

NORFOLK AND WESTERN RAILWAY CO.

SCIOTO DIVISION

TIME TABLE No. 13

No. 12 OMITTED

EFFECTIVE 12:01 A. M.

Sunday, June 15, 1958

EASTERN STANDARD TIME



General Rules, Regulating the Movement of Trains, are contained in Book of Rules for the Government of the Operating Department, a copy of which must be in possession of each employee in train service while on duty.

This Time Table is not intended for the information of the public nor as an advertisement of the time or hours of any train. The Railway Company reserves the right to vary from it at pleasure.

It is for the information of employees only.

KEVIN CUNNINGHAM
113 NEW YORK AVENUE
BERGENFIELD, NEW JERSEY

East Williamson to Portsmouth—Westward

Distance from Williamson	Time Table No. 13 EFFECTIVE Sunday, June 15, 1958 STATIONS	FIRST CLASS		THIRD CLASS			Telegraph Offices	Telegraph Signals	Passing Siding, Clearance Length
		3 Passenger Lv. Daily	25 Passenger Lv. Daily	77 Time Freight Lv. Daily	99 Time Freight Lv. Daily	85 Time Freight Lv. Daily			
		A. M.	P. M.	A. M.	P. M.	P. M.			
1.43	E. Williamson.....WCTO	12.48	4.56	12.45	5.00	10.10	D N	W Y	Yard
.00	Williamson.....WS	1.00	5.05						
7.21	Nolan.....F	1.15	5.15						
		1.26	5.26	12.58	5.17	10.23			
13.82	Naugatuck.....WY	1.35	5.35	1.07	5.27	10.32			
19.09	Kermit.....F	1.43	5.43	1.15	5.40	10.41	D N	W F	
22.71	Stonecoal.....W	1.50	5.50	1.22	5.50	10.51			{E 7986 W8450
32.11	Webb.....	2.03	6.03	1.35	6.10	11.08			9485
38.58	Glenhayes.....F	2.12	6.12	1.44	6.21	11.19			9460
45.23	See.....	2.20	6.20	1.52	6.31	11.29			9230
47.65	Fort Gay.....F	2.23	6.23				D	A V	
53.01	Hewlet.....	2.31	6.30	2.04	6.48	11.41			9700
59.82	Prichard.....W	2.43	6.41	2.13	7.02	11.55			{E 13416 W15710
65.03	Cyrus.....	2.48	6.46	2.19	7.10	12.03AM			9530
69.09	Neal.....	2.53	6.50	2.25	7.16	12.09			Yard
73.02	Kenova.....YWCTOS	2.58	6.58	2.31	7.26	12.15	D N	K X	Yard
77.06	Rex.....	3.09	7.03	2.37	7.36	12.25			9560
80.88	Coal Grove.....W	3.13	7.07	2.44	7.44	12.33			Yard
84.97	Ironton Passenger Station...OX	3.18	7.13	2.52	7.51	12.40			Yard
91.11	Union.....	3.26	7.21	3.02	8.01	12.50			8155
96.33	Gennetts.....	3.32	7.25	3.09	8.11	1.00			6350
103.58	Wheelersburg.....W	3.38	7.31	3.17	8.21	1.10			
106.51	Sciotoville.....	3.42	7.34				D	S J	
110.09	E. Portsmouth.....WCTOX	3.45	7.37	3.30	9.00	1.30	D N	G S	Yard
112.23	Portsmouth.....XS	3.55	7.50				D N	K M	
		A. M.	P. M.	A. M.	P. M.	A. M.			

PASSENGER STOP NOTES:

N—Stop to take on or discharge revenue passengers.

At East Portsmouth the time for westward passenger trains applies at Coal Hump Yard Office.

Portsmouth to East Williamson—Eastward

Distance from Portsmouth	Supplement "A" to Time Table No. 13 EFFECTIVE Sunday, October 26, 1958 STATIONS	FIRST CLASS		THIRD CLASS				
		4 Passenger Lv. Daily	26 Passenger Lv. Daily	86 Time Freight Lv. Daily	94 Freight Lv. Daily	78 Time Freight Lv. Daily	84 Time Freight Lv. Daily	92 Time Freight Lv. Daily
		A. M.	A. M.	A. M.	A. M.	P. M.	P. M.	P. M.
.00	Portsmouth.....XS	2.25	10.55					
2.14	E. Portsmouth.....WCTOX	2.31	11.01	3.00	7.00	6.00	8.30	9.00
5.72	Sciotoville.....	2.36	11.06					
8.65	Wheelersburg.....W	2.39	11.09	3.15	7.17	6.10	8.45	9.15
15.90	Gennetts.....	2.45	11.15	3.24	7.29	6.18	8.54	9.27
21.12	Union.....	2.50	11.19	3.31	7.38	6.25	9.01	9.36
27.26	Ironton Passenger Station...OX	2.58	11.30	3.40	8.08	6.34	9.10	9.46
31.35	Coal Grove.....W	3.03	11.35	3.47	8.33	6.41	9.17	9.54
35.17	Rex.....	3.09	11.40	3.54	8.40	6.48	9.24	10.01
39.21	Kenova.....YWCTOS	3.21	11.55	4.03	9.15	6.57	9.33	10.30
43.14	Neal.....	3.27	11.59	4.09	9.21	7.03	9.39	10.36
47.20	Cyrus.....	3.32	12.04PM	4.15	9.27	7.09	9.45	10.42
52.41	Prichard.....W	3.47	12.12	4.25	9.37	7.19	9.55	10.52
59.22	Hewlet.....	3.55	12.20	4.35	9.47	7.29	10.05	11.02
64.58	Fort Gay.....	4.01	12.26					
67.00	See.....	4.04	12.29	4.46	9.59	7.39	10.16	11.14
73.65	Glenhayes.....	4.12	12.37	4.55	10.10	7.47	10.25	11.25
80.12	Webb.....	4.21	12.46	5.06	10.21	7.57	10.36	11.36
89.52	Stonecoal.....W	4.34	12.59	5.16	10.33	8.07	10.46	11.48
93.14	Kermit.....	4.39	1.05	5.23	10.43	8.12	10.53	11.58
98.41	Naugatuck.....WY	4.46	1.13	5.32	10.53	8.20	11.02	12.08AM
105.02	Nolan.....	4.55	1.23	5.43	11.07	8.30	11.13	12.22
112.23	Williamson.....WS	5.15	1.45					
113.66	E. Williamson.....WCTO	5.30	1.55	6.30	11.30	8.45	11.55	1.15
		5.32	1.57	A. M.	A. M.	P. M.	P. M.	A. M.

PASSENGER STOP NOTES:

N—Stop to take on or discharge revenue passengers or for handling express.

At East Portsmouth the time for eastward passenger trains applies at High Tank.

East Portsmouth to Cincinnati—Westward

Distance from Portsmouth	Time Table No. 13 EFFECTIVE Sunday, June 15, 1958 STATIONS	FIRST CLASS		THIRD CLASS			Telegraph Offices	Telegraph Signals	Passing Siding, Clearance Length
		3	25	99	85	77			
		Passenger Lv. Daily	Passenger Lv. Daily	Time Freight Lv. Daily	Time Freight Lv. Daily	Time Freight Lv. Daily			
2.14	E. Portsmouth . . . w c t o x	A. M. 3.45	P. M. 7.37	A. M. 12.30	A. M. 4.15	A. M. 5.30	D N	G S	Yard
.00	Portsmouth x S	3.55 4.20	7.50 7.55				D N	K M	
1.12	Vera	4.22	7.57	12.40	4.25	5.40			
2.91	Book	4.25	8.00	12.50	4.28	5.43			6122
9.38	McDermott	4.35	F 8.10	1.02	4.38	5.53	D	M C	3530
12.74	Brookside	4.40	8.16	1.24	4.44	5.59			6160
18.75	Otway	4.48	F 8.24	1.38	4.53	6.08			6117
24.04	Rarden	4.54	F 8.30	1.50	5.02	6.17			6054
27.37	Mineral Springs								
34.24	Peebles T	5.08	F 8.44	2.15	5.17	6.32	D	U	2765
38.32	Lawshe	5.16	F 8.51	2.25	5.26	6.41			6099
44.38	Seaman		F 8.59				D	M U	
45.59	Mt. Zion	5.26	9.02	2.50	5.46	7.01			N6016 S6005
48.99	Winchester Y T	5.31	F 9.07	2.59	5.52	7.07	D	W H	4439
53.55	Macon	5.36	F 9.13	3.09	6.00	7.15			4429
58.53	Sardinia W Y S	5.43	F 9.20	3.17	6.08	7.23	D	S D	5964
62.88	White Oak	5.51	9.25	3.39	6.14	7.29			5244
65.09	Mt. Oreb F		9.28				D	M O	
68.97	Eastwood	5.56	9.32	3.51	6.23	7.38			6102
72.81	Williamsburg F		9.37				D	M S	
75.53	Afton	6.04	9.41	4.06	6.33	7.48			5999
81.98	Batavia F	6.13	9.50	4.20	6.42	7.57	D	B	3961
87.49	Perintown	6.19	9.56	4.30	6.50	8.05			6046
93.16	Ancor	6.26	10.03	4.45	7.00	8.15			6898
96.00	Newtown F		10.08				D	N A	
97.21	Clare Y O X	6.33	10.13	5.30	7.30	8.45	D N	B R	Yard
111.24	Cincinnati (U. Sta.) . . w t o	7.05 A. M.	10.45 P. M.				D N	G C	

PASSENGER STOP NOTES:

T—Stop to let off revenue passengers from Kenova or beyond, and to take on for Cincinnati, including Norwood and Winton Place.

