

Last H.V. Time Table  
issued before merger  
with C&O. May 1 1930

# THE HOCKING VALLEY RAILWAY

## TIME TABLE

### No. 135

TO TAKE EFFECT AT 12:01 A. M., SUNDAY, APRIL 27, 1930

EASTERN STANDARD TIME

For the Government and Information of Employees Only.

M. S. CONNORS,  
GENERAL MANAGER.

W. W. HOUSTON,  
SUPERINTENDENT.

Car Capacity of Sidings	STATIONS	SECOND CLASS						FIRST CLASS					Dist. from Tol.	STATIONS	Nos. of Stations				
		96 Mds. Daily	92 Manifest Daily	18 Local Tuesday, Thursday, Saturday	20 Local Daily Ex. Sunday	94 Manifest Daily				46 Daily	36 Daily	34 Daily				32 Daily	30 Daily		
	Toledo Union Station														2.5	B R Toledo Union Stat'n D N L. S. & M. S. Jct. Rockwell Jct. N.E.D.T.	4		
	Rockwell Jct.																		
	Walbridge	P. M. 11.15	P. M. 2.30		A. M. 6.00	A. M. 4.15						P. M. 8.10	P. M. 6.30	P. M. 2.20	A. M. 8.26	A. M. 4.12	4.5	Penna. Co.—T. T. R. R.—S. E. D. T. R O. W. Walbridge F. D N	6
	Cummings											8.14	6.34	2.24	8.29	4.17	7.6	V R. Cummings N.E.D.T.D N	12
	Le Moyne											8.18	6.38	2.28	f 8.34	4.22	11.0	M N. Le Moyne D N	12
	Ridge											8.21	6.41	2.31	8.38	4.26	13.9	Ridge	18
138	Pemberville											8.25	6.45	2.35	s 8.43	4.30	17.1	M R. Pemberville D N	18
	Wood											8.28	6.48	2.38	8.47	4.34	20.2	Wood	24
137	Bradner											8.31	6.51	2.41	f 8.51	4.38	23.0	D N. W. Bradner D N	24
	Rising Sun											8.35	6.55	2.45	f 8.56	4.43	26.8	R U. Rising Sun D N	28
	Longley											8.39	6.59	2.49	9.00	4.47	30.1	Longley	31
138	FOSTORIA											s 8.45	s 7.08	s 2.58	s 9.10	s 4.55	34.2	N Y. W. FOSTORIA D N 0.7 L. E. & W. Ry.	35
159	B. & O. Crossing	A. M. 12.30	3.25			5.20						8.55	7.10	3.00	f 9.13	4.58	34.9	N. Y. C. & St. L., N. Y. C. Rys. B D W B. & O. Crossing D N	36
	Loudon											9.01	7.15	3.05	9.18	5.03	38.9	Loudon	40
130	Alveda											9.05	7.19	3.09	f 9.23	5.08	42.0	V A. Alveda D N	43
	Springs											9.10	7.24	3.14	9.28	5.13	46.0	Springs	48
s 227 n 245	CAREY		4.00									9.14	s 7.30	s 3.20	s 9.37	s 5.20	49.0	C. C. C. & St. L. and A. C. & Y. Rys. C. Carey D N	50
	Crawford											9.17	7.34	3.24	9.42	5.24	51.5	W F. W. Crawford F. D N	53
138	UPPER SANDUSKY											9.26	s 7.48	s 3.36	s 10.02	s 5.39	58.8	S A. W. Upper Sandusky D N Penna. Co.	60
	Wyandotte											9.30	7.52	3.40	10.06	5.44	62.0	Wyandotte	66
	Harpster											9.34	7.56	3.44	s 10.12	5.49	65.3	FR. Harpster D N	66
138	Morral											9.39	8.01	3.49	s 10.18	5.55	69.4	J S. Morral D N	71
	Acton											9.43	8.05	3.53	10.22	5.59	73.3	Acton	78
132 100	MARION	3.00	5.25	A. M. 8.30	a 1.00 P. M.	7.20						s 9.52	s 8.15	s 4.03	s 10.33	s 6.20	77.1	Erie, C. C. C. & St. L. Rys. M A. W. MARION F. D N	78
	Owens											9.59	8.24	4.12	f 10.42	6.28	82.1	K. Owens D N	83
136	Prospect											10.04	8.30	4.18	s 10.50	6.34	86.9	R S. W. Prospect D N	88
n 150	Meredith											10.10	8.36	4.24	f 10.58	6.41	92.0	N A. Meredith D N	93
	Troy											10.14	8.40	4.28	11.02	6.45	95.4	Troy	97
136	DELAWARE											10.19	s 8.46	s 4.34	s 11.12	s 6.51	98.6	W A. W. DELAWARE D N C. C. C. & St. L. Ry.	100
160	Hyatts											10.25	8.54	4.42	f 11.21	7.02	104.3	H Y. W. Hyatts D N	105
	Powell Wye											10.27	8.56	4.45	11.25	7.06	106.8	W Y. Powell Wye D N	109
	Powell											10.29	8.58	4.47	f 11.28	7.08	108.4	Powell	114
160	Linworth											10.34	9.04	4.53	f 11.36	7.15	113.4	O D. W. Linworth D N	114
	Ackerman											10.39	9.09	4.58	11.43	7.21	117.8	K N. Ackerman D N	119
	H. V. Junction											10.45	9.15	5.04	11.49	7.27	122.0	P. C. C. & St. L., C. C. C. & St. L. Rys. H. V. Junction	123
	COLUMBUS											a 11.00 P. M.	a 9.20 P. M.	a 5.10 P. M.	a 11.55 A. M.	a 7.30 A. M.	122.9	R N. COLUMBUS D N	123
	Parsons	a 7.00 A. M.	a 9.30 P. M.	a 1.00 P. M.		a 11.00 A. M.												C D. W. Parsons F. D N S. E. D. T.	128

