

# NORFOLK AND WESTERN RAILWAY CO.

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SCIOTO DIVISION

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## TIME TABLE No. 8

(No. 7 OMITTED)

EFFECTIVE 12:01 A. M.

Sunday, September 26, 1954

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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.

East Williamson to Portsmouth—Westward

Distance from Williamson	Time Table No. 8 EFFECTIVE Sunday, Sept. 26, 1954 STATIONS	FIRST CLASS							
		3	15	25	23				
		Passenger Lv. Daily	Passenger Lv. Daily	Passenger Lv. Daily	Passenger Lv. Daily				
1.43	E. Williamson.....W C T O	A. M. 12.56	P. M. 12.29	P. M. 5.21	P. M. 10.39				
.00	Williamson.....W S	1.05 1.20	S { 12.40 12.55	S { 5.30 5.35	S { 10.45 11.00				
3.66	Chattaroy.....	1.26	F 1.02	5.41	11.06				
7.21	Nolan.....	1.31	F 1.09	5.46	11.11				
13.82	Naugatuck.....W Y	1.40	F 1.20	5.55	F 11.20				
19.09	Kermit.....	1.48	S 1.30	6.02	F 11.28				
22.71	Stonecoal.....W	1.55	F 1.40	6.08	11.35 <sup>85</sup>				
25.14	Crum.....		F 1.46		Q 11.39				
32.11	Webb.....	2.08	F 2.00	6.21	Q 11.49				
38.58	Glenhayes.....	2.17	F 2.10	6.30	Q 11.59				
45.23	See.....	2.24	2.20	6.38	12.08AM				
47.65	Fort Gay.....	2.26	S 2.25	6.41	S 12.14				
53.01	Hewlet.....	2.32	N 2.33	6.48	12.21				
59.82	Prichard.....W C	2.47	F 2.48	7.01 <sup>99</sup>	12.36				
65.03	Cyrus.....	2.52	F 2.54	7.06	12.41				
69.09	Neal.....	2.57	3.00	7.11	12.46				
73.02	Kenova.....Y W C T O S	3.03	S 3.22	S 7.17	S 1.00				
77.06	Rex.....	3.09	3.28	7.23	1.06				
80.88	Coal Grove.....W	3.13	3.32	7.27	1.10				
84.97	Ironton Passenger Station...O X K	3.18	S 3.38	S 7.32	S 1.16				
91.11	Union.....	3.25	3.45	7.40	1.23				
96.33	Gennetts.....	3.31	3.50	7.44	1.28				
103.58	Wheelersburg.....W	3.38	N 3.56	7.50	1.35				
106.51	Sciotoville.....	3.42	4.00	7.54	1.40				
110.09	E. Portsmouth.....W C T O X	3.45	4.05	7.58	1.45				
112.23	Portsmouth.....X S	3.55 A. M.	S 4.20 P. M.	S 8.05 P. M.	S 2.00 A. M.				

PASSENGER STOP NOTES:

- K—Stop to discharge revenue passengers from Bluefield and beyond or receive revenue passengers for Cincinnati or Columbus.
- N—Stop to take on or discharge revenue passengers.
- Q—Stop to discharge revenue passengers from Williamson and beyond.

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

East Williamson to Portsmouth—Westward

Distance from Williamson	Time Table No. 8 EFFECTIVE Sunday, Sept. 26, 1954 STATIONS	THIRD CLASS				Telegraph Office	Telegraph Signals	Passing Siding, Clearance Length
		89	99	85				
		Time Freight Lv. Daily	Time Freight Lv. Daily	Time Freight Lv. Daily				
1.43	E. Williamson.....W C T O	P. M. 1.00	P. M. 5.00	P. M. 10.50		D N	W Y	Yard
.00	Williamson.....W							
3.66	Chattaroy.....	1.10	5.10	11.00				
7.21	Nolan.....	1.17	5.17	11.07		D	Q F	7188
13.82	Naugatuck.....W Y	1.26	5.27	11.16				
19.09	Kermit.....	1.35	5.40	11.25		D N	W F	
22.71	Stonecoal.....W	1.45	5.50	11.35 <sup>23</sup>				E 7986 W 8450
25.14	Crum.....							
32.11	Webb.....	2.02	6.10	11.52				9485
38.58	Glenhayes.....	2.13	6.21	12.03AM				9460
45.23	See.....	2.23	6.31	12.13				9230
47.65	Fort Gay.....					D	A V	
53.01	Hewlet.....	2.35	6.48	12.25				9700
59.82	Prichard.....W C	2.50	7.01 <sup>25</sup>	12.40				E13416 W15710
65.03	Cyrus.....	2.57	7.08	12.47				9530
69.09	Neal.....	3.03	7.16	12.53				9300
73.02	Kenova.....Y W C T O	3.15	7.37	1.05		D N	K X	Yard
77.06	Rex.....	3.30	7.52	1.20				9560
80.88	Coal Grove.....W	3.38	8.00	1.28				Yard
84.97	Ironton Passenger Station...O X	4.00	8.10	1.35				Yard
91.11	Union.....	4.11	8.21	1.46				8155
96.33	Gennetts.....	4.20	8.31	1.53				6350
103.58	Wheelersburg.....W	4.29	8.42	2.02				
106.51	Sciotoville.....					D	S J	
110.09	E. Portsmouth.....W C T O X	5.30	9.00	2.20		D N	G S	Yard
112.23	Portsmouth.....X	P. M.	P. M.	A. M.		D N	K M	

