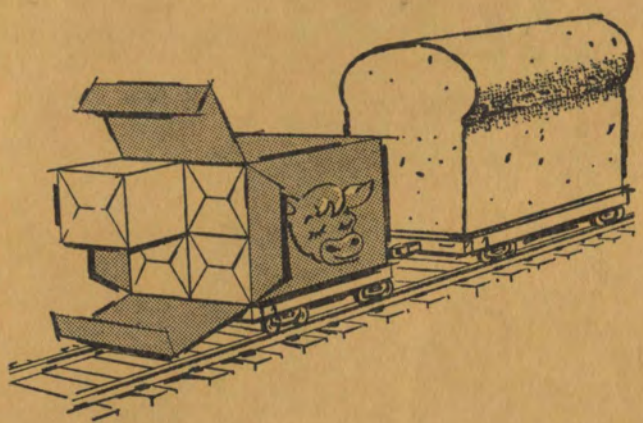
This May Be Freight
to the Consignee

But it's
BREAD and BUTTER
To You and Me!



Make No Coupling
in excess of

4 M.P.H.

Rough Handling Hurts
Our Reputation
Drives Business from the Rails

CAREFUL SWITCHING Means Job Security

And the job you save may be your own!

NORFOLK AND WESTERN RAILWAY CO.

SCIOTO DIVISION

TIMETABLE No. 23

(No. 22 Omitted)

EFFECTIVE 12:01 A. M.
Sunday, October 31, 1965

EASTERN STANDARD TIME

NORFOLK AND WESTERN RAILWAY CO. — SAFETY N&W FIRST

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 Timetable 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.

THE STONE PRINTING & MFG. CO., ROANOKE, VA., U.S.A.

East Williamson to Portsmouth—Westward

Distance from Williamson	Timetable No. 23 EFFECTIVE Sunday, October 31, 1965 STATIONS		FIRST CLASS		THIRD CLASS			Telegraph Offices	Passing Siding, Clearance Length
			3 Passenger Lv. Daily	25 Passenger Lv. Daily	77 Time Freight Lv. Daily	99 Time Freight Lv. Daily	85 Time Freight Lv. Daily		
			A. M.	P. M.	A. M.	P. M.	P. M.		
1.43	E. Williamson	Y O	12.48	4.01	12.45	5.00	10.10	D N	Yard
.00	Williamson	S	1.00 1.15	S 4.15 4.20	.....	.....	.....	.....	.....
7.21	Nolan		1.25	4.30	12.58	5.17	10.23	.....	.....
13.82	Naugatuck	Y	1.33	4.39	1.07	5.27	10.32	.....	.....
19.09	Kermit		1.40	F 4.47	1.15	5.40	10.41	D N	.....
22.71	Stonecoal		1.45	4.54	1.22	5.50	10.51	.....	7986
32.11	Webb		1.57	F 5.06	1.35	6.10	11.08	.....	9485
38.58	Glenhayes		2.05	F 5.15	1.44	6.21	11.19	.....	9460
45.23	See		2.13	5.24	1.52	6.31	11.29	.....	.....
47.65	Fort Gay		2.16	F 5.29	.....	.....	.....	.....	.....
53.01	Hewlet		2.23	F 5.35	2.04	6.48	11.41	.....	9700
59.82	Prichard		2.31	F 5.45	2.13	7.02	11.55	.....	15710
65.03	Cyrus		2.37	5.51	2.19	7.10	12.03AM	.....	9530
69.09	Neal		2.41	5.55	2.25	7.16	12.09	.....	Yard
73.02	Kenova	Y O S	2.53	S 6.05	2.31	7.26	12.15	D N	Yard
80.88	Coal Grove		3.01	6.15	2.44	7.44	12.33	.....	Yard
84.97	Ironton Passenger Station	O X S	3.12	S 6.23	2.52	7.51	12.40	.....	Yard
91.11	Union		3.18	6.29	3.02	8.01	12.50	.....	8155
96.33	Gennetts		3.23	6.34	3.09	8.11	1.00	.....	6350
103.58	Wheelersburg		3.29	6.40	3.17	8.21	1.10	.....	.....
106.51	Sciotoville		3.32	6.43	.....	.....	.....	D	.....
110.09	E. Portsmouth	T O X	3.36	6.47	3.30	9.00	1.30	D N	Yard
112.23	Portsmouth	X S	3.50	S 7.05	.....	.....	.....	D N	.....
			A. M.	P. M.	A. M.	P. M.	A. M.		