STATIONS	Dist. from Col.	FIRST CLASS					SECOND CLASS					STATIONS								
		47 Daily	31 Daily	33 Daily	35 Daily	37 Daily					97 Manifest Daily		17 Local Monday, Wednesday, Friday.	19 Local Daily Ex. Sunday	95 Manifest Daily	91 Mdse. Daily				
B R Toledo Union Stat'n D N 2.5 L. S. & M. S. Jct. Rockwell Jct. N.E.D.T. 2.0	122.9 120.4																	Toledo Union Station Rockwell Jct.		
Penna. Co.—T. T. R. R.—S. E. D. T. R O. W. Walbridge. F. D N 3.1	118.4	A. M. 6.17	A. M. s 10.35	P. M. s 2.18	P. M. s 6.14	A. M. s 2.32									P. M. a 1.00		P. M. a 2.30	P. M. a 8.00	A. M. a 4.00	Walbridge Cummings Le Moyne Ridge Pemberville Wood Bradner Rising Sun Longley FOSTORIA
V R. Cummlings. N.E.D.T. D N 3.4	115.3	6.12	10.30	2.13	6.10	2.27														
M N. Le Moyne. D N 2.9	111.9	6.07	f 10.25	2.08	6.06	2.23														
Ridge 3.2	109.0	6.03	10.20	2.05	6.02	2.19														
M R. Pemberville. D N 3.1	105.8	5.59	s 10.16	2.01	5.58	2.15														
Wood 2.8	102.7	5.55	10.10	1.57	5.54	2.11														
D N. W. Bradner. D N 3.8	99.9	5.52	s 10.06	1.53	5.51	2.08														
R U. Rising Sun. D N 3.3	96.1	5.47	s 10.00	1.49	5.47	2.03														
Longley 4.1	92.8	5.43	9.54	1.45	5.43	1.59														
N Y. W. FOSTORIA. D N 0.7 L. E. & W. Ry.	88.7	s 5.37	s 9.48	s 1.38	s 5.38	s 1.52									A. M. 11.30			5.45	1.52	
N. Y. C. & St. L., N. Y. C. Rys. B D W B. & O. Crossing. D N 4.0	88.0	5.30	f 9.41	1.32	5.32	1.46														B. & O. Crossing Loudon Alveda Springs
Loudon 3.1	84.0	5.22	9.35	1.27	5.27	1.41														
V A. Alveda. D N 4.0	80.9	5.18	s 9.31	1.23	5.23	1.37														
Springs 3.0	76.9	5.13	9.25	1.18	5.18	1.31														
C. C. C. & St. L. and A. C. & Y. Rys. C. Carey. D N 2.5	73.9	5.08	s 9.20	s 1.13	s 5.13	s 1.26									10.15				12.45 A. M.	CAREY Crawford UPPER SANDUSKY Wyandotte Harpster Morral Acton
W F. W. Crawford. F. D N 7.3	71.4	5.03	9.15	1.08	5.09	1.21														
S A. W. Upper Sandusky. D N 3.2 Penna. Co.	64.1	4.54	s 9.05	s 12.59	s 5.00	s 1.10														
Wyandotte 3.3	60.9	4.49	8.57	12.54	4.49	1.00														
F R. Harpster. D N 4.1	57.6	4.45	s 8.52	12.50	4.45	12.56														
J S. Morral. D N 3.9	53.5	4.40	s 8.45	12.45	4.40	12.50														
Acton 3.8	49.6	4.35	8.40	12.40	4.35	12.45														
Erie, C. C. C. & St. L. Rys. M A. W. MARION. F. D N 5.0	45.8	s 4.30	s 8.34	s 12.35	s 4.30	s 12.35									9.30	P. M. a 2.00	7.30 A. M.	3.30	11.30	MARION Owens Prospect Meredith Troy DELAWARE Hyatts Powell Wye Powell Linworth Ackerman H. V. Junction COLUMBUS Parsons
K. Owens. D N 4.8	40.8	4.20	f 8.22	12.25	4.21	12.24														
R S. W. Prospect. D N 5.1	36.0	4.14	s 8.15	12.19	4.15	12.19														
N A. Meredith. D N 3.4	30.9	4.08	f 8.06	12.13	4.09	12.13														
Troy 3.2	27.5	4.04	8.01	12.09	4.05	12.09														
W A. W. DELAWARE. D N C. C. C. & St. L. Ry. 5.7	24.3	3.59	s 7.56	s 12 05 P. M.	s 4.00	s 12.04 A. M.														
H Y. W. Hyatts. D N 2.5	18.6	3.52	f 7.47	11.57	3.52	11.56														
W Y. Powell Wye. D N 1.6	16.1	3.49	7.43	11.54	3.49	11.53														
Powell 5.0	14.5	3.47	f 7.41	11.52	3.47	11.51														
O D. W. Linworth. D N 4.4	9.5	3.41	f 7.33	11.46	3.41	11.45														
K N. Ackerman. D N 4.2	5.1	3.35	7.25	11.40	3.35	11.40														
P. C. C. & St. L., C. C. C. & St. L. Rys. H. V. Junction 0.9	0.9	3.28	7.18	11.33	3.28	11.33														
R N. COLUMBUS. D N A. M.		3.25	7.15	11.30	3.25	11.30														
C D. W. Parsons. F. D N S. E. D. T.		A. M.	A. M.	A. M.	P. M.	P. M.									7.00 A. M.	8.00 A. M.		1.00 P. M.	9.00 P. M.	

# HOCKING DIVISION

## TRAINS SOUTH BOUND

CAR CAPACITY OF SIDINGS	
Valley Crossing.....	160
Groveport.....	{ s 80 n 100
Canal Winchester.....	{ s 80 n 100
Lockville.....	80
Carroll.....	80
Sugar Grove.....	110
Haydenville.....	50
Beaumont.....	84
Hocking.....	65

★ C. H. Cabin, as shown on Hocking Division time table, is located on Chesapeake & Ohio Ry. at Williams Road, one-third mile south (Hocking Valley time table direction) of south end of Parsons Yard.

SECOND CLASS		FIRST CLASS					Distance from Columbus	STATIONS	Nos. of Stations	
16 Local Daily Ex. Sunday	14 Local Daily Ex. Sunday	92 Mdse. Daily	46 Daily	34 Daily	130 Daily Ex. Sunday	30 Daily				428 Daily Ex. Sunday
A. M.		A. M.				A. M.		R N.....	COLUMBUS..... D N	123
						8.15		1.2	H. V. Junction (NEDT) N. Y. C. and Penna. Co.	
						8.18		1.9	W. F. Mound St.	124
						8.21		4.4	South Columbus.	127
						8.27		5.4	C D. W F. Parsons	128
9.45		12.45				8.29		6.8	Mosel	
						8.32			★ C. H. Cabin	
						8.34		7.7	N. & W. Ry. Valley Crossing (SEDT)	130
9.50		12.55				8.40		12.0	Groveport	134
s 10.30		1.05				8.47		16.1	W Canal Winchester	139
s 10.50		1.15				8.52		19.5	Lockville	142
f 11.05		1.23				8.57		22.8	Carroll	145
s 11.30		1.32				9.04		27.3	Hookers (NEDT)	150
f 11.45		1.45				9.18		31.7	X Lancaster (SEDT)	154
s 2.30		2.20				9.24		35.0	Eckerts	157
						9.31		38.5	S G W Sugar Grove	161
						9.37		42.3	K I Rockbridge	165
						9.43		45.6	S X Enterprise	168
						9.50	A. M.	49.7	Q. W. LOGAN (NEDT)	172
a 3.30		3.05				10.08	A. M.	51.2	W N. W. Oldtown (SEDT)	174
P. M.						10.15	A. M.	56.4	H Haydenville	177
						10.20		59.4	F East Clayton (NEDT)	179
						10.28		62.0	NELSONVILLE	184
						10.31		62.6	S W. NELSONVILLE YARD	185
						10.36		64.2	Kimberly	187
						10.38		66.0	Floodwood	188
						10.43		68.1	Hamley Run	191
						10.46		69.9	B U. Beaumont (SEDT)	192
						10.49		73.1	B N W. Hocking	195
						10.50		74.8	A N. Armitage	197
								76.1	N. Y. C. Ry. West Athens	198
								76.4	A ATHENS	199

SOUTH BOUND---N. Y. C. TRAINS							
SECOND CLASS		FIRST CLASS					
522 Daily Ex. Sunday	520 Daily Ex. Sunday	516 Daily	514 Daily	512 Daily	508 Daily		
A. M.	A. M.	P. M.	P. M.	A. M.	A. M.		
9.50	9.30	8.15	7.39	11.17	10.15		
a 9.55	a 9.35	8.18	7.45	11.20	10.21		
A. M.	A. M.	a 8.19	a 7.46	a 11.21	a 10.22		
N. Y. C.	N. Y. C.	P. M.	P. M.	A. M.	A. M.		
No. 45	No. 46	N. Y. C.	N. Y. C.	N. Y. C.	N. Y. C.		
		No. 6	No. 9	No. 2	No. 3		