Note time of Columbus and Kenova Subdivision trains between Vera and East Portsmouth.
At East Portsmouth the time for westward passenger trains applies at Hump Yard Office and for time freight trains at Gallia Street Tower.

Cincinnati to East Portsmouth—Eastward

Distance from Cincinnati	Supplement "A" to Time Table No. 13 EFFECTIVE Sunday, October 26, 1958 STATIONS	FIRST CLASS		THIRD CLASS				FOURTH CLASS	
		26	4	94	78	84	86	52	54
		Passenger Lv. Daily	Passenger Lv. Daily	Freight Lv. Daily	Time Freight Lv. Daily	Time Freight Lv. Daily	Time Freight Lv. Daily	Local Freight Lv. Daily, Except Sunday	Local Freight Lv. Daily, Except Sunday
.00	Cincinnati (Union Station) w t o Via B. & O. R. R. and Penn. R. R.	A. M. 8.10	P. M. 11.20	A. M.	P. M.	P. M.	P. M.	A. M.	A. M.
14.03	Clare O X	8.40	11.50	12.01	2.00	2.30	9.00	6.15	
15.24	Newtown Y F	8.42							
18.08	Ancor	8.45	11.56	12.10	2.10	2.40	9.10	6.25	
23.75	Perintown	8.52	12.03AM	12.20	2.18	2.50	9.20	6.35	
29.26	Batavia F	8.58	12.09	12.30	2.25	3.00	9.30	6.47	
35.71	Afton	9.07	12.19	12.50	2.43	3.20	9.50	7.16	
38.43	Williamsburg F	9.10							
42.27	Eastwood	9.15	12.27	1.00	2.52	3.30	10.00	7.50	
46.15	Mt. Oreb F	9.19							
48.36	White Oak	9.21	12.33	1.10	3.00	3.39	10.09	8.20	
52.71	Sardinia W Y F	9.29	12.43	1.20	3.05	3.47	10.17	8.30	10.30
57.69	Macon Y F	9.36	12.50	1.30	3.14	3.56	10.26		10.45
62.25	Winchester Y F	9.40	12.54	1.38	3.20	4.03	10.33		11.00
65.65	Mt. Zion F	9.44	12.58	1.45	3.25	4.09	10.39		11.15
66.86	Seaman F	9.46							
72.92	Lawshe F	9.53	1.07	2.00	3.35	4.20	10.50		11.30
77.00	Peebles F	10.01	1.15	2.15	3.47	4.35	11.05		11.45
83.87	Mineral Springs								
87.20	Rarden F	10.13	1.27	2.33	4.01	4.50	11.20		12.15PM
92.49	Otway F	10.19	1.33	2.41	4.08	4.58	11.28		12.30
98.50	Brookside	10.26	1.41	2.50	4.16	5.05	11.36		12.54
101.86	McDermott F	10.31	1.46	2.58	4.21	5.13	11.44		1.22
108.33	Book	10.40	1.55	3.10	4.30	5.25	11.56		1.40
110.12	Vera	10.44	1.59	3.15	4.35	5.30	12.01AM		1.45
111.24	Portsmouth X S	10.50 10.55	2.05 2.25						
113.38	E. Portsmouth . . . w c t o x	11.01 A. M.	2.31 A. M.	5.00 A. M.	5.00 P. M.	6.00 P. M.	1.00 A. M.		2.10 P. M.

Eastward freight trains may proceed Vera to East Portsmouth on the time of delayed eastward first-class trains.
Eastward first-class trains run with train under control between these points.

East Portsmouth to Columbus—Westward

Distance from Portsmouth	Time Table No. 13 EFFECTIVE Sunday, June 15, 1958 STATIONS	FIRST CLASS	THIRD CLASS		Telegraph Office	Telegraph Signals	Passing Siding, Clearance Length		
		33 Passenger Lv. Daily	99 Time Freight Lv. Daily	85 Time Freight Lv. Daily					
		A. M.	A. M.	A. M.					
2.14	E. Portsmouth W C T O X				D N	G S	Yard		
.00	Portsmouth X	4.30	12.45	5.05	D N	K M			
1.12	Vera	4.33	12.55	5.15					
9.51	Lucasville F	4.45			D	U C			
10.62	Dugan	4.48	1.10	5.30			6230		
18.71	Sargents	4.58	1.22	5.42			6700		
22.78	Piketon F	5.05	1.28	5.48	D	N			
27.20	Glen Jean Y X				D N	S X			
27.72	Waverly S	5.15	1.35	5.55			E9350 W9225		
32.13	Omega F	5.21	1.42	6.02					
36.26	Higby F	5.26	1.48	6.08			8880		
44.66	Lunbeck	5.35	1.58	6.18			8150		
46.88	Renick X Y	5.38	2.05	6.25	D N	X D	5900		
47.84	Chillicothe X O S	5.43	2.10	6.30					
53.26	Delano	5.51	2.21	6.41			8580		
58.15	Kingston F	6.00	2.30	6.50	D	K N	4060		
64.39	Dorney	6.07	2.38	6.58			E 7685 W16188		
67.25	Circleville O X S	6.19	2.44	7.04	D N	V I			
70.08	Ritts	6.24	2.49	7.09			8300		
76.05	Ashville F	6.33			D	A			
78.42	Dix	6.38	3.04	7.24			8655		
84.25	Miner	6.44	3.13	7.33			8600		
88.23	Valley Crossing X								
90.33	Bannon YX	6.53	3.25	7.45	D N	X Y			
95.37	Joyce Avenue C T O X	7.04	5.15	8.30	D N	C W	Yard		
98.20	Columbus	7.15 A. M.	A. M.	A. M.	D N	R N			

Note time of Cincinnati and Kenova Subdivision first-class trains between Vera and East Portsmouth.

Columbus to East Portsmouth—Eastward

Distance from Columbus	Time Table No. 13 EFFECTIVE Sunday, June 15, 1958 STATIONS	FIRST CLASS	THIRD CLASS						
		34 Passenger Lv. Daily	94 Freight Lv. Daily	84 Time Freight Lv. Daily					86 Time Freight Lv. Daily
		P. M.	A. M.	P. M.					P. M.
.00	Columbus	10.30							
2.83	Joyce Ave. C T O X	10.37	12.01	2.30	9.00				
7.87	Bannon YX	10.43	12.11	2.40	9.10				
9.97	Valley Crossing X								
13.95	Miner	10.49	12.41	3.10	9.40				
19.78	Dix	10.55	12.51	3.20	9.50				
22.15	Ashville F	10.57							
28.12	Ritts	11.03	1.01	3.30	10.00				
30.95	Circleville O X S	11.10	1.24	3.35	10.05				
33.81	Dorney	11.15	1.31	3.42	10.12				
40.05	Kingston F	11.21	1.41	3.52	10.22				
44.94	Delano	11.26	1.49	4.00	10.30				
50.36	Chillicothe X O S	11.52	1.59	4.10	10.40				
51.32	Renick X Y	11.54	2.20	4.13	10.43				
53.54	Lunbeck	11.57	2.23	4.16	10.46				
61.94	Higby F	12.06AM	2.33	4.26	10.56				
66.07	Omega F	12.11							
70.48	Waverly S	12.19	2.43	4.36	11.06				
71.00	Glen Jean Y X								
75.42	Piketon F	12.27							
79.49	Sargents	12.32	2.56	4.49	11.19				
87.58	Dugan	12.40	3.08	5.01	11.31				
88.69	Lucasville F	12.44							
97.07	Vera	12.59	3.25	5.15	11.45				
98.20	Portsmouth X	1.10							
100.34	E. Portsmouth W C T O X	A. M.	A. M.	P. M.	12.30AM A. M.				

Eastward freight trains may proceed from Vera to East Portsmouth on the time of delayed eastward first-class trains. Eastward first-class trains run with train under control between these points.