Portsmouth to East Williamson—Eastward

Distance from Portsmouth	Time Table No. 8 EFFECTIVE Sunday, Sept. 26, 1954 STATIONS	FIRST CLASS					
		4	24	26	16		
		Passenger Lv. Daily	Passenger Lv. Daily	Passenger Lv. Daily	Passenger Lv. Daily		
.00	Portsmouth.....X S	A. M. 2.30	A. M. 2.50	A. M. 10.40	P. M. 1.40		
2.14	E. Portsmouth.....W C T O X	2.36	2.55	10.46	1.46		
5.72	Sciotoville.....	2.41	3.01	10.49	1.51		
8.65	Wheelersburg.....W	2.44	3.04	10.52	N 1.54		
15.90	Gennetts.....	2.50	3.10	10.58	2.00		
21.12	Union.....	2.55	3.15	11.02	2.05		
27.26	Ironton Passenger Station...O X G	3.03	S 3.32	S 11.10	S 2.17		
31.35	Coal Grove.....W	3.08	3.37	11.15	2.23		
35.17	Rex.....	3.14	3.43	11.20	2.28		
39.21	Kenova.....Y W C T O S	3.21	S 4.20	S 11.25	S 2.40		
43.14	Neal.....	3.27	4.26	11.30	2.47		
47.20	Cyrus.....	3.32	4.31	11.35	F 2.54		
52.41	Prichard.....W C	3.47	4.40	11.48	F 2.59		
59.22	Hewlet.....	3.55	4.48	11.56	N 3.20		
64.58	Fort Gay.....	4.01	S 4.55	12.02 PM	S 3.30		
67.00	See.....	4.04	4.58	12.05	3.35		
73.65	Glenhayes.....	4.12	Q 5.08	12.13	F 3.45		
80.12	Webb.....	4.21	Q 5.18	12.22	F 3.55		
87.09	Crum.....		Q 5.28		F 4.07		
89.52	Stonecoal.....W	4.33	5.32	12.35	F 4.12		
93.14	Kermit.....	4.38	F 5.39	12.40	S 4.22		
98.41	Naugatuck.....W Y	4.45	5.49	12.47	F 4.32		
105.02	Nolan.....	4.54	5.59	12.56	F 4.44		
108.57	Chattaroy.....	4.59	6.06	1.01	F 4.49		
112.23	Williamson.....W S	{ 5.10	{ 6.20	{ 1.10	{ 5.05		
		{ 5.25	{ 6.35	{ 1.15	{ 5.15		
113.66	E. Williamson.....W C T O	5.27	6.40	1.17	5.17		
		A. M.	A. M.	P. M.	P. M.		

PASSENGER STOP NOTES:

G—Stop to discharge revenue passengers from Cincinnati and Columbus or take on revenue passengers for Bluefield or beyond.  
 N—Stop to take on or discharge revenue passengers or for handling express.  
 Q—Stop to take on revenue passengers for Williamson and beyond.  
 At East Portsmouth the time for eastward passenger trains applies at High Tank.