# HOCKING DIVISION

STATIONS		TRAINS NORTH BOUND										
		FIRST CLASS					SECOND CLASS					
		47	433	33	137	37	99	13	51	15	57	97
		Distance from Athens.	Daily	Daily Ex. Sunday	Daily	Daily Ex. Sunday	Daily	Daily Ex. Sunday	Daily	Daily Ex. Sunday	Daily	Daily Ex. Sunday
			A. M.		A. M.		P. M.		A. M.		P. M.	
R N.....	COLUMBUS..... D N	76.4	a 3.15		a 10.10							
	1.2											
	H. V. Junction (NEDT).. N. Y. C. and Penna. Co.	75.2	3.04		10.00							
	0.7											
	W. F. Mound St.....	74.5	3.01		9.56		a 1.25					
	2.4											
	South Columbus.....	72.1		s 9.48		s 7.47		1.10				
	1.0											
C D. W F.....	Parsons..... D N	71.1	2.55		9.46		1.08					
	1.5											
	Mosel.....	69.6	2.52		9.43		1.00		a 4.50	a 1.45	a 10.10	a 12.45
CH.....	★ C. H. Cabin..... D N		2.50									
	A. M.											
	N. & W. Ry.											
SK.....	Valley Crossing (SEDT) D N	68.7		f 9.41		7.41	12.55		4.40	f 1.40	10.05	12.30
	4.3											
G.....	Groveport..... D	64.4		s 9.34		7.35	12.40		4.22	s 1.20	9.50	12.17
	4.1											
W.....	Canal Winchester..... D N	60.3		s 9.28		7.29	12.25		4.10	s 1.05	9.40	12.07
	3.4											A. M.
V I.....	Lockville..... D	56.9		f 9.22		7.24	12.15		4.00	f 12.50	9.27	11.57
	3.3											
CA.....	Carroll..... D	53.6		s 9.17		7.19	12.05		3.50	s 12.40	9.20	11.50
	4.5											
K R.....	Hookers (NEDT) D N	49.1		f 9.10		7.13	11.45		3.30	f 12.20	9.00	11.30
	4.4											
X.....	Lancaster (SEDT) D N	44.7		s 9.03		7.05	11.10		3.00	12.01	8.30	11.00
	Penna. Co.									P. M.		
	3.3											
	Eckerts.....	41.4		s 8.53		6.52						
	3.5											
SGW.....	Sugar Grove..... D N	37.9		s 8.48		6.48						
	3.8											
K I.....	Rockbridge..... D	34.1		f 8.42		6.43						
	3.3											
S X.....	Enterprise..... D	30.8		f 8.36		6.38						
	4.1											
Q.....	W. LOGAN (NEDT) F D	26.7		A. M.		P. M.						
	1.5		a 8.19	s 8.28	a 6.07	s 6.30	9.40		1.30	7.15	7.10	9.40
				s 8.25		s 6.18				A. M.		
WN.....	W. Oldtown (SEDT) D N	25.2		8.16		6.15	9.35	A. M.	1.25		7.00	9.30
	5.2		A. M.	8.22	6.04	6.15		a 11.00				
H.....	Haydenville..... D	20.0		s 8.15		6.08	9.20	s 10.15	1.05		6.40	8.38
	3.0											
F.....	East Clayton (NEDT) D N	17.0		8.10		6.04	9.10	9.50	12.55		6.30	8.30
	2.6											
	NELSONVILLE	14.4		s 8.05		5.59						
	0.6											
SW	NELSONVILLE YARD F D N	13.8					9.00	s 9.40	12.30		6.00	8.20
	1.6								A. M.		P. M.	
	Kimberly.....	12.2		7.56		5.50						
	1.8											
	Floodwood.....	10.4		f 7.54		5.48						
	2.1											
	Hamley Run.....	8.3		f 7.50		5.44						
	1.8											
BU.....	Beaumont (SEDT) D N	6.5		s 7.48		5.42	8.30	f 8.55			7.44	
	3.2						A. M.					
BN.....	Hocking..... D	3.3		f 7.43		5.37		f 8.40			7.34	
	1.7											
AN.....	Armitage..... D N	1.6		7.39		5.34		f 8.30			7.30	
	1.3											
BXW.....	West Athens..... D	0.3		7.36		5.31		7.45			7.25	
	0.3							A. M.			P. M.	
A.....	ATHENS..... D N			7.35		5.30						
				A. M.		P. M.						

CAR CAPACITY OF SIDINGS	
Valley Crossing.....	160
Groveport.....	s 80 n 100
Canal Winchester.....	s 80 n 100
Lockville.....	80
Carroll.....	80
Sugar Grove.....	110
Haydenville.....	50
Beaumont.....	84
Hocking.....	65

★ C. H. Cabin, as shown on Hocking Division time table, is located on Chesapeake & Ohio Ry. at Williams Road, one-third mile south (Hocking Valley time table direction) of south end of Parsons Yard.

N. Y. C. TRAINS---NORTH BOUND									
FIRST CLASS					SECOND CLASS				
509	513	515	517		521	523			
Daily	Daily	Daily	Daily		Daily Ex. Sunday	Daily Ex. Sunday			
A. M.	A. M.	P. M.	P. M.		A. M.	A. M.			
a 10.30	a 11.36	a 7.57	a 8.30		a 10.40	a 10.46			
10.27	11.30	7.54	8.24		10.35	10.35			
10.26	11.29	7.53	8.23						
A. M.	A. M.	P. M.	P. M.		A. M.	A. M.			
N. Y. C.	N. Y. C.	N. Y. C.	N. Y. C.		N. Y. C.	N. Y. C.			
No. 3	No. 2	No. 9	No. 6		No. 46	No. 45			

# RIVER DIVISION

CAR CAPACITY OF SIDINGS	
Union Furnace.....	50
Summit.....	23
Starr.....	45
Orland.....	50
Creola.....	50
McArthur.....	50
Dundas.....	85
Eagle.....	25
Oreton.....	22
Radcliff.....	50
Hawks.....	50
Minerton.....	46
Vinton.....	21
Bidwell.....	50
Evergreen.....	26
Blancs.....	50
Fair Grounds.....	32
Kanauga.....	70
Cheshire.....	73
{ s	n 62

TRAINS SOUTH BOUND						TRAINS NORTH BOUND				
SECOND CLASS	FIRST CLASS			Nos. of Stations	Miles from Logan	STATIONS	Miles from Pomeroy	FIRST CLASS		SECOND CLASS
12	130	428	433					137	11	
Local Daily Ex. Sunday	Daily Ex. Sunday	Daily Ex. Sunday	Daily Ex. Sunday	Daily Ex. Sunday	Daily Ex. Sunday	Local Daily Ex. Sunday				
A. M. 7.36	A. M. 10.02	A. M. 8.43	R-174 1.5	W N.....	Oldtown 5.5	D N 81.7	a 8.16	a 6.04	a 1.10	
s 8.06	s 10.12	s 8.53	R-179 7.0	U F.....	Union Furnace 2.3	D 76.2	s 8.06	s 5.54	f 12.50	
8.15	10.17	8.59	R-181 9.3		Summit 2.3	73.9	8.01	5.48	12.40	
s 8.22	s 10.22	s 9.04	R-184 11.6	R A.....	W. Starr 2.3	D 71.6	s 7.57	s 5.43	f 12.30	
f 8.27	s 10.27	f 9.09	R-186 13.9		New Plymouth 1.6	69.2	f 7.53	f 5.38	f 12.22	
f 8.30	s 10.30	f 9.13	R-188 15.5		Orland 5.5	67.6	f 7.49	s 5.35	f 12.17	
f 8.40	s 10.40	s 9.24	R-193 21.0	F B.....	Creola 2.3	D 62.2	s 7.39	s 5.25	f 12.01 P. M.	
f 8.45	10.44	9.28	R-195 23.2		Elk Fork 2.5	59.9	7.34	5.20	11.50	
s 8.56	s 10.50	s 9.34	R-198 25.7	A U.....	McArthur 2.8	D 57.4	s 7.29	s 5.15	s 11.45	
s 9.45	s 11.03	s 9.40 A. M.	R-201 28.5	U N.....	W. Dundas 3.3	D N 54.6	7.23 A. M.	s 5.08	{ 11.30 <sup>12.0</sup> s 9.45 <sup>12.0</sup>	
9.52	11.08		R-204 31.8		Eagle 2.2	51.3		4.59	9.40	
f 10.00	f 11.13		R-206 34.0		Oreton 2.6	49.1	f 4.55		f 9.32	
s 10.15	s 11.19		R-209 36.6	C F.....	Radcliffs 2.3	D 46.5	s 4.51		s 9.25	
f 10.23	s 11.24		R-211 38.9		Hawks 2.1	44.1	s 4.45		f 9.20	
f 10.30	f 11.28		R-213 41.0		Clarion 1.8	42.1	f 4.42		f 9.15	
s 10.50	s 11.34		R-215 42.8	M N.....	W. Minerton 4.0	F D 40.3	s 4.38		s 9.10	
f 11.00	f 11.43		R-219 46.8		Alce 1.0	36.3	f 4.28		f 8.40	
f 11.03	f 11.45		R-220 47.8		Durgan 2.9	35.3	f 4.25		f 8.35	
s 11.20	s 11.50		R-223 50.7	V.....	W. Vinton 2.2	D 32.5	s 4.19		s 8.25	
f 11.33	f 11.55		R-225 52.9		Glenns 2.5	30.3	f 4.12		f 8.16	
f 11.45	s 12.01		R-228 55.4	B W.....	Bidwell 2.5	D 27.9	s 4.07		f 8.08	
11.50	12.05		R-230 57.9		Evergreen 1.5	25.9	4.01		7.58	
f 11.55	f 12.09		R-231 59.4	K S.....	Kerrs 1.0	D 23.8	f 3.56		f 7.53	
11.59	12.11		R-232 60.4		Blanc's 1.2	23.0	3.54		7.51	
P. M. 12.05	12.13		R-234 61.6		Mills 3.3	21.6	3.52		7.47	
s 12.15	s 12.24		R-237 64.9	G I.....	W. Gallipolis 1.2	D 18.3	s 3.47		s 7.40	
1.00	1.05		R-238 66.1		Fair Grounds 3.4	17.2	3.38		7.30	
f 1.18	f 12.33		R-240 69.5	C K.....	Kanauga 1.6	D N 13.8	f 3.34		7.20	
f 1.22	f 12.36		R-243 71.1		Addison 4.4	12.2	f 3.31		f 7.15	
f 1.30	s 12.43		R-248 75.5	A X.....	Cheshire 2.8	D 7.7	s 3.23		f 7.05	
					Hobson Yard 0.8	D N 4.9				
			R-251 79.1		Hobson Jet 1.9	4.1	3.16		6.55	
			R-253 81.0	B I.....	Middleport 2.2	D 2.2	s 3.11		s 6.50	
a 2.00	a 1.00		R-255 83.2	M Y.....	W. Pomeroy	D	3.05 P. M.		6.40 A. M.	