SCIOTO DIVISION

SPECIAL INSTRUCTIONS

STANDARD TIME

1. Clocks showing Standard Time and Time Comparison Register Books (Form C. T. 258) are located as follows:
 East Williamson—Telegraph Office.
 Williamson—Passenger Station.
 Kenova—Yard Office.
 East Portsmouth—Hump and East Yard Offices and Caller's Offices.
 Portsmouth—Dispatcher's Office.
 Portsmouth—Passenger Station, Trainmen's Room.
 Joyce Avenue—Yard Office and Engine House.
 Columbus—Telegraph Office.
 Clare—Yard Office and Engineman's register room.
 Berry—Yard Office.
 Cincinnati Union Terminal Co.—Telegraph Office and Engine House. (See Rule No. 3, Book of Rules.)

REGISTERING

2. Conductors only will examine registers and will fill out and deliver Conductor's Check of Train Register, Form C. T. 24-A, to each Engineman. (Note Rules 83 and 590, Book of Rules.)

Register books and blanks Form C. T. 24-A are located, and trains will register, or be registered, as follows:

(a) Passenger trains will register at Williamson, Portsmouth, Columbus and Cincinnati.

(b) Other trains at East Williamson, East Portsmouth, Joyce Avenue and Clare.

(c) Lenore Branch trains at Millstone.

(d) Trains originating or terminating at Kenova, and Wayne Branch trains, at Kenova.

(e) Teays Spur trains at Teays Wye.

(f) Atomic spur trains at Teays yard office. Trains and engines operating on Atomic Energy spur beyond sign located 400 ft. north of switch to Kolinski yard will proceed at restricted speed expecting to find track occupied by Atomic Energy Commission on-track equipment.

(g) Trains originating or terminating at Sardinia, and Hillsboro Branch trains, at Sardinia.

(h) Dispatcher will transmit to Yardmasters at East Williamson, East Portsmouth, Joyce Avenue and Clare register of passenger trains which must be repeated back and entered in train order book.

(i) The movement of extra trains on Lenore Branch east of Millstone, Wayne, Hillsboro Branches, Teays Spur and Atomic Spur will be handled as follows:

Extra trains using these Branches will be governed by registers located at Junctions. The first extra train on the branch has right thereto without protecting. Other extra trains must protect against trains registered on branch, except where arrangements are made by Conductors, and when such arrangements are made they must be in writing, and the Conductor and Engineman each be given a copy; where such arrangements are made by telephone they must be written out and repeated from written copy, and every precaution taken to guard against error or misunderstanding.

BULLETIN BOARDS

3. Bulletin Boards are located as follows:

East Williamson—Yard Office.

Williamson—Passenger Station.

Kenova—Yard Office.

East Portsmouth—Hump and East Yard Offices and Caller's Office.

Portsmouth—Passenger Station, Trainmen's Room.

Chillicothe—Freight Station.

Joyce Avenue—Yard Office and Engine House.

Columbus—Union Station Telegraph Office.

Berry—Enginemen's and Trainmen's Room.

Clare—Yard Office and Engineman's register room.

Cincinnati Union Terminal Co.—Telegraph Office and Engine House.

SPEED RESTRICTIONS

LOCATION AND CONDITIONS	Class of Service and Miles Per Hour				
	Passenger Trains Handled by		Freight Trains Handled by Steam Engines	Freight or Mixed Trains Handled by	
	Steam Engines	Diesel-Elec. Engines		Class A, J or K Engines	Diesel-Elec. Engines
4. (a) Over interlocked grade crossings. Except B. & O. crossings at Renick and Chillicothe, and P. R. R. crossing, C W Tower, Joyce Avenue, and over westward main track between westward home signal located just east of G S Tower, Portsmouth, and crossover at Vera.....	50	50	30	40	40
Except D. T. & I. crossing at Ironton.....	50	50	40	45	45
(b) Engines in backward motion, with or without cars: (Curve boards and rules requiring greater restriction to govern).....	30		30	30	
(c) Between Williamson and See.....	50	50	40	50	50
Between See and Kenova.....	60	60	45	50	50
Between Kenova and Portsmouth.....	78	65	78	78	65
Between Portsmouth and Joyce Avenue.....	78	65	78	78	65
(d) Lenore Branch: Between Naugatuck and Lenore.....			30	30	30
Beyond Lenore.....			20	20	20
(e) Wayne Branch: Between Kenova and Wayne.....			20		20
Between Wayne and East Lynn.....			15		15
Except when handling 250-ton derrick.....			10		10
(f) Over Ohio River Bridge and viaduct at Kenova with careful handling of train to avoid shock.....	25	25	25	25	25
(g) Trains exchanging mail without stopping at Ashville, Kingston, Ft. Gay, Kermit, McDermott, Otway, Peebles and Winchester.....	20	20			
(h) On tracks of Union Station, Columbus.....	10	10	10	10	10
(i) Between Vera and Henley.....	50	50	40	45	45
Between Henley and Peebles.....	60	60	45	50	50
Between Peebles and Seaman.....	50	50	40	50	50
Between Seaman and Afton.....	65	65	45	50	50
Between Afton and Clare.....	60	60	45	50	50
Over interlocking at Vera Junction, Cincinnati Line.....	20	20	20	20	20
Over interlocking at PRR connection, Clare.....	10	10			
(j) Between Clare and Ivorydale.....	25	25	25	25	25
(k) Over street and road crossings between Woodburn Avenue and Paxton Road, inclusive.....	15	15	15	15	15
(l) On Hillsboro Branch.....	18	18	18	18	18
(m) On Nolan Spur and Buck Creek Branch.....	15	15	15	15	15
(n) On Teays Spur and Atomic Spur.....	15	15	15	15	15
(o) All trains are restricted to speed of thirty (30) miles per hour over eastward track between G. S. interlocking tower and Star Yard.					
(p) Diesel electric engines in either passenger or freight service must not be operated at a speed in excess of sixty-five (65) miles per hour, speed limit signals at approach to curves and rules requiring greater restrictions to govern.					
(q) Speed of trains over grade crossings within the corporate limits of the City of Columbus is restricted to forty-five (45) miles per hour.					
(r) Speed of trains within the corporate limits of the village of South Point, Ohio, is restricted to forty (40) miles per hour.					
(s) Rule 105(b), Book of Rules is modified to permit speed of forty-five (45) miles per hour for all passenger trains, forty-five (45) miles per hour for freight trains handled by diesel electric engines, forty (40) miles per hour for freight trains handled by Class A, J or K engines, and thirty-five (35) miles per hour for other trains, through turnouts at ends of double track east and west ends of Tunnels 1, 3 and 4, Kenova District.					

(t) Scale test cars will be moved only in local freight trains, and the speed of local trains handling such cars is restricted to thirty (30) miles per hour.

(u) The speed of Class S-1 yard engines, numbered 200 to 284, inclusive, is restricted to twenty-five (25) miles per hour, both in service and in tow.

(v) Speed Limit Signals at approach to curves.

Passenger trains handled or assisted by freight engines, other than Class A, will observe freight train speed shown on disc governing speed on curves.

Passenger trains handled or assisted by Class A engines will reduce speed to five (5) miles per hour less than passenger train speed shown on the disc.

Freight trains handled by Class K or J engines may observe passenger train speed shown on the disc provided the Time Table maximum speed for freight trains is not exceeded.

Freight trains handled by diesel electric engines may observe passenger train speed shown on the disc provided neither the maximum speed for freight trains nor sixty-five (65) miles per hour is exceeded.

Freight trains handled by Class A engines may use a speed of five (5) miles per hour less than passenger train speed shown on the disc provided the Time Table maximum speed for freight trains is not exceeded. (See Rule 16[a], Book of Rules.)

(w) Test mile signs, for checking speedometers on engines, have been placed at the following locations:

Kenova District... For westward trains, Mile Post 480 to 481, between Nolan and Naugatuck.

For eastward trains, Mile Post 595 to 594, between Franklin Furnace and Wheelersburg.

For eastward trains, Mile Post Na-56 to Na-55, at Neal.

Columbus District... For westward trains, Mile Post 619 to 620, between Dugan and Clifford.

For eastward trains, Mile Post 688 to 687, between Duvalls and Dix.

Cincinnati District... For westward trains, Mile Post C-101, plus 800 ft., to C-100, plus 800 ft., between Rushtown and Book.

For eastward trains, Mile Post C-14, plus 2,900 ft., to C-15, plus 2,900 ft., between Ancor and Perintown.

STATIONS WHERE TIME IS NOT SHOWN AT WHICH TRAINS WILL STOP ON SIGNAL

5. Nos. 25 and 26 at Chattaroy, Borderland, Crum, Tripp and Saltpetre to discharge or pick up revenue passengers.

All regular trains eastward stop at Winton Place and Norwood P. R. R. station.