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

Note:
No. 25 stop at Kermit daily, except Sunday, for the exchange of U. S. Mail.

Portsmouth to East Williamson—Eastward

Distance from Portsmouth	Timetable No. 23 EFFECTIVE Sunday, October 31, 1965 STATIONS		FIRST CLASS		THIRD CLASS				
			4 Passenger Lv. Daily	26 Passenger Lv. Daily	86 Time Freight Lv. Daily	94 Freight Lv. Daily	78 Time Freight Lv. Daily	84 Time Freight Lv. Daily	92 Time Freight Lv. Daily
			A. M.	A. M.	A. M.	A. M.	P. M.	P. M.	P. M.
.00	Portsmouth	S	2.15	S 11.30	.....	.....	.....	.....	.....
2.14	E. Portsmouth T O X		2.21	11.35	3.00	7.00	6.00	8.30	9.00
5.72	Sciotoville		2.26	11.40	.....	.....	.....	.....	.....
8.65	Wheelersburg		2.29	11.43	3.15	7.17	6.10	8.45	9.15
15.90	Gennetts		2.35	11.49	3.24	7.29	6.18	8.54	9.27
21.12	Union		2.40	11.54	3.31	7.38	6.25	9.01	9.36
27.26	Ironton Passenger Station O X	S	2.54	S 12.06PM	3.40	8.08	6.34	9.10	9.46
31.35	Coal Grove		2.58	12.10	3.47	8.33	6.41	9.17	9.54
39.21	Kenova Y O	S	3.20	S 12.31	4.03	9.15	6.57	9.33	10.30
43.14	Neal		3.25	12.36	4.09	9.21	7.03	9.39	10.36
47.20	Cyrus		3.29	12.40	4.15	9.27	7.09	9.45	10.42
52.41	Prichard		3.35	F 12.47	4.25	9.37	7.19	9.55	10.52
59.22	Hewlet		3.42	F 12.55	4.35	9.47	7.29	10.05	11.02
64.58	Fort Gay		3.48	F 1.02	.....	.....	.....	.....	.....
67.00	See		3.51	1.05	4.46	9.59	7.39	10.16	11.14
73.65	Glenhayes		4.00	F 1.15	4.55	10.10	7.47	10.25	11.25
80.12	Webb		4.09	F 1.25	5.06	10.21	7.57	10.36	11.36
89.52	Stonecoal		4.22	1.38	5.16	10.33	8.07	10.46	11.48
93.14	Kermit		4.29	F 1.45	5.23	10.43	8.12	10.53	11.58
98.41	Naugatuck Y		4.37	1.54	5.32	10.53	8.20	11.02	12.08AM
105.02	Nolan		4.47	2.03	5.43	11.07	8.30	11.13	12.22
112.23	Williamson	S	5.10 5.25	S 2.20 2.25	.....	.....	.....	.....	.....
113.66	E. Williamson Y O		5.27	2.27	6.30	11.30	8.45	11.55	1.15
			A. M.	P. M.	A. M.	A. M.	P. M.	P. M.	A. M.