N. Y. C. RAILWAY TRAINS.									
SECOND CLASS					FIRST CLASS				
598	596	594	592	590	534	528	526		
N.Y.C. No. 77 Daily	N.Y.C. No. 73 Daily	N.Y.C. No. 43 Daily ex. Sun	N.Y.C. No. 71 Daily	N.Y.C. No. 99 Daily	N.Y.C. No. 9 Daily	N.Y.C. No. 2 Daily	N.Y.C. No. 3 Daily		
						P. M. 1.30	A. M. 8.31		
						1.33	8.33		
						a 1.48 P. M.	s 8.38		
						6.18	8.41		
						6.24	f 8.48		
							1.40		
						a 6.30 P. M.	a 8.54 A. M.		
							s 1.50		
							a 2.00 P. M.		

N. Y. C. RAILWAY TRAINS.								
FIRST CLASS					2d CLASS			
525	529	531			589	591	593	
N.Y.C. No. 3 Daily	N.Y.C. No. 2 Daily	N.Y.C. No. 6 Daily			N.Y.C. No. 44 Daily ex. Sun	N.Y.C. No. 78 Daily	N.Y.C. No. 98 Daily	
A. M. 8.29	P. M. 1.25							
	8.26	1.23						
	8.11 A. M.	f 1.18	P. M. a 9.56		A. M. a 7.15	A. M. a 7.45	P. M. a 8.50	
		1.15	9.54		7.05	7.40	8.37	
		f 1.07	9.48		6.55	7.30	8.30	
					6.45 A. M.	7.20 A. M.	8.15 P. M.	

## JACKSON BRANCH

SOUTH BOUND						Station Numbers	Distance from Dundas	STATIONS	Distance from Jackson	NORTH BOUND						
FIRST CLASS										FIRST CLASS						
			432 Daily ex. Sun	430 Daily Ex. Sun.	428 Daily ex. Sun								433 Daily ex. Sun	435 Daily Ex. Sun.	437 Daily ex. Sun	
			P. M. 5.08	A. M. 11.03	A. M. 9.41	R-201	.....	U N...W..... Dundas.....	D N	17.3	A. M. a 7.22	A. M. a 10.53	P. M. a 5.00			
			f 5.18	f 11.13	f 9.51	W-205	4.6	..... Hamden.....		12.7	f 7.12	f 10.40	f 4.47			
			s 5.26	s 11.23	a10.00 A. M.	W-208	7.7	W X...W..... Wellston.....	D	9.6	s 7.05	10.35 A. M.	s 4.41			
							8.4	..... Grand Crossing.....		8.9						
			f 5.36	f 11.32		W-211	11.1	..... B. & O. and D. T. & I. Rys. Glen Boy.....		6.2	f 6.56		f 4.31			
			s 5.41	s 11.36		W-213	12.8	..... Coalton.....		4.5	s 6.51		s 4.26			
			f 5.45	f 11.41		W-215	14.7	..... B. & O. Ry. Chapmans.....		2.6	f 6.46		f 4.21			
			a 5.50 P. M.	a11.48 A. M.		W-218	17.3	J W..... D. T. & I. Ry. Jackson.....	D		6.40 A. M.		4.15 P. M.			

## JACKSON BRANCH

Maximum speed passenger trains, 40 miles per hour and 35 miles per hour on curves, except 15 miles per hour on first sharp curve north of Glen Roy.

Wreck train twenty miles per hour.

Engine running backward and engines without leading truck, fifteen miles per hour.

All trains will stop at Goldsborough and Davisville on signal to pick up and land passengers.

No. 428 has right over No. 435.

Jackson, Wellston and Dundas are register stations.

All north bound trains will approach Wye at Dundas with train under control expecting to find trains or engines turning on Wye unprotected.

South-bound Extra trains will approach Wellston under full control, expecting to find yard engine using main track at Broadway.

Spout on water tank at Wellston will not clear a man on top of box car.

No Target Man at Grand Crossing—Wellston—between hours of 12:15 P. M. to 3:30 P. M. and 6:30 P. M. to 6:15 A. M. During this time target must be left in vertical position for B. & O. trains. Hocking Valley trains using crossing between these hours will handle target from tower and return it to vertical position after train has cleared crossing.

When the Target at Grand Crossing, Wellston, stands vertical, trains on the B. & O. will cross. When horizontal, trains on the Hocking Valley Ry. will cross.

Buckeye crossing at Wellston, B. & O. crossing at Coalton, D. T. & I. crossing one-quarter mile north of and D. T. & I. crossing at Jackson, are main track crossings, at which trains must come to a stop before passing over. Trains may pass over other crossings at speed of ten miles per hour when target is set against other line.

COALTON—When Target stands in horizontal position H. V. trains will cross. When vertical, B. & O. trains will cross.

## SPECIAL RULES

### RIVER DIVISION

Eagle Tunnel, south of Oreton, Campbell's Tunnel, between Radcliff and Hawks, and Overhead Bridge half mile south of Gallipolis, will not clear a man on a box car.

Poles along Pomeroy Belt Ry., between Butter Street and Karrs Run, will not clear a man on side of car or leaning from cab or gang-way of a locomotive.

Spout on water tank at Vinton will not clear a man on top of box car.

First class and extra trains running on special schedule will register at Pomeroy, Hobson Yard, Kanauga, Gallipolis, Dundas, Oldtown and Logan.

Second class and extra trains will register at Pomeroy, Hobson Yard, Kanauga, Gallipolis, Dundas and Oldtown.

Hocking Valley passenger trains will stop at Ohio Epileptic Hospital, Gallipolis, to land patients, when in charge of attendant.

### SPEED RESTRICTIONS.

Maximum for passenger trains—Forty miles per hour between Oldtown and Gallipolis; forty-five miles per hour between Gallipolis and Hobson; thirty miles per hour between Hobson and Pomeroy; with following exceptions: Twenty-five miles per hour through Robinson's cut, between Bridge No. 88 and Clarion; thirty-five miles per hour on curves; thirty miles per hour on curves at Kiger's Creek and just north of Addison and on all heavy descending grades.

Twenty miles per hour on curve north yard limit board, Hobson.

Maximum for all freight trains, twenty-five miles per hour.

Wreck train twenty miles per hour.

Engine running backward and engines without leading truck, fifteen miles per hour.

All trains, fifteen miles per hour on ten degree curve between Oreton and Radcliff.

All trains ten miles per hour through tunnels.

North-bound freight trains, twenty miles per hour over bridge at Vinton.

All north-bound trains will approach "Wye" at Dundas with train under full control, expecting to find trains or engines turning on "Wye" unprotected.

The time of first class trains meeting at Dundas by time table will apply at crossover switch south end of station platform.