All regular trains westward stop at Winton Place and Norwood P. R. R. station to discharge passengers.

No. 3 stop at Winton Place daily to discharge U. S. Mail from postal car.

GENERAL

6. Eastward or northward trains are superior to trains of the same class in the opposite direction. Note Rule No. 72, Book of Rules.

7. The speed of freight trains handling light-weight engines, clam shells, cranes, ditching machines, derrick cars, pile driver outfits or other similar equipment is restricted to 45 miles per hour, and when such equipment is handled in other than local or work trains, it must be placed at the rear. Such equipment moving on revenue billing and derrick cars when handled in other than local, wreck or work trains, must be placed in train with boom trailing. Similar maintenance-of-way equipment will be handled in the same manner when practicable.

Occupied camp cars when handled in other than local or work trains must be placed at the rear, and when handled in trains requiring a pusher, the pusher must be placed ahead of such cars.

8. The position of engines of different sizes, when used on trains that are double-headed, will be as follows:

Freight Service: (a) Engines, classes J, K-1, K-2, M-2 and E-2 when equipped with 9,000-gallon tenders or larger, may be coupled next to the train when being double-headed by engines classes A, K-1, K-2, Y-3, Y-4, Y-5, Y-6 and Z.

(b) Class M Engines may be coupled next to the train when being double-headed by engines classes E-2, K-1, K-2 and M-2.

Passenger Service: (c) Any type of passenger engine may be coupled next to train, or behind engines of a heavier type, but the engine that is equipped with steam heat and air signal should always be coupled next to train. In case both engines are provided with steam heat and air signal equipment, the regular assigned engine rear should be used on lead engine.

(d) In case freight engines are used to double-head passenger trains, they should not be placed behind the passenger engine.

9. When handling two or more diesel switch engines, or other units equipped with swivel type couplers, a car with conventional type couplers should be placed between each of the units having swivel type couplers.

10. Instructions for operating dual control switch machines are posted inside the telephone box near each of these machines. The machines must not be operated until the instructions are clearly understood.

11. In order to further designate Stop and Stay signals, an additional plate bearing the letter "S" has been attached to the number plates of all Stop and Stay signals, other than dwarf signals.

12. Trains handling engines dead-in-tow with both side and main rods removed are restricted to a speed of 20 miles per hour, and trains handling engines dead-in-tow with main rods only removed are restricted to a speed of 30 miles per hour.

13. Rule 21, Book of Rules is Modified as follows:

(a) The use of white classification signals will not be required in double track territory. All freight trains will be considered as extra trains.

(b) The use of white classification signals will not be required on single track where Traffic Control is in service, as covered by Rule 261. All freight trains will be considered as extra trains.

14. White porcelain insulators have been installed on the Railway's communication pole line to indicate the dispatcher's circuit. Portable telephone users, when hooking up telephones, will connect to this circuit.

Caution must be exercised to see that connections are made only to the Railway's communication pole line. At some locations power companies, where their lines cross our tracks or parallel our tracks either on or off the right of way, use white insulators.

15. The definition of "Engine," as shown on Page 10, Book of Operating Rules, reading: "ENGINE—A unit propelled by any form of energy and used in train or yard service" is modified to read: "ENGINE—A unit propelled by any form of energy, or a combination of such units operated from a single control, used in train or yard service."

16. The second paragraph of Rule 102(b), Book of Rules, reading: "Trains having trouble will flag following superior trains around with least delay" is modified to read: "Trains having trouble will flag following trains around with least delay."

17. The second paragraph of Rule 346, Book of Operating Rules, is modified to read as follows: "At points other than in yard limits, between the outer switches of passing tracks and within the limits of track signals bearing the words 'water' or 'coal' at water or coaling stations outside of passing track limits, crews must protect before entering main track, regardless of indication of switch indicator. Trains entering main track under above conditions will run at low (restricted) speed to next automatic block signal."

18. Rule 15(a), Book of Operating Rules, is modified to read as follows: "In automatic block signal territory, fuseses and torpedoes will be used by trainmen of trains carrying passengers as prescribed by Rule 99, and by trackmen and bridgemen when tracks or bridges are unsafe or obstructed, but will not be used by freight trainmen except in emergency and as prescribed by Rule 99 when entering the main track at hand-operated switches where indicator is in stop position, or in the absence of an indication."

19. Rule 445, Book of Operating Rules, is modified to read: "When handling or switching passenger equipment or occupied camp cars, air hose must be coupled and air cut in, and extreme care used to avoid injury to those working in or around such equipment. Passenger trains should not be switched from both ends at the same time when practicable to avoid it, and when necessary to do so every precaution must be exercised to avoid accidents. When practicable, clerks working in parked RPO cars should be notified before the cars are coupled to or moved."

20. The headlight will be displayed to the front of every train in road service by day and night. The first sentence of Rule 17 and the first sentence of Rule 584, Book of Operating Rules, are amended accordingly.

The headlight of engines in road service will be dimmed during the day while standing in yards or terminals.

21. In an emergency when necessary to doublehead diesel unit with steam engine, the diesel unit should be operated as the lead engine when practicable to do so.

22. Trains or engines delayed for any reason when approaching a grade crossing protected by automatic gates or flashing light signals, or after having been stopped by signal indication displayed by the first automatic signal in advance of such protected crossings, must approach the crossing prepared to stop and must not move

over the crossing unless the automatic protection is operating or the crossing is protected by a member of the train crew or by a flagman.

LOCAL

100. **TRAFFIC CONTROL** is in service between Naugatuck and Millstone Yard, between Naugatuck and East End Tunnel No. 1, between double crossover east of Kenova and Rex, between Vera and Clare Interlocking, on eastward main track between east end Star Yard and G. S. interlocking and on eastward and westward main tracks between Portsmouth passenger station and G. S. interlocking.

Note Rules 261 to 264, Book of Rules.

(a) Automatic signals are in use between Williamson and eastward home signal C. W. Tower Joyce Avenue; between Clare and eastward signal C-34 located just east of P. R. R. crossing at Idlewild; also, between westward signal B-1032 located just east of Dana Avenue and eastward interlocking signal at Bond Hill.

(b) At the following crossings there is a section of track 35 feet in length which is dead in connection with the automatic signal system, and if equipment is left standing on these dead sections it will not affect the automatic signals: B. & O. at Gallia Street, Portsmouth; D. T. & I. at Glen Jean; B. & O. at Renick and Chillicothe; P. R. R. at Circleville; C. & O. at Valley Crossing; N. Y. C. at Bannon; P. R. R. at Clare.

When necessary to leave detached equipment standing on these crossings it should be left on either side of the dead section or be protected by flagman, and the leverman immediately notified.

(c) Eastward stop and stay signal 6-R just west of Circleville freight house and eastward stop and stay signal 1-R located 175 ft. east of Scioto River bridge, Chillicothe, shall be observed as stop and proceed signals by passenger trains, light engines and short trains that can clear between street crossings.

101. Rule No. 105-A is modified to the extent that trains using double passing siding beyond crossover need not protect such movement by flag, when it is known the siding is clear of obstruction or opposing trains.

102. At following stations, trains will get a clearance card:

- Columbus—First-class trains.
- East Williamson—Westward trains.
- G. S. Tower—Cincinnati Subdivision westward freight trains.
- Portsmouth—Passenger trains.
- Kenova—Trains originating.
- Clare—Eastward trains.

103. Class A, J, K or Y engines must not be used on Wayne Branch.

104. Close clearance on west truss span of Bridge 2080 over Miami River at Clare.

105. Engines heavier than Class Z must not be used on Hillsboro Branch.

106. The use of Class J, K, A and Y engines is prohibited on tracks of Taylor Stone Quarries at McDermott, and Class J, A and Y engines is prohibited on tracks of Waller Bros. at McDermott.

107. Engines must not pass beyond frog of middle track at Taylor Stone Co. plant at McDermott.

108. Engines heavier than GP-9 Diesel must not be used on bridge over Cleveland Avenue, Columbus.

109. Mallet engines used in placing coal on coal trestles must not be placed beyond summit of incline.

110. Within Traffic Control limits on eastward main track between east end Star Yard and G. S. interlocking and on eastward and westward main tracks between Portsmouth passenger station and G. S. interlocking, permission must be secured from the operator at G. S. interlocking tower before reversing any hand-operated switch or removing padlock from an electric lock.

111. Trains and engines having to cross from eastward main or passing siding to westward main or passing siding at Dorney will secure permission from operator at Circleville before changing switches to make the move.

112. The movement of trains in both directions entering passing sidings at Waverly is controlled by the operator at Glen Jean. Trains using any crossover within the limits of the passing sidings shall secure permission from the operator before changing switches.

113. The movement of trains in both directions entering passing sidings at Stonecoal is controlled by the operator at Kermit. Trains moving from either main track to or from the storage tracks, or desiring to move from the storage tracks to either passing siding, shall first secure permission from the operator before changing crossover switches.