Portsmouth to East Williamson—Eastward

Distance from Portsmouth	Time Table No. 8 EFFECTIVE Sunday, Sept. 26, 1954 STATIONS	THIRD CLASS			
		86	94	84	92
		Time Freight Lv. Daily	Freight Lv. Daily	Time Freight Lv. Daily	Time Freight Lv. Daily
.00	Portsmouth.....X	A. M.	A. M.	P. M.	P. M.
2.14	E. Portsmouth.....W C T O X	3.00	7.00	8.00	9.00
5.72	Sciotoville.....	3.06	7.10	8.10	9.06
8.65	Wheelersburg.....W	3.10	7.17	8.14	9.11
15.90	Gennetts.....	3.19	7.27	8.23	9.25
21.12	Union.....	3.26	7.34	8.30	9.35
27.26	Ironton Passenger Station...O X	3.35	8.00	8.39	9.45
31.35	Coal Grove.....W	3.41	8.10	8.45	9.53
35.17	Rex.....	3.47	8.40	8.51	10.00
39.21	Kenova.....Y W C T O	4.30	9.30	9.00	10.30
43.14	Neal.....	4.35	9.35	9.10	10.35
47.20	Cyrus.....	4.40	9.40	9.16	10.41
52.41	Prichard.....W C	4.46	9.47	9.22	10.47
59.22	Hewlet.....	4.51	9.53	9.28	10.59
64.58	Fort Gay.....				
67.00	See.....	5.01	10.03	9.38	11.14
73.65	Glenhayes.....	5.09	10.11	9.48	11.27
80.12	Webb.....	5.18	10.19	9.58	11.40
87.09	Crum.....				
89.52	Stonecoal.....W	5.30	10.31	10.10	11.48
93.14	Kermit.....	5.36	10.37	10.16	11.58
98.41	Naugatuck.....W Y	5.43	10.44	10.23	12.08 AM
105.02	Nolan.....	5.52	10.53	10.34	12.22
108.57	Chattaroy.....	5.57	10.58	10.40	12.29
112.23	Williamson.....W				
113.66	E. Williamson.....W C T O	6.30	11.30	11.40	1.15
		A. M.	A. M.	P. M.	A. M.