All trains will be under full control approaching Gallipolis, expecting to find main track at station occupied by passenger trains.

During hours that telegraph offices are closed between Kanauga and Dundas, north-bound freight trains will receive block to Minerton written on Clearance Card Form 38. Crews will call Dispatcher from Minerton for block to proceed.

A train will not assume a schedule at an intermediate station without a running order, except as prescribed in Rules 4 and 94, and no second or inferior class train will leave a terminal station without a running order except local freight trains.

All trains from N. Y. C. entering on the H. V. main track at Hobson Jct., will be governed by train order signal at N. Y. C. Telegraph Office at Hobson. N. Y. C. trains will obtain block from Operator at Hobson Yard before entering on to H. V. main, also report when clear of main at Hobson Jct.

Telephone in booth at Hobson Jct. connected with telegraph office at Hobson Yard.

KANAUGA—Distant signal located about 1000 feet north of Kanauga Depot interlocked with main track switch for protection of trains entering or leaving H. V. main track.

DUNDAS—Crossing with B. & O. R. R. Interlocked—Trains will be governed by interlocking rules.

OLDTOWN—North-bound trains will be governed by Distant Signal as to their right to proceed as over trains of the same class from Hocking Division.

Car Capacity of Sidings	SOUTH BOUND					Total Distance	BRANCHES		Nos. of Stations	NORTH BOUND				
							STATIONS							
							MONDAY CREEK BRANCH							
Yard								Nelsonville.....	184					
Yard						0.6	S	Nelsonville Yard.....	D N 185					
						2.9		Myer's Crossing.....	M-187					
S 32						4.9		Snow Fork Jct.....	M-189					

### SNOW FORK BRANCH

						4.9		Snow Fork Jct.....	M-189					
55						6.0	B	Buchtel.....	✓ D F-191					
						8.2		Orbiston.....	✓ F-192					
						8.9	W	Brush Fork Jct.....	F-193					
						10.2	M C	Murray City.....	✓ D F-195					

### BRUSH FORK BRANCH

						8.9	W	Brush Fork Jct.....	F-193					
						9.6		Jobs.....	B-194					
						10.2		Consol.....	B-195					
						11.4		New Pittsburgh.....	B-196					

### MONDAY CREEK BRANCH

32						4.9		Snow Fork Jct.....	M-189					
23						7.3		Monday.....	M-192					
						8.0		Longstreth.....	✓ M-193					
34						9.5	C B	Carbon Hill.....	D M-194					
						11.0	W	Sand Run Jct.....	M-196					
22						12.9	G D	Greendale.....	✓ D M-197					
						14.4		Dewey Jct.....	M-199					
						17.3	W	Monday Creek Jct.....	M-202					

### STRAITSVILLE BRANCH

							Q	W Logan.....	D 172					
30						5.1		Webb's Summit.....	S-177					
						6.3		Winona.....	S-179					
						9.4		Gore.....	S-182					
						10.4	W	Monday Creek Jct.....	S-183					
						10.9		Baird's Furnace.....	✓ S-184					
						12.7	S I	New Straitsville.....	✓ D S-185					

## SPECIAL RULES

### BRANCHES

All branch trains will register at Nelsonville yard, Snow Fork Junction, Sand Run Junction, Monday Creek Junction, Straitsville and Logan.

Spouts on water tanks at Monday Creek and Sand Run Junctions will not clear man on top of box car.

The normal position of the switch at Snow Fork Junction is for the Snow Fork Branch.

The normal position of the switch at Brush Fork Junction is for the Brush Fork Branch.

All trains before passing over Highway Crossing, State Route No. 216, on Brush Fork Branch at Brush Fork Junction, will have a flagman precede train to Crossing and protect same while train is passing over.

The normal position of the switch at Monday Creek Junction is for the Monday Creek Branch.

Maximum speed of trains, twenty-five miles per hour. Wreck train twenty miles per hour. Engines running backward and engines without leading truck, fifteen miles per hour.



# TELEGRAPH BLOCK SIGNAL RULES AND INSTRUCTIONS.

## GOVERNING MOVEMENTS OF TRAINS.

### TOLEDO DIVISION BETWEEN ACKERMAN AND WALBRIDGE.

### HOCKING DIVISION BETWEEN VALLEY CROSSING AND WEST ATHENS.

Block Signal Rules 301 to 375 pages 48 to 57 both inclusive in Rules and Regulations, will be effective as provided in these Instructions.

## SPECIAL RULES

A—Signalmen having orders for a train will, in addition to block signal, display train order signal in accordance with Rule 221, book of Rules and Regulations.

B—Operators are block Signalmen under the rules.

C—Telephones located at ends of sidings are connected with the block station and will be used by Conductor or Engineer to obtain permission to enter a block from siding, and to report to Signalmen when train clears block.

D—A train taking siding, although entering under a clear block, must not again enter the block without permission from Signalman, which Conductor or Engineer shall obtain by telephone or from Signalman in person. Where a block signal is located beyond a switch, clear position of such signal will permit train to enter block from siding. (See Rule 302 and Rule 365, Block Signal Rules).

E—A train taking siding at a block station must report clear to the Signalman immediately after the train is clear of the block.

F—When a train is standing on Main Track between switches not clear of block, Signalmen may arrange to allow a train in opposite direction to proceed into the partly occupied block under Rule 318.

G—Whenever it is necessary for trains to pull by a block signal in stop position to clear siding to permit opposing trains to proceed, this may be done by permission from Signalman.

Such trains, however, after clearing siding, must stop, and shall not proceed further until permission is obtained from Signalman.

H—When telegraph line has failed, to allow trains to proceed against over-due trains, clearance card, form (P) will be given Conductor and Engineman.

J—Enginemen proceeding under "Yellow Block," as indicated in Rule 301 (c), will be held responsible in case of accident, caused by overtaking preceding train; however, the use of block signals and the rules governing same do not relieve employes in train service from the duty of promptly and properly protecting their trains. They will be held strictly responsible for the observance of Rule 99.

## DEFINITIONS

Block—A length of track of defined limits, the use of which by trains is controlled by block signals.

Block Station—A place from which block signals are operated.

Block Signal—A fixed signal controlling the use of a block.

Home Block Signal—A fixed signal at the entrance of a block to control trains entering and using said block.

Advance Block Signal—A fixed signal used in connection with a home block signal to subdivide the block in advance.

### (EXCEPTIONS TO BLOCK SIGNAL RULES, BOOK OF RULES AND REGULATIONS).

After Rule 315 insert:

315 (a)—Signalmen will record the time each train passes his station and the adjoining station in either direction on block signal record.

316—Substitute: The prescribed telegraph signals are as follows:

1—Display Stop-Signal. Answer by S. D. or 5.

2—Block clear. Answer by 13.

3—Block wanted. Answer by 2 or 5.

4—Train has entered block. Answer by 13.

5—Block is not clear.

8—Opening block station. Answer by numbers of trains in extended block with time each entered the block.

9—Closing block station. Answer by 13 after receiving transfer of records of trains which are in the extended block.

13—I understand.

71—Train following display stop-signal. Answer by S. D.

77—To indicate train on Main Track between switches not clear of block.

79—Telegraph line has failed.

317 (a)—To be eliminated.

317 (b)—Is for absolute block for opposing movements and permissive block for following movements on the same track.

To admit a train to a block the Signalman must examine the block record and if the block is clear, will give "1 for—" to the next block station in advance. The Signalman receiving this signal, if the block is clear, must display the stop signal to opposing trains and reply "S. D. for—" If the block is not clear, he must reply "5 of —." The Signalman at the entrance of the block must then display the proper signal indication to the train to be admitted.

A train must not be admitted to a block which is occupied by passenger train, circus train, pay-train, or train carrying officers, except as provided in Rule 331 or by special order.

To permit a train to follow a freight train into a block, the Signalman must give "71 for—" to the next block station in advance, to which the reply "5 of—S. D. for—" must be made. The approaching train will then be admitted to the block under a caution signal.