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

East Portsmouth to Cincinnati—Westward

Distance from Portsmouth	Timetable No. 23 EFFECTIVE Sunday, October 31, 1965 STATIONS		FIRST CLASS 3 Passenger Lv. Daily	FIRST CLASS 25 Passenger Lv. Daily	THIRD CLASS 99 Time Freight Lv. Daily	THIRD CLASS 85 Time Freight Lv. Daily	THIRD CLASS 77 Time Freight Lv. Daily	Telegraph Offices	Passing Siding, Clearance Length	
			A. M.	P. M.	A. M.	A. M.	A. M.			
2.14	E. Portsmouth..... T o x		3.36	6.47	12.30	4.15	5.30	D N	Yard	.....
.00	Portsmouth..... x	S	3.50 4.15	S 7.05 7.10	.....	.....	.....	D N	.....	.....
1.12	Vera.....		4.18	7.13	12.40	4.25	5.40	.....	.....	.....
2.91	Book.....		4.21	7.16	12.50	4.28	5.43	.....	6122	.....
9.38	McDermott.....		4.30	7.25	1.02	4.38	5.53	.....	3530	.....
12.74	Brookside.....		4.34	7.30	1.24	4.44	5.59	.....	6160	.....
18.75	Otway.....		4.41	7.38	1.38	4.53	6.08	.....	.....	.....
24.04	Rarden.....		4.47	N 7.44	1.50	5.02	6.17	.....	5554	.....
34.24	Peebles.....	T	4.59	F 7.56	2.15	5.17	6.32	D	2765	.....
38.32	Lawshe.....		5.06	8.02	2.25	5.26	6.41	.....	6099	.....
44.38	Seaman.....		.....	8.10	.....	.....	.....	.....	.....	.....
45.59	Mt. Zion.....		5.17	8.12	2.50	5.46	7.01	.....	6016	.....
48.99	Winchester..... Y	T	5.21	F 8.17	2.59	5.52	7.07	.....	.....	.....
53.55	Macon.....		5.26	8.23	3.09	6.00	7.15	.....	4429	.....
58.53	Sardinia..... Y	F	5.33	F 8.30	3.17	6.08	7.23	D	5964	.....
65.09	Mt. Oreb.....		.....	K 8.38	.....	.....	.....	.....	.....	.....
68.97	Eastwood.....		5.45	8.42	3.51	6.23	7.38	.....	6102	.....
72.81	Williams.....		.....	K 8.47	.....	.....	.....	.....	.....	.....
75.53	Afton.....		5.53	8.51	4.06	6.33	7.48	.....	5999	.....
81.98	Batavia.....		6.02	K 9.00	4.20	6.42	7.57	D	3961	.....
93.16	Ancor.....		6.16	9.13	4.45	7.00	8.15	.....	6898	.....
96.00	Newtown.....		.....	9.18	.....	.....	.....	.....	.....	.....
97.21	Clare..... Y o x Via P. R. R. and B. & O. R. R.		6.23	9.23	5.30	7.30	8.45	D N	Yard	.....
111.24	Cincinnati (U. Sta.).Loop o	S	6.55 A. M.	S 9.55 P. M.	.....	.....	.....	.....	.....	.....
					A. M.	A. M.	A. M.			

PASSENGER STOP NOTES:

K—Stop to let off passengers.

N—Stop to let off revenue passengers.

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.

97.2
111.2
97.2
14.0

Cincinnati to East Portsmouth—Eastward

Distance from Cincinnati	Timetable No. 23 EFFECTIVE Sunday, October 31, 1965 — STATIONS	FIRST CLASS 26 Passenger Lv. Daily	FIRST CLASS 4 Passenger Lv. Daily	THIRD CLASS 94 Freight Lv. Daily	THIRD CLASS 78 Time Freight Lv. Daily	THIRD CLASS 84 Time Freight Lv. Daily	THIRD CLASS 86 Time Freight Lv. Daily		
.00	Cincinnati (U. Sta.).....Loop o Via B. & O. R. R. and Penn. R. R.	A. M. 8.45	P. M. 11.25	A. M.	P. M.	P. M.	P. M.		
14.03	Clare.....o x	9.15	11.53	12.01	2.00	2.30	9.00		
15.24	Newtown.....y	9.17	.....	.....	.....	.....	.....		
18.08	Ancor.....	9.20	11.59	12.10	2.10	2.40	9.10		
29.26	Batavia.....	F 9.32	12.13AM	12.30	2.25	3.00	9.30		
35.71	Afton.....	9.40	12.22	12.50	2.43	3.20	9.50		
38.43	Williamsburg.....	F 9.43	.....	.....	.....	.....	.....		
42.27	Eastwood.....	9.48	12.29	1.00	2.52	3.30	10.00		
46.15	Mt. Oreb.....	F 9.52	.....	.....	.....	.....	.....		
52.71	Sardinia.....y	F 10.01	F12.40	1.20	3.05	3.47	10.17		
57.69	Macon.....	10.07	12.46	1.30	3.14	3.56	10.26		
62.25	Winchester.....y	F 10.12	12.51	1.38	3.20	4.03	10.33		
65.65	Mt. Zion.....	10.16	12.55	1.45	3.25	4.09	10.39		
66.86	Seaman.....	10.18	.....	.....	.....	.....	.....		
72.92	Lawshe.....	10.26	1.04	2.00	3.35	4.20	10.50		
77.00	Peebles.....	F 10.32	1.10	2.15	3.47	4.35	11.05		
87.20	Rarden.....	N 10.44	1.21	2.33	4.01	4.50	11.20		
92.49	Otway.....	10.50	1.27	2.41	4.08	4.58	11.28		
98.50	Brookside.....	10.58	1.34	2.50	4.16	5.05	11.36		
101.86	McDermott.....	11.03	1.39	2.58	4.21	5.13	11.44		
108.33	Book.....	11.12	1.47	3.10	4.30	5.25	11.56		
110.12	Vera.....	11.15	1.50	3.15	4.35	5.30	12.01AM		
111.24	Portsmouth.....x	S 11.25 11.30	S 1.55 2.15	.....	.....	.....	.....		
113.38	E. Portsmouth.....t o x	11.35	2.21	5.00	5.00	6.00	1.00		
		A. M.	A. M.	A. M.	P. M.	P. M.	A. M.		