114. The movement of trains in both directions entering passing sidings at Prichard is controlled by the operator at Kenova. Trains using any crossover within the limits of the passing sidings must secure permission from the operator before changing switches.

115. An auxiliary "Inspect Train" indicator has been placed in service on north side of westward track approximately 2,500 feet west of pull-in switch at east end Rex passing siding, and on the south side of the eastward main track approximately 1,000 feet east of the Crossovers at the east end of Kenova Interlocker. Electric light has been installed between words "Inspect" and "Train". When light is burning displaying "Inspect Train" indication trains will make normal stop between switches at Rex or Neal and train and engine crews will call Kenova Tower for information and instructions.

116. Electric two-position color light signals have been installed to govern use of 530 feet of our belt line track at Kenova for shifting purposes by locomotive crane or engine of National Carbon Company. Crews stopped by these signals will promptly communicate with Carbon Company who will arrange to clear track and signal.

117. Operators will use hoops for delivery of train orders and messages to passing trains to avoid hazard of personal injury.

118. Trains and engines will not cross over streets where gates are located and Watchman is on duty until securing a signal from the Watchman.

119. Diesel units working Plum Run plant are prohibited from moving under the tipple. Arrangements must be made to hold to sufficient number of cars to reach loads standing below tipple in order to eliminate damage to diesel units by falling crusher dust.

120. Rule No. 438 is supplemented as follows: Conductor must make record in his train book of the caboose gauge pressure when leaving terminals and approaching Stonecoal, Kenova, Glen Jean, Peebles, Mt. Zion, Sardinia, Eastwood and Afton.

121. Rule No. 441 will be complied with when train is stopped for coal or water and at other points where engine is detached and when clearing on passing sidings.

122. Engine tenders of less than 9,000 gallons capacity when being shipped from one point to another, should be handled in local freight trains.

123. Single engine trains may take water without detaching engine from train, except at coaling stations. Rule No. 90(d) is modified accordingly.

124. When speed of freight trains handled by diesel-electric engines remains below 10 miles per hour for more than 10 minutes continuously with throttle in maximum position (RUN-8) there is danger of damaging the traction motors. Under these conditions, engine crews should stop and call the dispatcher for instructions.

125. Vestibule doors or traps must not be opened by Trainmen at Kenova until trains have stopped at the station.

126. Trains, other than the regular shifter, must protect themselves in using Nolan Spur, and Buck Creek Branches.

127. When Scioto Division crews are required to take trains to the storage tracks on Pond Creek Branch, they will secure permission from Yardmaster at Williamson.

128. Trains requiring information regarding overdue superior trains, or block indication at Naugatuck, will secure same by telephone from operator at Kermit.

129. The track between Clare, Idlewild and Ivorydale is operated as a block for all trains and engines, controlled by operator at Berry, under direction of Terminal Trainmaster.

130. Between Clare and Cincinnati passenger trains are operated over the P. R. R., B. & O., and Cincinnati Union Terminal Company. Between Idlewild and Court Street Station, Cincinnati, trains and engines are operated over P. R. R.

131. The main track of the Norfolk and Western and the P. R. R. between Columbus and CW Tower, Joyce Avenue, are used jointly as a section of double track; west or southward trains approaching Columbus use the Norfolk and Western track; east or northward trains leaving Columbus use the P. R. R. track. Yard Engines keep clear of passenger trains of both railroads on double track, and protect themselves while using crossovers.

132. Train and Enginemen operating over the P. R. R., B. & O., and Cincinnati Union Terminal Company must provide themselves with, and be governed by their Time Tables and Books of Rules.

133. At Glen Jean, N. & W. will use D. T. & I. main track from a point near the southbound home signal to the main line switch leading to the south end of the new D. T. & I. interchange track (approximately 700 feet), to pick up their cars. All N. & W. and D. T. & I. trains (including D. T. & I. first-class trains) or engines will approach and move over this portion of main track with caution, expecting to find N. & W. and D. T. & I. trains (including D. T. & I. first-class trains) or engines moving unprotected in either direction.

134. When freight trains clear by rule or train order a member of the crew will promptly report clear to the Dispatcher.

This rule is not applicable on Cincinnati Subdivision when T. C. is in operation; however, when a train has been put in siding and stop has been made a member of crew should communicate with Dispatcher promptly.

135. Engines not equipped with engine trucks will at some

points clear insulated joints while the pilot of the engine is still fouling another track. Enginemen will assure themselves that clearance is made regardless of signal indication.

136. Refer to General Time Table Rule No. 7. This type of equipment will not be handled on trains 77, 78, 84, 85, 86 and 99 on Kenova and Columbus subdivisions, except in case of emergency.

137. Telegraph offices not open continuously are as follows:

Lenore.....	8:00 A. M. to 5:00 P. M. Ex. Sat., Sun. & Holiday
Fort Gay.....	10:00 A. M. to 7:00 P. M. Ex. Sat., Sun. & Holiday
Wayne.....	8:00 A. M. to 5:00 P. M. Ex. Sat., Sun. & Holiday
Sciotoville.....	7:15 A. M. to 4:15 P. M. Ex. Sat., Sun. & Holiday
Lucasville.....	4:40 A. M. to 1:40 P. M. Ex. Sat., Sun. & Holiday
Piketon.....	5:00 A. M. to 3:00 P. M. Ex. Sat., Sun. & Holiday
Kingston.....	5:55 A. M. to 2:55 P. M. Ex. Sat., Sun. & Holiday
Ashville.....	6:25 A. M. to 3:25 P. M. Ex. Sat., Sun. & Holiday
McDermott.....	7:30 A. M. to 4:30 P. M. Ex. Sat., Sun. & Holiday
Peebles.....	8:00 A. M. to 5:00 P. M. Ex. Sat., Sun. & Holiday
Seaman.....	8:00 A. M. to 5:00 P. M. Ex. Sat., Sun. & Holiday
Winchester.....	8:00 A. M. to 5:00 P. M. Ex. Sat., Sun. & Holiday
Sardinia.....	5:30 A. M. to 2:30 P. M. Ex. Sat., Sun. & Holiday
Hillsboro.....	8:00 A. M. to 5:00 P. M. Ex. Sat., Sun. & Holiday
Mt. Oreb.....	8:15 A. M. to 5:15 P. M. Ex. Sat., Sun. & Holiday
Williamsburg.....	7:45 A. M. to 4:45 P. M. Ex. Sat., Sun. & Holiday
Batavia.....	7:30 A. M. to 4:30 P. M. Ex. Sat., Sun. & Holiday
Newtown.....	7:30 A. M. to 4:30 P. M. Ex. Sat., Sun. & Holiday

(a) Straight non-telegraph agencies are open as follows:

Delbarton.....	8:00 A. M. to 5:00 P. M. Ex. Sat., Sun. & Holiday
Wheelerburg.....	8:45 A. M. to 5:45 P. M. Ex. Sat., Sun. & Holiday
Mowrystown.....	8:00 A. M. to 5:00 P. M. Ex. Sat., Sun. & Holiday
Waverly.....	{ 8:30 A. M. to 5:30 P. M. } Daily { 9:00 P. M. to 6:00 A. M. }

Note—Macon, Ohio, is commission agency.

YARD LIMITS

138. Yard limit signs, at other than terminal yards, are located at Naugatuck, Millstone, Neal, Kenova, Coal Grove, Ironton, Chillicothe, Circleville, Watkins Yard and Sardinia for the protection of freight trains and engines.