Rules 318 (a) and 318 (b) eliminated and the following substituted:

318—To admit a train to a block part of which is occupied by a train in the opposite direction standing between switches. (Special Rule F), Signalmen must examine the block record and if the block is clear of all trains, except such train, he will give signal 77 of— and signal 1, for— to the next block station in advance of the train to be admitted. The Signalman receiving these signals, if the block is clear of all trains except the one standing between the switches, will reply "S. D." for—. If the block is not clear he must reply 5 of—. The Signalman at the entrance of the block must then display proper signal indication to the train to be admitted to the block unless it is clear, except as provided in Rules 318 and 331, or by Special Order.

318 (c)—When telegraph line has failed and it is desired to move trains in block against over-due trains (Special Rule H). Signalman must examine block record and if block is clear of all trains, except that to be admitted, will give signal No. 79 and signal No. 1 to the next block station in advance of the train to be admitted. The Signalman receiving these signals, if the block is clear of all trains, will reply (S. D. for—). If the block is not clear, will reply (5 of—). The Signalman at the entrance of the block must then display proper signal indication to the train to be admitted and in addition hand the Conductor and Engineman clearance card, Form (P), which will be authority to proceed to the next block against overdue trains.

### Clearance Card, Form (P).

"Conductor and Engineman:

Telegraph line has failed. You may proceed to.....  
against over-due trains. Block is.....

(Signed).....  
(Signalman)."

Conductors and Enginemen receiving this card properly filled out may proceed against over-due trains to station named and there report for further instructions.

## SPECIAL RULES

### TOLEDO DIVISION

**Double Track**—Between Parsons and Cummings.

**Double Track**—Between Walbridge and Oakdale Ave.

**POWELL WYE**—

Helper Engines on head end of trains between Parsons and Powell Wye will handle air on train, and make stop at Powell Wye to detach Helper Engine.

Road Engine will make brake pipe test and receive signal from rear end before proceeding.

Engineers in charge of engines used in pushing trains between Parsons and Powell Wye will, when engine is detached from train while in motion, bring their engine to a full stop immediately and remain standing for two minutes before proceeding to Wye, then follow preceding train cautiously to Wye.

No train will leave Union Station, Columbus or Toledo, without a clearance.

No. 30 will stop on signal at Prospect to land passengers from Toledo or Chicago.

No. 33 will stop on signal where not scheduled to stop to land passengers holding tickets from points south of Columbus.

No. 34 will stop on signal at Harpster and Morral to land passengers from Toledo.

No. 34 and No. 36 will stop on signal where not scheduled to stop to land passengers holding tickets from points beyond Toledo.

No. 46 will stop on signal at Carey, Upper Sandusky and Delaware to land passengers from Detroit and points on Nickel Plate R. R. east of Fostoria, or to take on passengers for Ashland, Ky. and points beyond on the C. & O. R. R.

No. 47 will stop on signal at Delaware, Upper Sandusky and Carey to land passengers from Ashland, Ky., and points beyond on the C. & O. R. R. and to take on passengers for Detroit or for points on Nickel Plate R. R. east of Fostoria.

Nos. 33 and 47 Hocking Division, and Nos. 34 and 46 Toledo Division, will run by H. V. Jct., and back into Union Station.

Second Class and Extra trains, except Work and Passenger extras, will run extra or on schedule for which called without running orders.

Yard Master at south end of south-bound Yard, Walbridge, will get information from Operator at Cummings, and fill out Form 1087 and deliver to Engineer and Conductor of south-bound train leaving yard.

Trains leaving Parsons must have clearance card.

Rule 97 modified accordingly.

### SPEED RESTRICTIONS.

Maximum for passenger trains, sixty-five miles per hour. Maximum for all freight trains, thirty-five miles per hour, except manifest and local freight trains, forty miles per hour. Wreck train thirty miles per hour. Engine running backward and engines without leading truck, fifteen miles per hour.

**COLUMBUS**—Eight miles per hour in and out of Union Station.

**PROSPECT**—Passenger Trains thirty-five (35) miles per hour.

**MARION**—Passenger trains, thirty (30) miles per hour between telegraph offices, North Yard and Bellefontaine Ave.

**ROCKWELL JCT.**—Thirty miles per hour around curve.

### SEMAPHORE AND TARGET SIGNALS.

**COLUMBUS**—All trains or engines using the Pennsylvania Co. tracks between Dennison Avenue and Union Station will not enter thereon without a signal from switch tender and will not enter Union Station without signal from Union Station switch tender, just east of High St. Viaduct.

**BIG FOUR CROSSING, CAREY**—When Target is placed vertically H. V. trains will cross. When horizontally C. C. C. & St. L. Trains will cross.

**CAREY**—Gates will be used at A. C. & Y. Crossing. Right to cross will be indicated by position of gate.

**NICKEL PLATE and N. Y. C. CROSSING**—When horizontal, with green disc by day and green light by night east of pole below target-Hocking Valley trains will cross. When horizontal, with red disc by day and red light by night on west side of pole below target, N. Y. C. trains will cross. When in vertical position N. K. P. trains will cross. When diagonal position, all trains stop.

**B. & O. CROSSING**—When target is placed horizontally H. V. and N. Y. C. trains may pass.

When vertical, B. & O. trains may pass.

When diagonal, no trains will pass.

A signal in form of green ball is located on target mast at crossing of H. V. and B. & O. to govern movement of trains or engines over crossing of East arm of "Wye" with N. Y. C. main track.

When green ball by day and green light by night is displayed, trains or engines on East arm of "Wye" may use crossing; when not displayed, trains or engines on N. Y. C. main track may cross.

Connecting track with Nickel Plate. When vertical Hocking Valley trains will cross. When horizontal New York Central trains will cross. Normal position of target to be horizontal at all times except when thrown to allow trains on connecting track to cross.

**FOSTORIA**—When Target is placed horizontal, H. V. and N. Y. C. trains will cross; when vertical, L. E. & W. trains will cross.

Railroad crossings not otherwise indicated are governed by interlocking rules.

### REGISTER STATIONS.

Parsons for second class and inferior trains.

Union Station, Columbus, for all passenger trains.

North-bound passenger trains will throw off register slips at north shops, Columbus, to be received by switch tender, who will place on file in switch tender's shanty at the parallel for the information of north-bound second class and inferior trains.

Conductors of passenger trains will throw off register slip to Operator, Cummings and Walbridge.

### HOCKING DIVISION

**Double Track**—Between H. V. Junction and Valley Crossing.

" " Between Hookers and crossover at Penna. Co. Crossing, Lancaster.

" " Between Logan and Oldtown.

" " Between East Clayton and Beaumont Station.

A train will not assume a schedule at an intermediate station without a running order, except as prescribed in Rules 4 and 94, and no second or inferior class train will leave a terminal station without a running order except local freight trains.

The East Main Track between crossover switches near Hocking River Bridge, Logan, and crossover at Penna. Co. crossing, Lancaster, will be used as a running track for north-bound freight trains exclusively.

North-bound first-class trains, or extra trains running on special schedule and south-bound trains of whatever class will use the west main track between crossover at Penna. Co. crossing, Lancaster, and crossover switches near Hocking River Bridge, Logan.

The normal color of cupola light on caboose cars of freight trains on East Main (or freight running) Track between Logan and crossover at Penna. Co. crossing, Lancaster, will be Green to the rear, instead of Red, to indicate to trains running in same direction on the West Main Track that train ahead is on the East Main track.

Spout on water tank at Hocking will not clear man on top of box car.

### REGISTER STATIONS.

North-bound passenger trains will register at Athens, Armitage, Beaumont, Nelsonville Yard Office, Oldtown, Logan, Penna. Co. Crossing and Lancaster station, Parsons Ave., H. V. Jct., and Columbus.

South-bound passenger trains will register at Columbus, H. V. Junction, Parsons Ave., Hookers, Logan, Oldtown, East Clayton, Nelsonville Yard Office, Armitage and Athens.

North and South bound passenger trains and northbound freight trains will throw off register slip to switchtender at Groveport Pike.

North-bound freight trains will register at West Athens, Armitage, Beaumont, Oldtown, and Parsons.

South-bound freight trains will register at Parsons, Hookers, East Clayton, Nelsonville Yard, Armitage and West Athens.

No. 34 will stop on signal at points between South Columbus and Logan where not scheduled to stop to land revenue passengers from points beyond Columbus.