East Portsmouth to Cincinnati—Westward

Distance from Portsmouth	Time Table No. 8 EFFECTIVE Sunday, Sept. 26, 1954 STATIONS	FIRST CLASS			THIRD CLASS		Telegraph Office	Telegraph Signals	Passing Sidings, Clearance Length
		3	15	25	99	85			
		Passenger Lv. Daily	Passenger Lv. Daily	Passenger 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. 4.05	P. M. 7.58	A. M. 12.30	A. M. 4.50	D N	G S	Yard
.00	Portsmouth.....x	S { 3.55 4.20	S { 4.20 4.40	S { 8.05 8.10			D N	K M	
1.12	Vera.....	4.22	4.42	8.12	12.40	5.00			
2.91	Book.....	4.25	4.45	8.15	12.50	5.03			6122
9.38	McDermott.....	4.35	S 4.55	8.24	1.02	5.13	D	M C	3530
12.74	Brookside.....	4.40	S 5.00	8.29	1.24	5.20			6160
18.75	Otway.....	4.48	S 5.11	8.36	1.38	5.32	D	O A	6117
24.04	Rarden.....w	4.54	F 5.20	8.42	1.50	5.44			6054
27.37	Mineral Springs.....		F 5.25						
34.24	Peebles.....T	5.08	S 5.35	8.54	2.15	6.00	D	U	2765
38.32	Lawshe.....w	5.16	F 5.43	9.00	2.25	6.10			6099
44.38	Seaman.....		S 5.53				D	M U	
45.59	Mt. Zion.....	5.26	5.56	9.10	2.50	6.34			N6016 S 6005
48.99	Winchester.....YT	5.31	S 6.02	9.14	2.59	6.43	D	W H	4439
53.55	Macon.....	5.36	F 6.08	9.18	3.09	6.52			4429
58.53	Sardinia.....wYS	5.43	S 6.15	9.23	3.17	6.59	D	S D	5964
62.88	White Oak.....	5.51	6.22	9.28	3.39	7.05			5244
65.09	Mt. Oreb.....		S 6.26				D	M O	
68.97	Eastwood.....	5.56	6.31	9.34	3.51	7.17			6102
72.81	Williamsburg.....		S 6.36				D	M S	
75.53	Afton.....	6.04	F 6.42	9.42	4.06	7.31			5999
81.98	Batavia.....T	6.13	F 6.52	9.51	4.20	7.40	D	B	3961
87.49	Perintown.....	6.19	F 6.59	9.57	4.30	7.48			6046
93.16	Ancor.....	6.26	F 7.06	10.04	4.45	8.11			6898
96.00	Newtown.....Y		F 7.11				D	N A	
97.21	Clare.....w c t o x Via P. R. R. and B. & O. R. R.	6.33	S 7.20	10.15	5.30	8.30	D N	B R	Yard
111.24	Cincinnati (U. Sta.)..w t o	7.05 A. M.	7.50 P. M.	10.45 P. M.	A. M.	A. 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	Time Table No. 8 EFFECTIVE Sunday, Sept. 26, 1954 STATIONS	FIRST CLASS			THIRD CLASS				FOURTH CLASS
		26	16	4	94	76	84	86	52
		Passenger Lv. Daily	Passenger Lv. Daily	Passenger Lv. Daily	Freight Lv. Daily	Freight Lv. Daily	Time Freight Lv. Daily	Time Freight Lv. Daily	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	A. M. 10.00	P. M. 11.25	A. M.	A. M.	P. M.	P. M.	A. M.
14.03	Clare.....w c t o x	8.40	S 10.30	11.55	12.01	10.30	2.00	9.00	6.15
15.24	Newtown.....Y		S 10.33						
18.08	Ancor.....	8.46	10.38	12.01AM	12.10	10.42	2.10	9.20	6.25
23.75	Perintown.....	8.53	10.45	12.08	12.20	10.52	2.20	9.30	6.35
29.26	Batavia.....	8.59	S 10.54	12.14	12.30	11.03	2.30	9.51	6.47
35.71	Afton.....	9.08	F 11.08	12.24	12.50	11.25	2.50	10.11	7.16
38.43	Williamsburg.....		S 11.15						
42.27	Eastwood.....	9.16	11.22	12.32	1.00	11.37	3.00	10.21	7.50
46.15	Mt. Oreb.....		S 11.29						
48.36	White Oak.....	9.22	11.33	12.38	1.10	11.45	3.09	10.30	8.20
52.71	Sardinia.....w Y	9.26 <sup>52</sup>	S 11.44	S 12.48	1.20	11.55	3.17	10.38	8.30
57.69	Macon.....	9.31	F 11.52	12.55	1.30	12.05PM	3.26	10.47	10.30
62.25	Winchester.....Y	9.35	S 11.58	12.59	1.38	12.15	3.33	10.54	11.00
65.65	Mt. Zion.....	9.39	12.04PM	1.03	1.45	12.23	3.39	11.00	11.15
66.86	Seaman.....		S 12.07						
72.92	Lawshe.....w	9.48	F 12.16	1.12	2.00	12.38	3.50	11.11	11.30
77.00	Peebles.....	9.54	S 12.27	1.20	2.15	12.52	4.05	11.26	11.45
83.87	Mineral Springs.....		F 12.37						
87.20	Rarden.....w	10.05	S 12.43	1.32	2.33	1.15	4.20	11.41	12.15PM
92.49	Otway.....	10.11	S 12.50	1.38	2.41	1.25	4.28	11.49	12.30
98.50	Brookside.....	10.18	12.59	1.46	2.50	1.36	4.35	11.56	12.54
101.86	McDermott.....	10.22	S 1.05	1.51	2.58	1.44	4.43	12.05AM	1.22
108.33	Book.....	10.30	1.15	2.00	3.11	1.56	4.55	12.15	1.40
110.12	Vera.....	10.32	1.18	2.04	3.15	2.00	5.00	12.20	1.45
111.24	Portsmouth.....xS	{ 10.35 10.40	S { 1.25 1.40	S { 2.10 2.30					
113.38	E. Portsmouth..w c t o x	10.46 A. M.	1.46 P. M.	2.36 A. M.	5.00 A. M.	3.00 P. M.	5.50 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. 8 EFFECTIVE Sunday, Sept. 26, 1954 STATIONS	FIRST CLASS		THIRD CLASS		Telegraph Offices	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			12.45	5.05	D N	G S	Yard
.00	Portsmouth . . . . . X	4.40				D N	K M	
1.12	Vera . . . . .	4.43		12.55	5.15			
9.51	Lucasville . . . . . F	4.55				D	U C	
10.62	Dugan . . . . .	4.58		1.05	5.30			6230
13.34	Clifford . . . . .			1.10	5.35			
18.71	Sargents . . . . .	5.08		1.20	5.42			6700
22.78	Piketon . . . . . F	5.15		1.26	5.48	D	N	
27.20	Glen Jean . . . . . Y X					D N	S X	
27.72	Waverly . . . . . W S	5.26		1.33	5.55			E9350 W9225
32.13	Omega . . . . . F	5.32		1.40	6.02			
36.26	Higby . . . . . F	5.38		1.46	6.08			8880
44.66	Lunbeck . . . . . W	5.47		2.01	6.15			8150
46.88	Renick . . . . . W X Y	5.50		2.07	6.25	D N	X D	5900
47.84	Chillicothe . . . . . X O S	5.58		2.12	6.30			
53.26	Delano . . . . .	6.06		2.19	6.41			8580
58.15	Kingston . . . . . F	6.14		2.29	6.50	D	K N	4060
64.39	Dorney . . . . . W	6.21		2.39	6.55			E 7685 W16188
67.25	Circleville . . . . . O X S	6.34		2.43	7.00	D N	V I	
70.08	Ritts . . . . .	6.39		2.49	7.05			8300
76.05	Ashville . . . . . F	6.48				D	A	
78.42	Dix . . . . .	6.53		3.04	7.20			8655
84.25	Miner . . . . .	6.59		3.12	7.28			8600
88.23	Valley Crossing . . . . . W X							
90.33	Bannon . . . . . Y X	7.08		4.45	7.40	D N	X Y	
95.37	Joyce Avenue . . . . . W C T O X	7.19		5.15	8.30	D N	C W	Yard
98.20	Columbus . . . . .	7.35 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. 8 EFFECTIVE Sunday, Sept. 26, 1954 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 . . . . .					
2.83	Joyce Ave. . . . . W C T O X	11.10		12.01	2.30	9.00
4.93	Bannon . . . . . Y X	11.23		12.11	2.40	9.10
9.97	Valley Crossing . . . . . X W					
13.95	Miner . . . . .	11.31		12.41	3.10	9.42
19.78	Dix . . . . .	11.37		12.51	3.20	9.50
22.15	Ashville . . . . . F	11.41				
28.12	Ritts . . . . .	11.47		1.05	3.30	10.02
30.95	Circleville . . . . . O X S	11.54		1.15	3.35	10.05
33.81	Dorney . . . . . W	11.59		1.31	3.42	10.10
40.05	Kingston . . . . . F	12.06AM		1.42	3.52	10.18
44.94	Delano . . . . .	12.11		1.53	4.00	10.24
50.36	Chillicothe . . . . . X O S	12.37		2.05	4.10	10.30
51.32	Renick . . . . . W X Y	12.39		2.20	4.14	10.34
53.54	Lunbeck . . . . . W	12.42		2.25	4.19	10.38
61.94	Higby . . . . . F	12.51		2.41	4.30	10.46
66.07	Omega . . . . .	12.56				
70.48	Waverly . . . . . W S	1.04		3.00	4.36	10.58
71.00	Glen Jean . . . . . Y X					
75.42	Piketon . . . . . F	1.12				
79.49	Sargents . . . . .	1.17		3.15	4.49	11.10
84.86	Clifford . . . . .					
87.58	Dugan . . . . .	1.26		3.32	5.01	11.22
88.69	Lucasville . . . . . F	1.30		3.55	5.15	11.35
97.07	Vera . . . . .	1.45				
98.20	Portsmouth . . . . . X	1.55				
100.34	E. Portsmouth . . . . . W C T O X	A. M.		4.30 A. M.	5.30 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 Office.  
Portsmouth—Dispatcher's Office.  
Portsmouth—Passenger Station, Trainmen's Room.  
Joyce Avenue—Yard Office and Engine House.  
Columbus—Telegraph Office.  
Clare—Yard Office and Engine House.  
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) Trains originating or terminating at Sardinia, and Hillsboro Branch trains, at Sardinia.  
(f) 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.  
(g) The movement of extra trains on Lenore Branch east of Millstone, Wayne, and Hillsboro Branches 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 Engine House.  
Cincinnati Union Terminal Co.—Telegraph Office and Engine House.