139. LOCATION OF SPRING SWITCHES:

Nolan.....	East End and West End Storage Track.
Stonecoal.....	East End Eastward Passing Siding. Signal controlled from Kermit
Stonecoal.....	West End Westward Passing Siding. Signal controlled from Kermit
Webb.....	East End and West End Passing Siding
Glenhayes.....	East End and West End Passing Siding
See.....	West End Passing Siding
Hewlet.....	West End Passing Siding
Prichard.....	East End Eastward Passing Siding. Signal controlled from Kenova
Prichard.....	West End Westward Passing Siding. Signal controlled from Kenova
Union.....	East End and West End passing siding and crotch switches at East and West End of passing siding. Signals controlled from Kenova.
Gennetts.....	West End Passing Siding
Dugan.....	West End Passing Siding
Waverly.....	East End Eastward Passing Siding. Signal controlled from Glen Jean
Waverly.....	West End Westward Passing Siding. Signal controlled from Glen Jean
Higbys.....	West End Passing Siding
Lunbeck.....	East End, West End and Crotch Switch at East End of Passing Siding. Signals controlled from Renick
Delano.....	West End Passing Siding. Signal controlled from Renick
Dorney.....	East End Eastward Passing Siding
Dorney.....	West End Westward Passing Siding. Signal controlled from Circleville
Ritts.....	West End Passing Siding
Dix.....	West End Passing Siding
Joyce Avenue.....	East End Running Track East of JO Tower
Clare Yard.....	Westward pull out switch
Idlewild.....	Junction Switch

SYMBOLS FOR OUTSIDE TELEPHONE CIRCUITS

A—Automatic	M—Message
B—Block	P—Plant
D—Dispatcher	Y—Yard

140. Outside telephone boxes equipped with locks must be locked immediately after use.

Outside telephones with suitable instructions for use posted in box are located at all Stop and Stay Signals, each end of all Passing Sidings, Junction Points, Main Line Crossovers, Electric Lock Switches, and other unattended places as follows:

KENOVA DISTRICT—MAIN LINE

Place	Location	Circuits
Chattaroy.....	Section Tool House.....	B
Chattaroy.....	Station Platform.....	D
Nolan.....	Dyke Coal Co.....	D&B
Nolan.....	Air Gap Switch.....	D&B
Nelco.....	Crossover.....	D&B
Maher.....	Route 52 Road Crossing.....	D&B
Naugatuck.....	Shelter Shed.....	D&B
Naugatuck.....	Motor Car Landing—Signal S-12.....	P
Naugatuck.....	Private Road Crossing Mile Post Na-1.....	B&P
Naugatuck.....	Old Line Junction Switch.....	P
Kermit.....	Burning Springs Outlet.....	P
Kermit.....	West End Storage Track.....	P
Kermit.....	Himler Yard.....	P
Stonecoal.....	West End Storage Track.....	D&B
Tunnel No. 6.....	East End.....	B
Between Tunnels 6 and 7.....	P
Tunnel No. 7.....	West End.....	P
Webb.....	Spur Track.....	P
Mile Post Na-22.....	Between Webb and Glenhayes.....	D&P
Glenhayes.....	Private Road Crossing Mile Post Na-28.....	B&P
Saltpetre.....	Outside Section Tool House.....	B
Fort Gay.....	Station Platform in Shed.....	B
Fort Gay.....	Crossover.....	D&P
Hubbardstown.....	Section Tool House.....	B
Prichard.....	Station Platform.....	B&P
Cyrus.....	Section Tool House.....	B
Kenova.....	Mile Post Na-57 plus 3036 feet.....	D&P
Kenova.....	Transformer Bank Between Crossovers 1 and 3.....	D&P
Kenova.....	Station Platform.....	D&Y
Kenova.....	Watchman's Shanty West End Bridge.....	P
Kenova.....	Under bridge on belt line.....	B
North Kenova.....	Spur.....	P
South Point.....	Spur.....	D, M&P
Rex.....	Mile Post N-571 plus 924 feet.....	D&P
Narrows.....	East of Coal Grove Breakdown.....	M
Ironton.....	East End of Yard.....	M&P
Ironton.....	Opposite Passenger Station.....	P
Ironton.....	Foundry Track.....	P
Ironton.....	Eastward Signal 5814.....	D&M
Ironton.....	Section Tool House.....	D&M
Ironton.....	Lawrence Crossover.....	D&P
Sedgwick.....	Spur Track.....	D&P
Hanging Rock.....	Mile Post 582 plus 3122 feet.....	D&M
Haverhill.....	Air Gap Switch.....	D&M
Franklin Furnace.....	Air Gap Switch.....	D&M
Franklin Furnace.....	Crossover.....	D&M
Mile Post 597.....	East of Pine Creek Bridge.....	D&M
Wheelerburg.....	Station Platform.....	D&M
Wheelerburg.....	Crossover.....	D&M
Sciotoville.....	Station Platform.....	D&M
East of Star Yards.....	Crossover.....	D&M
Mile Post 603.....	On Pole at Road Crossing.....	D&M

LENORE BRANCH

Place	Location	Circuits
Lenore.....	Station.....	B
Lenore.....	Section Tool House.....	B
Millstone.....	East End of Yard.....	B
Millstone.....	West Leg Wye.....	B
Delbarton.....	Swing Door Depot Window.....	B
Lando Opr.....	Coal Co. Outlet Track.....	B
Island Creek.....	Outlet No. 24.....	B
Island Creek.....	Outlet No. 26.....	B

WAYNE BRANCH

Place	Location	Circuits
Buffalo Creek.....	Section Tool House.....	M
Lavalette.....	East Switch.....	M
Ardel.....	In Section Tool House.....	M
Wayne.....	Outside Depot.....	M

PORTSMOUTH TERMINALS

Place	Location	Circuits
Star Yards	East End Storage Track	A
East Portsmouth	East End Pull-In Switchman's Shanty	A
East Portsmouth	On Pole at West Avenue, New Boston	A
Portsmouth	Offnere Street on Pole	A
Portsmouth	Waller Street Watchman's Shanty on Pole	A
Portsmouth	12th Street on Pole	A
Portsmouth	16th Street on Pole	A
Portsmouth	East End Station Shed	A
Portsmouth	Center of Station Shed	A
Portsmouth	West End Station Shed	A
Portsmouth	Switch 13	A
Portsmouth	Spring Lane Crossing	A

COLUMBUS DISTRICT—MAIN LINE

Place	Location	Circuits
George	Crossover	D&M
Lucasville	Crossover	D&M
Lucasville	Station Platform	D&M
Clifford	Section Tool House	D&M
Clifford	Crossover	D&M
Wakefield	Station Platform	D&M
Sargents	Barnes Sand and Gravel	D&M
Bridge 1096	On Pole West End of Bridge	D&M
Teays Spur	East and West Leg Wye	D&M
Piketon	Station Platform	D&M
Greggs Hill	Mile Post 634	D&M
Glen Jean	East End Scioto River Bridge 1104	M
Glen Jean	East End of DT&I Transfer Track	P
Waverly	Station Platform	D&M
Waverly	Eastward Distant Signal	D&P
Waverly	Water Tank	M
Mile Post 639	Near Signal	D&M
Omega	Crossover	D&M
Omega	Station Platform	D&M
Mile Post 642	Road Crossing	D&M
Pride	Crossover	D&M
Mile Post 649	East of Bridge 1116	D&M
Locks	East of Section House	M
Lunbeck	Underpass	D&M
Renick	Pump House	M&P
Renick	Standpipe North Side Track	D&M
Chillicothe	Southern Avenue	M&P
Chillicothe	East End of Passenger Shed	M
Chillicothe	East End of Bridge 1121	D&M
Chillicothe	West End of Bridge 1121	D&M
Delano Hill	5,000 Feet East of C. & O. Bridge, Hopetown	D&M
Delano Hill	800 Feet West of C. & O. Overhead Bridge	D&M
Delano	Section Tool House	M
Kinnickinnick	East End of Bridge	M
Kingston Hill	Mile Post 664	D&M
Kingston	East End Middle Track	D&M
Kingston	Station Platform	D&M
Kingston	Signal Line West of Station	D&M
Dorney	West End of Bridge 1133	D&M
Dorney	Coaling Station	D&M
Cireleville	General Electric Spur	D&P
Cireleville	Car Inspector's Shanty	M&P
Cireleville	Westward Distant Signal	D&P
Cireleville	Eastward Distant Signal	D&P
Ashville	Near Mile Post 684	D&B
Ashville	Station Platform	D&M
Ashville	1/4 Mile West at Signal Line Switch	D&M
Duvals	Crossover	D&M
Duvals	Section Tool House	D&M
Mile Post 690	Signal Switch	D&M
Lockbourne	Section Tool House	M
Miner	Spur Siding Junction	D&M
Obetz	Crossover	D&M

COLUMBUS TERMINAL

Place	Location	Circuits
Watkins	East End of Yard	Y
Watkins	No. 5 Switch Light Side	Y
Watkins	No. 6 Switch Heavy Side	Y
Bannon	West End of Yard	Y
Mile Post 700 plus 900 Feet		M&Y
Mile Post 701		D&Y

Place	Location	Circuits
Main Street	Section Tool House	M&Y
J. O. Tower	P. H. Transfer	Y
Joyce Avenue	East End Shop Track	Y

CINCINNATI DISTRICT—MAIN LINE

Place	Location	Circuits
Rushtown	2,000 Feet West of Mile Post C-101	D&M
Rushtown Cut	On Watch Box	D
Arion Cut	On Watch Box	D
Henley	Spur Track	D&M
Youngs	On Pole	D&M
Mineral Springs	Station Platform	D&M
Plum Run	On Pole at Highway Crossing	D&M
Peterson's Bridge 2036	Signal C-698	D&M
West Fork	Signal C-651	D&M
Seaman	Station Platform	D
Seaman	Power House	D
Winchester	Section Tool House	D
Mt. Oreb	Station Platform	D
Mile Post 34.5		D&M
Batavia Hill	Mile Post 27	D&M
Batavia	Station Platform	D&M
Gernon	Mile Post 21	D&M
Beechwood	Davis Bottom Mile Post 16	D&M
Newtown	New Gravel Pit	D&M
Newtown	Station Platform	D&M
Clare	East Leg of Wye	M