No. 34 will stop at Rockbridge, Enterprise and Haydenville to land revenue passengers from Columbus and beyond.

No. 37 will stop on signal at stations between Logan and South Columbus where not scheduled to stop to land revenue passengers from points south of Logan and pick up revenue passengers for points beyond Columbus.

No. 15 will not leave Logan or Penna. Co. crossing, Lancaster, without clearance.

No. 508 has right over No. 509. No. 512 over 513. No. 514 over 515. No. 516 over 517. No. 520 over 521. No. 522 over 523.

Nos. 33 and 47 Hocking Division, and Nos. 34 and 46 Toledo Division, will run by H. V. Jct., and back into Union Station.

## SPECIAL RULES

### HOCKING DIVISION Continued

**COLUMBUS**—All trains or engines using the Penna. Co. tracks between Dennison Avenue and Union Station, will not enter thereon without a signal from switch tender and will not enter Union Station without a signal from Union Station switch tender, just east of High St. Viaduct.

All south-bound passenger trains will get a clearance at Columbus Union Station.

**FRANKFORT ST.**—Movement of trains through connection track between Hocking and N. Y. C. tracks, governed by interlocker. Enginemen will indicate this movement to towerman by one long and one short blast of whistle.

**LOGAN** — Train 30 will use the northbound main track between Hocking River Bridge and cross-over south of passenger station at Logan. All northbound trains will be governed accordingly.

All second or inferior class trains in both directions will approach Logan under full control prepared to stop, while first-class trains are doing station work; this applies whether such first-class trains are on time or late.

**BEAUMONT**—South-bound trains will not use passing track, except under protection of flag against N. Y. C. trains from Chauncey which have superior right on this track over all other trains. North-bound trains on Hocking Valley using this track will protect against N. Y. C. Trains ahead and following.

The normal position of north switch of crossover will be for cross-over.

The normal position of the south switch of crossover will be for main track.

Telegraph Operators at Beaumont will handle crossover switches for all northbound trains entering double track.

**ATHENS**—All south-bound passenger trains will enter West Athens Yard under full control.

All trains will be under full control approaching B. & O. Depot, Athens, expecting to find main track occupied by passenger train.

All north-bound trains will get a clearance at Athens.

No. 13 will not leave West Athens without a clearance.

### SPEED RESTRICTIONS.

Maximum for passenger trains, fifty miles per hour, except around curves between Lancaster and Logan and between Kimberly and Armitage, forty miles per hour.

All freight trains thirty miles per hour. Wreck train twenty-five miles per hour.

Engines running backward and engines without leading truck, fifteen miles per hour.

**COLUMBUS**—Eight miles per hour in and out of Union Station.

The speed of all passenger trains will be reduced to 15 miles per hour while passing over Switches at north end Mound Street yard and at Canal Bridge.

**SOUTH COLUMBUS**—Passenger trains, thirty miles per hour between north end of Parsons Yard and South Columbus.

**VALLEY CROSSING**—Entire train, ten miles per hour through crossover just south of crossing.

**HOOKERS**—Twenty miles per hour over switch at end of double track.

**LANCASTER**—Fifteen miles per hour over all Public Highway Crossings between Hocking Glass Company and Willow Crossing.

**OLD TOWN-NELSONVILLE**—Passenger trains will not exceed a speed of 30 miles per hour between Nelsonville Station and coal bunk; between Old Town and Logan.

### SEMAPHORE AND TARGET SIGNALS.

**PARSONS**—All trains will approach north end Parsons Yard under full control expecting to find north-bound trains using crossover and will not proceed without signal from switchtender.

**HOOKERS, EAST CLAYTON**—Distant signals on north-bound track south of Hookers and East Clayton are interlocked with switch at end of double track. When switch is set for north-bound track, signal will indicate proceed, and when set for south-bound track will indicate caution. Operator will deliver clearance to second and inferior class trains, north-bound, showing arrival of superior class trains south-bound.

Position of switch at end of double track {Green: North-bound track.  
Red: South-bound track.

**LANCASTER**—When Target stands in vertical position, Penna. Co. trains will cross; when horizontal, H. V. Trains will cross.

Distant signal on north-bound track, south of Penna. Co. crossing Lancaster, interlocked with cross-over switch, is for protection of north-bound passenger trains using cross-over, from south to north-bound track.

**OLDTOWN**—North-bound trains will be governed by Home Signal as to their right to proceed as over trains of the same class from River Division, South-bound River Division trains will indicate their division by giving three blasts of the whistle.

Telegraph Operators at Oldtown will hand on clearance to second class and inferior trains, north-bound, on Hocking Division, showing arrival and departure of north-bound first-class trains and trains on special schedule from River Division.

**LOGAN**—Two Home signals have been installed at Logan for protection of passenger trains standing at the station, one signal governing movement of north-bound trains is located 1000 feet south of the passenger station on east side of New Straitsville Main and the lever operating this signal is located at south end of the passenger station. The other signal, governing movement of south-bound trains, is located 1000 feet north of the station just south of the bridge west side of main and the lever operating this signal is at the south end of the freight house.

Conductors of passenger trains south-bound will place both the north and south signal in stop position immediately upon arrival and Conductors of north-bound trains will place the south signal in stop position immediately upon arrival, and in both cases, the signals must be thrown to clear position by the Conductor of passenger train when the train is ready to proceed.

The operation of these signals does not in any manner effect the Special Rule in Time Table, requiring all trains to approach Logan Passenger Station under control expecting to find main track occupied during meal time of first class trains, which rule applies whether first class trains are on time or late.

**NELSONVILLE**—All trains will approach the Junction of Monday Creek Branch and Hocking Division main track in Nelsonville yard under full control, prepared to stop before fouling. Speed over switches at the point indicated must not exceed eight (8) miles per hour.

Two Home signals have been installed for the protection of passenger trains while standing at Nelsonville Passenger Station. The signal governing south-bound trains is located 1000 feet north of the station. The signal governing north-bound trains is located 1500 feet south of station. These signals are operated by lever at north end station platform and will be handled for protection of their train while standing at depot by Conductor in charge. When south-bound train is standing at station, both the north and south-bound signals will be displayed. While north-bound trains are at station, signal located south of station only will be displayed in stop position. This, however, does not relieve all trains or yard engine from approaching Nelsonville Depot under full control prepared to stop.

**HOCKING**—Sugar Creek Branch Crossing—When position of target is horizontal, N. Y. C. trains will cross; when vertical, Sugar Creek Branch trains will cross.

Semaphore signal located on Sugar Creek Branch just west of N. Y. C. main track must be placed in horizontal position by crew entering the branch, and returned to clear position by crew leaving branch. When in horizontal position no other trains will enter branch.

**ARMITAGE**—When Target stands in horizontal position, N. Y. C. trains will cross; when vertical, Hocking Valley trains will cross.

## GENERAL RULES--All Divisions and Branches.

**THE SCHEDULE TIME AT STATIONS OF FIRST-CLASS TRAINS OR EXTRA TRAINS RUNNING ON SPECIAL SCHEDULE APPLIES AT THE POINT DESIGNATED FOR RECEIVING OR DISCHARGING PASSENGERS, EXCEPT AT MEETING POINTS DESIGNATED BY SCHEDULE OR TRAIN ORDER, IN WHICH CASE THE TIME APPLIES AT SWITCH WHERE THE INFERIOR TRAIN ENTERS SIDING. (SEE RULES 5 AND 90).**

North-bound trains are superior to trains of the same class south-bound, in accordance with Rule 72.

At railroad crossings at grade, not interlocked, all trains will come to a full stop, not nearer than (200) two hundred feet, nor further than (800) eight hundred feet from the crossing, and shall not cross until signaled to do so by the Watchman, nor until the way is clear, as required by Section 3333, Revised Statutes of Ohio. (See page 142, Joint Rules and Regulations).

Blank Form 1087 will be filled out from Train Registers and signed by Conductors and delivered to the Engineman.

All trains, regardless of class, must reduce speed for all facing point switches, at night when switch light is not burning, so that they may know before passing over that switch is in proper position, and report it to Chief Dispatcher at first stop, so arrangements can be made to have same relighted.

Train or engineman must relight switch lamps found not burning at switches where stop is made to enter or leave main track, making report of same by wire to Superintendent.