**SPEED RESTRICTIONS**

LOCATION AND CONDITIONS	Class of Service and Miles Per Hour		
	Passenger Trains	Freight Trains	Freight or Mixed Trains Handled by Class A, K or E 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	30	40
Except D. T. & I. crossing at Ironton...	30	30	30

**SPEED RESTRICTIONS—Continued**

LOCATION AND CONDITIONS	Class of Service and Miles Per Hour		
	Passenger Trains	Freight Trains	Freight or Mixed Trains Handled by Class A, K or E Engines
(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	40	50
Between See and Kenova.....	60	45	50
Between Kenova and Portsmouth.....	78	78	78
Between Portsmouth and Joyce Avenue.....	78	78	78
(d) Lenore Branch: Between Naugatuck and Lenore....	30	30	30
Beyond Lenore.....	20	20	20
(e) Wayne Branch: Between Kenova and Wayne.....	20	20	20
Between Wayne and East Lynn....	15	15	15
Except when handling 250-ton derrick.....	10	10	10
(f) Over Ohio River Bridge and viaduct at Kenova with careful handling of train to avoid shock.....	25	25	25
(g) Trains exchanging mail without stopping at Ashville, Kingston, Ft. Gay, Kermit, Ironton, McDermott, Otway, Peebles and Winchester.....	20		
(h) On tracks of Union Station, Columbus.....	10	10	10
(i) Between Vera and Henley.....	50	40	45
Between Henley and Peebles.....	60	45	50
Between Peebles and Seaman....	50	40	45
Between Seaman and Afton.....	65	45	50
Between Afton and Clare.....	60	45	50
Over interlocking at Vera Junction, Cincinnati Line.....	20	20	20
Over interlocking at PRR connection, Clare.....	10		
(j) Between Clare and Ivorydale.....	25	25	25
(k) Over street and road crossings between Woodburn Avenue and Paxton Road, inclusive.....	15	15	15
(l) On Hillsboro Branch.....	18	18	18
(m) On Nolan Spur.....	15	15	15
(n) On Teays Spur.....	15	15	15

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

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

(q) 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 5 miles per hour less than passenger train speed shown on the disc.

Freight trains handled by Class K-1 or K-2 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 Class A engines may use a speed of 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.)

