1918

OFFICE OF VALUATION ENGINEER
BALTIMORE, MD.

83

V-105.1
537

S.L.H. 9-7-21

| REVISED TO | | |
|---|---|---|
| JAN. | 1 | 1920 |
| JAN. | 1 | 1921 |
| JAN. | 1 | 1922 |
| JAN. | 1 | 1923 |
| JAN. | 1 | 1924 |
| JAN. | 1 | 1925 |
| JAN. | 1 | 1926 |
| JAN. | 1 | 1927 |
| JAN. | 1 | 1928 |
| JAN. | 1 | 1929 |
| JAN. | 1 | 1930 |
| JAN. | 1 | 1931 |
| JAN. | 1 | 1932 |
| JAN. | 1 | 1933 |
| JAN. | 1 | 1934 |
| JAN. | 1 | 1935 |
| JAN. | 1 | 1936 |
| JAN. | 1 | 1937 |
| JAN. | 1 | 1938 |
| JAN. | 1 | 1939 |
| JAN. | 1 | 1940 |
| JAN. | 1 | 1941 |

65-OH-105.1 (537)