Trains moving through passing tracks will run at a speed prepared to stop, unless track is seen or known to be clear.

Freight trains while at the end of double track will change cupola light from White to Green. Same to be returned when train starts out on single track.

Toledo Division trains Nos. 31 and 32, Hocking Division trains Nos. 30 and 33, and River Division trains Nos. 130 and 137 will stop on signal at any station to receive or discharge fragile or bulky packages of U. S. mail. Postal clerk or baggageman will notify conductor when necessary to stop to discharge such mail.

On account of close clearance between tracks 2 and 3 and between tracks 4 and 5, Union Station, Columbus, O. Inside markers of passenger trains must be removed when using these tracks.

**YARD LIMITS ARE DESIGNATED BY YARD LIMIT BOARDS. WITHIN YARD LIMITS THE MAIN TRACK MAY BE USED PROTECTING AGAINST FIRST CLASS TRAINS, SECTIONS THEREOF, OR TRAINS RUNNING ON SPECIAL SCHEDULE.**

**ALL OTHER TRAINS AND ENGINES MUST MOVE WITHIN YARD LIMITS, PREPARED TO STOP, UNLESS THE MAIN TRACK IS SEEN OR KNOWN TO BE CLEAR.**

This does not excuse yard crews from protecting within yard limits as required by Rule No. 99.

When for any purpose, engines or cars are detached from portion of train at night it will be the duty of trainmen to place red light on head end of first car in rear cut to avoid the possibility of damage to equipment by reason of head cut being backed into rear cut when coupling up

**Rule 11**—Changed to read as follows:

A train finding a fusee burning red on or near its track, must stop and extinguish the fusee, except passenger trains after stopping may proceed without extinguishing fusee. When burning yellow it is a caution signal.

Extra trains may run ahead of 2d class trains.  
N and S in column "Car Capacity of Sidings" indicates north-bound and south-bound sidings respectively.

"Not more than two employes are permitted to ride at one time on the front end of tender footboards or steps on the leading end (direction in which locomotive is actually moving) of moving locomotives. Not more than one employe shall ride on either side of the drawhead. Employes are not permitted to cross over or around the drawhead from one footboard or step to another when the locomotive is in motion.

Employes are not permitted to ride on the front end or tender end-sills or steps of locomotives in road service, except within yard limits, when performing station work, and when work between stations requires a man on the leading end of the locomotive."

### OBSERVANCE OF PASSING TRAINS.

When trains are passing, trainmen of freight trains must observe the general condition of trains on other tracks for entire length of each train.

When a freight train is standing, trainmen of that train must place themselves in best position on ground to observe running gear of passing passenger trains, and, when other duties do not interfere, the same observation must be made of passing freight trains.

When trains are passing, signalman or operator, whenever practicable, must observe from signal station or station platform, the condition of the train for its entire length. Trackmen, bridgemen, signal maintainers, pumpers and other employes must make similar observations.

If any indication of conditions endangering a train is observed, "Stop" signal must be given. If there are no apparent defects, employes, except crossing watchmen, must give "Proceed" signal.

All signals must be acknowledged.

Passenger trainmen will comply with the above as far as practicable.

When a train is approaching a highway crossing over which a train running in the opposite direction is passing, the rear of which will pass the crossing prior to arrival of the approaching train, the engine whistle of the approaching train must be sounded continuously until the engine passes over the crossing.

When a train is stopped suddenly, or by application of the brakes other than by application made by the engineman, enginemen and trainmen will promptly flag all trains approaching on all tracks unless it is known that no other track is obstructed.

### HAND, FLAG AND LAMP SIGNALS.

The following will be used when giving signals in connection with Special Instructions, where other signals are not required:

Manner of Using	Indication
By day: Nose held with right hand, and left hand pointed toward track.	Hot journal.
By night: Lamp swung vertically in small circle; lamp to be held by guard wire around globe.	Hot journal.
By day: Raise and lower right hand slowly full length of body.	Car door swinging or about to fall.
By night: Raise and lower lamp slowly full length of body and in addition give "Stop" signal.	Car door swinging or about to fall.
By day: Hand shoved in sliding motion out from body.	Brakes sticking.
By night: Lamp shoved in sliding motion out from body.	Brakes sticking.
By day: Hand raised and held stationary.	All right.
By night: "Proceed" signal.	All right.

When rules require the headlight to be displayed, electric headlights on engines will be dimmed:

- (a) In yards where yard engines are employed.
- (b) At meeting points.
- (c) Approaching stations at which stops are to be made, or where trains are receiving or discharging passengers.
- (d) When standing.
- (e) On two or more tracks when approaching trains running in the opposite direction.
- (f) Approaching stations where "19 Train Orders" are to be received

### STANDARD CLOCKS.

Standard Clocks in Train Dispatcher's Office, Union Depot, Parsons and Mound Street, Columbus; in Telegraph Office, Postoria; Yard Offices, Marion, Walbridge; Union Depot, Toledo; Telegraph Office, Logan; Yard Office, Oldtown and Nelsonville; Telegraph Offices, West Athens, Wellston, Jackson, and Pomeroy.

### BULLETIN BOOKS.

Union Depot, Toledo; Yard Office and Engine House, Walbridge; Telegraph Office, Postoria and Marion; (N. Y. C.) Yard Office, West Columbus, Yard Office and Engine House at Corning.

Engine House, Yard Office, Mound St., Parsons and Union Depot Telegraph Office at Columbus; Penna. Co. Crossing, Lancaster; Telegraph Office and Round House at Logan; Yard Office, Oldtown and Round House at Nelsonville; Telegraph Office at Armitage, West Athens, Wellston, Kanauga, Hobson and Pomeroy, (N. Y. C.) Yard Office, Hobson and Dickinson.

### COMPANY SURGEONS AND DISTRICTS.

DR. E. M. FREESE, Chief Surgeon, Columbus, Ohio.

DR. J. K. McCREADY	Columbus, Ohio
DR. GEORGE M. TODD	Toledo to Pemberville
DR. JOHN R. DAVIS, (Asst.)	
DR. E. L. OVERHOLT	Postoria to Carey
DR. J. CRAIG BOWMAN	Upper Sandusky to Morral
DR. A. and A. H. RUH	Marion to Prospect
DR. M. W. DAVIES	Delaware to Hyatts
DR. C. F. TALLY	Powell to Linworth to Hyatts
DR. HUGH A. BALDWIN (Asst.)	Linworth to Canal Winchester
DR. C. G. AXLINE	Lancaster to Canal Winchester to Rockbridge
DR. E. E. CAMPBELL	Logan to Straitsville
DR. A. K. SMITH, (Asst.)	Logan to Rockbridge to Haydenville
DR. GEO. F. HERR, (Asst.)	Logan to Dundas
DR. N. HILL	Nelsonville to Haydenville to Floodwood and Monday
DR. A. L. PRITCHARD (Asst.)	Creek, Snow Fork and Brush Fork Branches
DR. J. T. MERWIN	Athens to Floodwood to Athens
DR. CHARLES E. HOLZER	Gallipolis to Dundas to Cheshire
DR. L. A. THOMAS	Middleport to Cheshire to Pomeroy
DR. W. J. OGIER	Wellston to Dundas to Jackson
DR. J. J. McCLUNG	Jackson to Dundas to Jackson
DR. H. S. JAMES	McArthur to Creola to Minerton

### DISPATCHERS.

T. J. NASH,	W. R. ALLEN,	C. W. McCLAIN,
J. W. McMAHON,	T. S. MULLIGAN,	F. E. HOOVER,
C. B. CARTER,	H. R. ROBINSON,	W. N. BOTKIN,
E. B. NUTTER,	P. W. MURPHY,	E. R. McCLAIN.
<b>R. M. CONNELL, Chief Train Disp'r.      R. L. FRYBURGER, Night Chief Disp'r.</b>		
W. M. DEEDS,	G. M. FINNEY,	C. M. RYDER,
Train Master.	Ass't Train Master.	Ass't Train Master.
F. I. STUMP,	F. L. CONNERS,	WM. MORGAN,
Terminal Train Master.	Terminal Train Master.	Train Master.
		Nelsonville Branches.