(r) 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.  
Columbus District. For westward trains, Mile Post 619 to 620, between Dugan and Clifford.  
For eastward trains, Mile Post 688 and 687, between Duvalls and Dix.

Cincinnati District. For westward trains, Mile Post C-101 to C-100, between Rushtown and Book.  
For eastward trains, Mile Post C-14 to C-15, between Ancor and Perintown.

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

5. Nos. 15 and 16 at Borderland, Tripp, Saltpetre, Arion, Henley.  
No. 15 at Mail Crane east of station stop Stonecoal for Parcel Post and Rushtown for Mail and Express.  
All trains regular stop at Winton Place and Norwood, P. R. R. station, except westward trains stop to discharge passengers only.  
Nos. 23 and 24 at Tripp and Saltpetre to discharge or take on revenue passengers from or to Williamson and beyond.

**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 locomotives, 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 locomotives of different sizes, when used on trains that are double-headed, will be as follows:

**Freight Service:** (a) Locomotives, 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 locomotives Classes A, K-1, K-2, Y-3, Y-4, Y-5, Y-6 and Z.

(b) Class M locomotives may be coupled next to the train when being double-headed by locomotives 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 crew 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 locomotives dead-in-tow with both side and main rods removed are restricted to a speed of 20 miles per hour, and trains handling locomotives 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.

**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, and between Vera and Clare 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 6768 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. Mallet engines used in placing coal on coal trestles must be placed beyond summit of incline.

(a) 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.

(b) 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.

(c) 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.

(d) 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.

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

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

106. 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.

107. 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.

108. White porcelain insulators are used on the telegraph line over entire division to indicate the dispatcher's telephone wires. Portable telephone users, when hooking up phones, will connect to this circuit.

**Caution**—Connections should not be made where the line is located off our right of way, account of Power Companies at a few locations using white insulators in crossings, also where the lines parallel our tracks.

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

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

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

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

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

114. 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.

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

116. 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.

(a) 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.

(b) 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.

(c) 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.

(d) 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.

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

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

119. Engines heavier than Class M must not be used on bridge over Cleveland Avenue, Columbus.

120. Engines must not pass over the hopper in the incline at Dorney where coal is dumped into the coal wharf.

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

122. 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 observation should be made of light located on signal case and if burning a member of crew should communicate with Dispatcher promptly.

123. Rule 105(b), Book of Rules, is modified to permit speed of 45 miles per hour for passenger trains and 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.

124. 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.

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

126. Telegraph offices not open continuously are as follows:  
 Nolan..... 7:30 A. M. to 4:00 P. M. Ex. Sat., Sun. & Holiday  
 Lenore..... 8:00 A. M. to 5:00 P. M. Ex. Sat., Sun. & Holiday  
 Fort Gay..... 8:00 A. M. to 5:00 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..... 4:45 A. M. to 2:05 P. M. Ex. Sat., Sun. & Holiday  
 Piketon..... 5:00 A. M. to 5:00 P. M. Ex. Sat., Sun. & Holiday  
 Kingston..... 6:00 A. M. to 3:00 P. M. Ex. Sat., Sun. & Holiday  
 Ashville..... 6:40 A. M. to 4:10 P. M. Ex. Sat., Sun. & Holiday  
 Bannan..... 8:00 A. M. to 4:00 P. M. Daily  
 McDermott..... 7:30 A. M. to 4:30 P. M. Ex. Sat., Sun. & Holiday  
 Otway..... 8:00 A. M. to 5:00 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..... 6:00 A. M. to 8:00 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  
 Crum..... 8:30 A. M. to 5:30 P. M. Ex. Sat., Sun. & Holiday  
 Coal Grove..... 8:00 A. M. to 5:00 P. M. Ex. Sat., Sun. & Holiday  
 Wheelersburg..... 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 6:30 P. M.) Daily  
 (9:00 P. M. to 6:00 A. M.)  
 Teays..... 8:00 A. M. to 6:00 P. M. Ex. Sat., Sun. & Holiday  
 Note—Macon, Ohio, is commission agency.

### YARD LIMITS

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

### 128. LOCATION OF SPRING SWITCHES:

Nolan..... East End and West End Passing Siding  
 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  
 Pritchard..... East End Eastward Passing Siding. Signal controlled from Kenova  
 Pritchard..... West End Westward Passing Siding. Signal controlled from Kenova  
 Union..... West End Passing Siding. Signal 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  
 B—Block  
 D—Dispatcher  
 M—Message  
 P—Plant  
 Y—Yard

129. 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:

Place	Location	Circuits
Chattaroy	At Section Tool House	B
Chattaroy	At Station Platform	D
Nolan	At Dyke Coal Co.	D&B
Naugatuck	At Section Tool House	B