CLARE-BERRY YARDS

Place	Location	Circuits
Clare	Switchman's Shanty	Y
Clare	West End Yard—Red Bank	Y
Hyde Park	Crossing Shanty	Y
Norwood	East End Yard	Y
Idlewild	Outside Yard Office	M&Y
Norwood	Sherman Avenue	Y
Bond Hill	B. & O. Ohio Division Transfer	Y
Berry	East End Yard	Y
Berry	Oil House—Engineer's Building	Y
Ivorydale	Big Four Transfer	Y
Ivorydale	B. & O. Toledo Division Transfer	Y
Ivorydale	Ross Estate	Y

RAILROAD CROSSINGS

141. The rules and regulations provided by Section No. 3333, Revised Statutes of Ohio, respecting crossing of two (2) railroads at a common grade, where interlocking devices are not installed or maintained, are as follows:

FOR THE GOVERNMENT OF EMPLOYEES ON ENGINES AND TRAINS

- (a) All trains or engines passing over such tracks shall come to a FULL STOP not nearer than two hundred (200) feet, nor further than eight hundred (800) feet, from the crossing.
- (b) Trains or engines MUST NOT cross said crossings until signaled to do so by the Signalmen or Watchmen, nor until the way is clear.
- (c) When two passenger or freight trains approach the crossing at the same time, the train on the road first built shall have precedence, if the tracks are both main tracks over which all passenger and freights on the road are transported.
- (d) If only one track is such main track, and the other is a side or depot track, the train on the main track shall take precedence.
- (e) If one of the trains is a passenger train and the other a freight train, the former shall take precedence.
- (f) Regular trains on time shall take precedence over trains of the same grade not on time.
- (g) Engines with cars attached not on time shall take precedence over engines without cars attached not on time.

The laws of Ohio command a strict compliance with the foregoing rules and regulations, and they must be obeyed.

RAILROAD GRADE CROSSINGS WITHOUT INTERLOCKING DEVICES

(h) B. & O., at Findlay Street, Portsmouth, when fixed signal arm or red lights stand horizontally—N. & W. trains proceed; when diagonally—B. & O. trains proceed. Signal at this crossing will be handled by Trainmen and will be left as used.

RAILROAD GRADE CROSSINGS WITHOUT INTERLOCKING DEVICES—CONTINUED

(i) At P. R. R., Idlewild, the normal position of fixed signal arm and red lights is at an angle of 45 degrees which authorizes P. R. R. trains and engines to proceed; when vertical, N. & W. trains and engines proceed.

N. & W. Trainmen will handle this signal and after using crossing will restore signal to normal position.

(j) At B. & O. crossing, Hillsboro, and Big Four crossing at Ivorydale, trains and engines shall not proceed until track is plainly seen to be clear.

RAILROAD CROSSINGS INTERLOCKED

(k) Crossings of P. R. R. at CW Tower, Joyce Avenue, Cireleville and Clare; N. Y. C. at Bannon; C. & O. at Valley Crossing; B. & O. at Chillicothe, Renick, Gallia Street, Portsmouth, and Bond Hill; D. T. & I. at Glen Jean and Ironton, interlocking machines are installed and maintained. Trains and engines approaching and using these crossings shall be governed by Interlocking Rules and Special Instructions.

Tonnage Ratings and Weather Reductions for Engines

COLUMBUS TO PORTSMOUTH

CLASS OF ENGINES	Class of Service	Rating A	Rating B	Rating C	Rating D	Rating F	Rating G
		Normal	31° to 24°	23° to 16°	15° to 8°	7° to Zero	Zero to 8° Below
Diesel-Electric 1600 H.P. or Equiv. Per Unit	Slow Lds.	3250	3090	2925	2765	2600	2440
	Mts.	1350	1285	1215	1150	1080	1015
	Time	2000	1900	1800	1700	1600	1500

PORTSMOUTH TO COLUMBUS

Diesel-Electric 1600 H.P. or Equiv. Per Unit	Slow	6000	5700	5400	5100	4800	4500
	Time	2100	1995	1890	1785	1680	1575

WILLIAMSON TO PORTSMOUTH

A, Y-5 or 6	Slow	14500	13775	13050	12325	11600	10875
	*Time	6500	6175	5850	5525	5200	4875
Y-3 or 4	Slow	13000	12350	11700	11050	10400	9750
	Time	6500	6175	5850	5525	5200	4875
J	Slow	11500	10925	10350	9775	9200	8625
	Time	5000	4750	4500	4250	4000	3750
K-1 or 2	Slow	6700	6365	6030	5695	5360	5025
	Time	4000	3800	3600	3400	3200	3000
Diesel-Electric 1600 H.P. or Equiv. Per Unit	Slow	5000	4750	4500	4250	4000	3750
	*Time	2500	2375	2250	2125	2000	1875

*No. 77 is restricted to not more than 4,500 tons Williamson to Portsmouth when handled by one steam engine.

*Normal tonnage rating for No. 77 when handled by Diesel-Electric engines is 2,250 tons per unit.

SPECIAL RATING

FOR BULL DOG RUN—Williamson to Portsmouth

	10000	9500	9000	8500	8000	7500
A, Y-5 or 6						
Y-3 or 4	8000	7600	7200	6800	6400	6000
J	7000	6650	6300	5950	5600	5250
K-1 or 2	4000	3800	3600	3400	3200	3000
Diesel-Electric 1600 H.P. or Equiv. Per Unit	3500	3325	3150	2975	2800	2625

PORTSMOUTH TO WILLIAMSON

CLASS OF ENGINES	Class of Service	Rating A	Rating B	Rating C	Rating D	Rating F	Rating G
		Normal	31° to 24°	23° to 16°	15° to 8°	7° to Zero	Zero to 8° Below
Y-5 or 6	Slow Lds.	6700	6365	6030	5695	5360	5025
		Mts.	3900	3705	3510	3315	3120
	*Time	5300	5050	4775	4525	4250	3975
A, Y-3 or 4	Slow Lds.	6500	6175	5850	5525	5200	4875
		Mts.	3900	3705	3510	3315	3120
	*Time	5300	5050	4775	4525	4250	3975
J	Slow Lds.	5500	5225	4950	4675	4400	4125
		Mts.	3500	3325	3150	2975	2800
	Time	4500	4275	4050	3825	3600	3375
K-1 or 2	Slow Lds.	3700	3515	3330	3145	2960	2775
		Mts.	2000	1900	1800	1700	1600
	Time	3100	2945	2790	2635	2480	2325
Diesel-Electric 1600 H.P. or Equiv. Per Unit	Slow Lds.	4000	3800	3600	3400	3200	3000
		Mts.	1500	1425	1350	1275	1200
	*Time	2250	2140	2025	1915	1800	1690

*Nos. 84 and 86 are restricted to not more than 4,500 tons and Nos. 92 and 94 to not more than 5,000 tons for through movement beyond Williamson when handled by steam engines.

*Nos. 84, 86, 92 and 94 when handled by diesel-electric engines are restricted to not more than 6,000 tons for through movement beyond Williamson. Normal tonnage rating for No. 78 when handled by steam or diesel is 3,000 tons, Portsmouth to Williamson.

PORTSMOUTH TO CLARE Without Doubling Hill

Diesel-Electric 1600 H.P. or Equiv. Per Unit	Slow	1440	1370	1295	1225	1150	1080
	Time	1330	1265	1195	1130	1065	1000

To Double Hill

Diesel-Electric 1600 H. P. or Equiv. Per Unit	2880	2735	2590	2450	2305	2160
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NOTE: Trains with full tonnage will double from Lawshe, unless otherwise instructed

CLARE TO PORTSMOUTH

Diesel-Electric 1600 H.P. or Equiv. Per Unit	Mts.	1225	1165	1105	1040	980	920
	*Time	1285	1220	1155	1090	1030	965

*Normal tonnage rating for No. 78 is 1,100 tons per unit—Clare to Portsmouth.

When combinations of engines are used add single ratings. In case of extraordinary weather conditions, Dispatchers shall make further reductions, if necessary, in order to keep trains moving.