Place	Location	Circuits
Lenore	At Station	B
Lenore	At Section Tool House	B
Millstone	At 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
Stonecoal	West End Storage Track	D&B
Tunnel No. 6	At East End	B
Tunnel No. 7	At West End	B
Webb	At Spur Track	B
MP Na-22	Between Webb and Glenhayes	D&M
Saltpetre	Outside Section Tool House	B
Fort Gay	Station Platform	B
Hubbardstown	At Section Tool House	B
Pritchard	At Station Platform	B&P
Cyrus	At Section Tool House	B
Kenova	At Transformer Bank between Crossovers 1 and 3	D&P
Kenova	Station Platform	D&Y
Kenova	Watchman's Shanty West End Bridge	P
Buffalo Creek	At Section Tool House	M
Lavalette	At East Switch	M
Ardel	At East Switch	M
Wayne	Outside Depot	M
North Kenova	Spur	P
South Point	Spur	D,M&P
Narrows	East of Coal Grove Breakdown	M
Ironton	West End Ice Creek Siding	M&P
Ironton	East End of Yard	M&P
Ironton	Opposite Passenger Station	P
Ironton	At Foundry Track	P
Ironton	Eastward Signal 5814	D&M
Hanging Rock	At Section Tool House	M
Haverhill	At Air Gap Switch	D&M
Franklin Furnace		B&M
Mile Post 597		D&M
Wheelersburg	Station Platform	D&M
Sciotoville	Station Platform	D&M
MP 603	On Pole at Road Crossing	D&M
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
George	Crossover	D&B
George	At Section Tool House	D
Lucasville	Station Platform	D
Clifford	Section Tool House	B
Wakefield	Station Platform	B
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	B
Greggs Hill	Mile Post 634	D&B
Glen Jean	East End Scioto River Bridge 1104	B
Glen Jean	East End of D. T. & I. Transfer Track	P
Waverly	Station Platform	D&B
Waverly	Eastward Distant Signal	D&P
Waverly	Water Tank	B
Omega	Station Platform	B
MP 642		D&M
Pride	At Section Tool House	B
MP 649		D&M
Locks	At Section Tool House	B
Lunbeck	Underpass	D&B
Renick	At Pump House	B&M
Renick	At Standpipe North Side Track	D&M
Chillicothe	Southern Avenue	B
Chillicothe	East End of Passenger Shed	M
Chillicothe	At East End of Bridge 1121	D&M
Chillicothe	At West End of Bridge 1121	D&M

Place	Location	Circuits
Delano Hill	5,000 Feet East of C. & O. Bridge, Hopetown	D&M
Delano Hill	800 Feet West of C. & O. Overhead Bridge	D&B
Delano	At Section Tool House	B
Kinnickinnick	East End of Bridge	M
Kingston Hill	Mile Post 664	M
Kingston	East End Middle Track	D&M
Kingston	Station Platform	B
Kingston	Signal Line West of Station	M
Dorney	West End of Bridge 1133	D&M
Dorney	Coaling Station	D&B
Circleville	General Electric Spur	D&P
Circleville	Car Inspector's Shanty	P&M
Circleville	Westward Distant Signal	D&P
Circleville	Eastward Distant Signal	D&P
Circleville	Tomato Track	M
Ashville	Near MP 684	D&B
Ashville	Station Platform	D&M
Ashville	1/4 Mile West at Signal Line Switch	D&B
Duvals	Section Tool House	D&B
Mile Post 690	At Signal Switch	D&B
Lockbourne	At Section Tool House	M
Miner	Spur Siding Junction	D&M
Obetz Junction		D&M
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 701		D&Y
Main Street	At Section Tool House	M&Y
JO Tower	PH Transfer	Y
Joyce Avenue	East End Shop Track	Y
Rushtown	2,000 Feet West of MP 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 Br. 2036	At Signal C-698	D&M
West Fork	At Signal C-651	D&M
Seaman	Station Platform	D
Seaman	At Power House	D
Winchester	At Section Tool House	D
Mt. Oreb	Station Platform	D
Mile Post 34.5		D&M
Batavia Hill	MP 27	D&M
Batavia	Station Platform	D&M
Gernon	Spur Track	D&M
Beechwood	Davis Bottom MP 16	D&M
Newtown	New Gravel Pit	D&M
Newtown	Station Platform	D&M
Clare	East Leg of Wye	M
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

130. 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.