COMPANY SURGEONS

Dr. W. R. Whitman	Chief Surgeon	Roanoke, Va.
Dr. W. R. Whitman, Jr.	Assistant Chief Surgeon	Roanoke, Va.
Dr. H. C. Hayes	Ophthalmologist	Williamson, W. Va.
Dr. Ivor G. Clark	Ophthalmologist	Columbus, Ohio
Dr. Horace W. Reid	Ophthalmologist	Cincinnati, Ohio
Dr. W. W. Scott	Surgeon	Williamson, W. Va.
Dr. G. W. Easley	Assistant	Williamson, W. Va.
Dr. F. J. Burian	Assistant	Williamson, W. Va.
Dr. H. D. Hatfield	Consultant	Huntington, W. Va.
Dr. W. H. Price	Surgeon	Chattaroy, W. Va.
Dr. E. P. Stepp	Surgeon	Kermit, W. Va.
Dr. Harry F. Schneider	Surgeon	Delbarton, W. Va.
Dr. Forest F. Shely	Assistant	Fort Gay, W. Va.
Dr. G. P. Carter	Assistant	Fort Gay, W. Va. (P. O. Louisa, Ky.)
Dr. J. W. Rife	Surgeon	Kenova, W. Va.
Dr. Roscoe Stotts	Assistant	Kenova, W. Va.
Dr. Glen Johnson	Surgeon	Wayne, W. Va.
Dr. W. F. Marting	Surgeon	Ironton, Ohio
Dr. George N. Spears	Assistant	Ironton, Ohio
Dr. C. H. Allen	Internist	Portsmouth, Ohio
Dr. Ralph W. Lewis	Surgeon	Portsmouth, Ohio
Dr. A. P. Hunt	Surgeon	Portsmouth, Ohio
Dr. O. F. Apel, Jr.	Surgeon	Portsmouth, Ohio
Dr. Clyde M. Fitch	Assistant	Portsmouth, Ohio
Dr. L. M. Schoettle	Assistant	Portsmouth, Ohio
Dr. A. L. Berndt	Orthopedist	Portsmouth, Ohio
Dr. F. W. Gillig	Ophthalmologist	Portsmouth, Ohio
Dr. C. L. Pitcher	Assistant Ophthalmologist	Portsmouth, Ohio
Dr. S. L. Meltzer	Roentgenologist	Portsmouth, Ohio
Dr. W. H. Stone	Dental Surgeon	Portsmouth, Ohio
Dr. R. B. Ellison	Surgeon	Peebles, Ohio
Dr. R. C. Wenrick	Surgeon	Winchester, Ohio
Dr. G. S. Lamkin	Surgeon	Sardinia, Ohio
Dr. Charles H. Maly	Surgeon	Sardinia, Ohio
Dr. C. G. Foor	Assistant	Hillsboro, Ohio
Dr. R. C. Wenrick	Surgeon	Hillsboro, Ohio
Dr. H. E. Wedig	Surgeon	Newtown, Ohio
Dr. C. R. Campbell	Consultant	Cincinnati, Ohio
Dr. Ralph C. Carothers	Surgeon	Cincinnati, Ohio
Dr. J. F. Lyons	Assistant	Cincinnati, Ohio
Dr. W. F. Sohngen	Assistant	Cincinnati, Ohio
Dr. Rudolph Zodikoff	Assistant	Cincinnati, Ohio
Dr. William A. Moore	Assistant	Cincinnati, Ohio
Dr. C. O. Carothers	Orthopedist	Cincinnati, Ohio
Dr. D. C. Coleman	Surgeon	Lucasville, Ohio
Dr. M. E. Moore	Surgeon	Piketon, Ohio
Dr. R. M. Andre	Surgeon	Waverly, Ohio
Dr. Ralph W. Holmes	Roentgenologist	Chillicothe, Ohio
Dr. Nicholas H. Holmes	Assistant Surgeon	Chillicothe, Ohio
Dr. Charles N. Hoyt	Assistant	Chillicothe, Ohio
Dr. Glen Nisley	Assistant	Chillicothe, Ohio
Dr. R. E. Lightner	Surgeon	Kingston, Ohio
Dr. R. G. Smith	Surgeon	Circleville, Ohio
Dr. Ned B. Griner	Assistant	Circleville, Ohio
Dr. R. S. Hosler	Surgeon	Ashville, Ohio
Dr. W. H. Teachnor	Surgeon	Columbus, Ohio
Dr. G. J. Heer	Assistant	Columbus, Ohio

FIRST AID TO INJURED

A. In accidents to persons, the ranking employee of the Company present will take command and direct proceedings for the relief of the injured.

B. When there is danger from fire, remove all persons promptly from the train, looking first to those who may be helpless from injury or jammed in the wreck.

C. Take hold of the injured gently, but firmly, and without fear. Lay the injured one down on cushions, blankets, clothing or straw, where he will have perfect ventilation and not be in a draught or strong current of air. Loosen the clothes about the neck and body to permit easy breathing, and place the injured part in the position most comfortable to the sufferer. Do not permit strangers to approach and talk to or ask the injured one questions. Place him, if possible, in charge of one or two friends, and keep him warm with proper covering.

D. As soon as practicable, summon the nearest Surgeon of the Company, and notify the Superintendent by telegraph. State the number of persons injured, and the nature and extent of the injuries, as clearly as time will allow, in order that the Surgeon may come with what is needed.

E. BLEEDING—If the bleeding is from the limbs, keep them bent and the bleeding points elevated as much as practicable.

F. In case of broken bones, place the injured part in the most natural position, or, if this cannot be done, then in the position most comfortable to the patient. Having done this, seek to steady the limb, either by splints of wood or by a pillow folded around the limb and tied in the desired position. In case of broken ribs, relief will be afforded by a wide bandage around the chest drawn as tightly as can be borne. When a broken bone is suspected, do not move the limb about to find out if this is so.

G. In case of burns or scalds cover the parts with a paste made of baking soda and water.

H. When there is much weakness from an injury, whiskey may be given in small quantities, say from one to two tablespoonfuls, to be repeated at short intervals, if necessary. Large quantities must not be given and no whiskey must be given if the head is injured. In all cases of weakness from shock or loss of blood, keep the patient warm.

I. Cold water, ice, tea, coffee, milk or soup may be freely allowed to all injured ones who wish them.

J. In moving an injured person, place a board, door, shutter or mattress, with one end at the patient's head, and lift or slide him gently on it. If the patient can sit up, he may be carried in a chair or upon the locked hands of two persons, around whose necks he throws his arms to steady himself.

K. When forwarding a patient who has been seen by a Surgeon, obtain from the Surgeon a written statement as to his opinion of the nature and extent of the injuries, and attach this statement, along with the name of the injured one (if it can be obtained), securely to his clothing.

L. When the injured person is able to be moved, take or send him to the nearest Surgeon of the Company in the direction in which the first train is moving. It can then be decided whether the patient will be treated there or taken to some other point.

M. When the injured person is not able to be moved, place him in charge of Station Agent, Section Foreman, or some official of the Company, and summon the Surgeon of the Company most easily obtained.

N. In urgent cases, if no Surgeon of the Company can be promptly had, summon the nearest Physician to take charge of the case until the Company Surgeon arrives.

O. In a general emergency, summon the Surgeons of the Company in both directions and wire the Superintendent if more Surgeons are needed.

SPEED TABLE

TIME Going 1 Mile		MILES Per Hour	TIME Going 1 Mile		MILES Per Hour	TIME Going 1 Mile		MILES Per Hour
Min.	Sec.		Min.	Sec.		Min.	Sec.	
5	00	12.00	1	26	41.86	58	62.07	
4	00	15.00	1	24	42.86	57	63.14	
3	00	20.00	1	22	43.90	56	64.29	
2	50	21.18	1	20	45.00	55	65.45	
2	40	22.50	1	18	46.15	54	66.66	
2	30	24.00	1	16	47.37	53	67.92	
2	24	25.00	1	15	48.00	52	69.23	
2	20	25.72	1	14	48.65	51	70.59	
2	15	26.67	1	13	49.31	50	72.00	
2	10	27.69	1	12	50.00	49	73.47	
2	05	28.80	1	11	50.70	48	75.00	
2	00	30.00	1	10	51.43	47	76.59	
1	55	31.30	1	09	52.17	46	78.26	
1	50	32.73	1	08	52.94	45	80.00	
1	45	34.29	1	07	53.73			
1	42	35.29	1	06	54.55			
1	40	36.00	1	05	55.38			
1	38	36.73	1	04	56.25			
1	36	37.50	1	03	57.14			
1	34	38.29	1	02	58.06			
1	32	39.13	1	01	59.02			
1	30	40.00	1	00	60.00			
1	28	40.91		59	61.02			

H. C. WYATT,
Vice President and General Manager,
ROANOKE, VA.

W. T. ROSS,
General Superintendent Transportation,
ROANOKE, VA.

H. L. SCOTT,
Superintendent Transportation,
ROANOKE, VA.

W. A. NOELL,
General Superintendent,
Western General Division,
BLUEFIELD, W. VA.

A. S. TABOR,
Superintendent,
PORTSMOUTH, OHIO