(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, Circleville 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 Locomotives

#### WILLIAMSON 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
		5% red.	10% red.	15% red.	20% red.	25% red.	
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
Z	Slow	8000	7600	7200	6800	6400	6000
	Time	5000	4750	4500	4250	4000	3750
K-1, K-2 or M-2	Slow	6700	6365	6030	5695	5360	5025
	Time	4000	3800	3600	3400	3200	3000

#### PORTSMOUTH TO WILLIAMSON

Y-5 or 6	Slow	Lds. 6700	6365	6030	5695	5360	5025
	Mts.	3900	3705	3510	3315	3120	2925
	*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	2925
	*Time	5300	5050	4775	4525	4250	3975
Z	Slow	Lds. 4900	4650	4410	4165	3920	3675
	Mts.	2600	2470	2340	2210	2080	1950
	Time	3800	3610	3420	3230	3040	2850
K-1, K-2 or M-2	Slow	Lds. 3700	3515	3330	3145	2960	2775
	Mts.	2000	1900	1800	1700	1600	1500
	Time	3100	2945	2790	2635	2480	2325

\*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.

#### SPECIAL RATING

FOR

BULL DOG RUN and No. 89—Williamson to Portsmouth

A, Y-5 or 6	10000	9500	9000	8500	8000	7500
Y-3 or 4	8000	7600	7200	6800	6400	6000
Z	6000	5700	5400	5100	4800	4500
K-1, K-2 or M-2	4000	3800	3600	3400	3200	3000

#### 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
		5% red.	10% red.	15% red.	20% red.	25% red.	
A, Y-3, 4, 5 or 6	Slow	Lds. 6700	6365	6030	5695	5360	5025
	Mts.	3900	3705	3510	3315	3120	2925
	Time	5150	4900	4650	4400	4125	3875
Z	Slow	Lds. 4900	4655	4410	4165	3920	3675
	Mts.	2600	2470	2340	2210	2080	1950
	Time	3400	3230	3060	2890	2720	2550
K-1, K-2 or M-2	Slow	Lds. 3700	3515	3330	3145	2960	2775
	Mts.	2200	2090	1980	1870	1760	1650
	Time	3100	2945	2790	2635	2480	2325

#### PORTSMOUTH TO COLUMBUS

Y-5 or 6	Slow	12500	11875	11250	10625	10000	9375
	Time	5800	5320	5040	4760	4480	4200
A, Y-3 or 4	Slow	12000	11400	10800	10200	9600	9000
	Time	5200	4950	4680	4420	4160	3900
Z	Slow	6700	6365	6030	5695	5360	5025
	Time	3500	3325	3150	2975	2800	2625
K-1, K-2 or M-2	Slow	5600	5320	5040	4760	4480	4200
	Time	2900	2755	2610	2465	2320	2175

#### PORTSMOUTH TO CLARE

##### Without Doubling Hill

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
		5% red.	10% red.	15% red.	20% red.	25% red.	
Y-5 or 6	Time and Slow	3200	3040	2880	2720	2560	2400
	Time and Slow	2700	2565	2430	2295	2160	2025
A, Y-3 or 4	Time and Slow	1775	1685	1600	1510	1420	1330
	Time and Slow	1485	1410	1335	1260	1190	1115

##### To Double Hill

Y-5 or 6	6400	6080	5760	5440	5120	4800
A, Y-3 or 4	5400	5130	4860	4590	4320	4050
Z	3550	3370	3200	3020	2840	2660
K-1, K-2 or M-2	2970	2820	2670	2520	2380	2230

NOTE: Trains with full tonnage will double from Lawshe, unless otherwise instructed.

#### CLARE 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
		5% red.	10% red.	15% red.	20% red.	25% red.	
Y-5 or 6	Slow and Time	2900	2755	2610	2465	2320	2175
	Slow and Time	2550	2425	2295	2170	2040	1915
A, Y-3 or 4	Slow and Time	1700	1615	1530	1445	1360	1275
	Slow and Time	1400	1330	1260	1190	1120	1050

When combinations of Locomotives 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. H. C. Feyler... Dental Surgeon... Portsmouth, 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... Chattoaugy, W. Va.  
 Dr. E. P. Stepp... Surgeon... Kermit, W. Va.  
 Dr. J. O. Minier... Surgeon... Delbarton, W. Va.  
 Dr. Forest F. Shely... Assistant... Fort Gay, W. Va.  
 Dr. L. S. Hayes... 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. Clyde M. Fitch... Assistant... Portsmouth, Ohio  
 Dr. F. W. Gillig... Ophthalmologist... Portsmouth, Ohio  
 Dr. S. L. Meltzer... Roentgenologist... Portsmouth, Ohio  
 Dr. R. B. Ellison... Surgeon... Peebles, Ohio  
 Dr. R. C. Wenrick... Surgeon... Winchester, Ohio  
 Dr. G. S. Lamkin... 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. 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 Master, 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.

K. V. CONRAD,  
General Superintendent Transportation,  
ROANOKE, VA.

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

C. P. BLAIR,  
General Superintendent,  
Western General Division,  
BLUEFIELD, W. VA.

A. S. TABOR,  
Superintendent,  
PORTSMOUTH, OHIO