PASSENGER STOP NOTES:

N—Stop to let off revenue passengers.

Between East Portsmouth and Columbus

WESTWARD			Timetable No. 23 EFFECTIVE Sunday, October 31, 1965	EASTWARD					
THIRD CLASS		Distance from Portsmouth		THIRD CLASS				Telegraph Offices	Passing Siding Clearance Length
77 Time Freight Lv. Daily	99 Time Freight Lv. Daily		STATIONS	94 Freight Lv. Daily	78 Time Freight Lv. Daily	84 Time Freight Lv. Daily	86 Time Freight Lv. Daily		
A. M.	A. M.			A. M.	P. M.	P. M.	A. M.		
5.35	1.45	2.14	E. Portsmouth T O X	4.30	4.30	5.30	12.30AM	D N	Yard
.....	.....	.00	Portsmouth X	.....	.....	.....	.....	D N	.....
5.45	1.55	1.12	Vera	3.25	4.04	5.15	11.45	.....	.....
.....	.....	9.51	Lucasville	.....	.....	.....	.....	D	.....
6.00	2.10	10.62	Dugan	3.08	3.52	5.01	11.31	.....	6230
6.12	2.22	18.71	Sargents	2.56	3.43	4.49	11.19	.....	6700
6.18	2.28	22.78	Piketon Y	.....	.....	.....	.....	D	.....
.....	.....	27.20	Glen Jean	.....	.....	.....	.....	.....	.....
6.25	2.35	27.72	Waverly	2.43	3.32	4.36	11.06	.....	E9350 W9225
6.32	2.42	32.13	Omega	2.38	3.27	4.31	11.01	.....	.....
6.38	2.48	36.26	Higby	2.33	3.22	4.26	10.56	.....	.....
6.55	3.05	46.88	Renick X Y	2.20	3.09	4.13	10.43	D N	.....
6.58	3.10	47.84	Chillicothe X	1.59	3.07	4.10	10.40	.....	.....
7.10	3.21	53.26	Delano	1.49	3.00	4.00	10.30	.....	8580
7.20	3.30	58.15	Kingston	1.41	2.54	3.52	10.22	D	4060
7.28	3.38	64.39	Dorney	1.31	2.46	3.42	10.12	.....	E7685 W16188
7.34	3.44	67.25	Circleville X	1.24	2.42	3.35	10.05	D N	.....
7.39	3.49	70.08	Ritts	1.01	2.38	3.30	10.00	.....	8300
.....	.....	76.05	Ashville	.....	.....	.....	.....	D	.....
7.54	4.04	78.42	Dix	12.51	2.28	3.20	9.50	.....	8655
8.03	4.13	84.25	Miner	12.41	2.21	3.10	9.40	.....	8600
.....	.....	88.23	Valley Crossing X	.....	.....	.....	.....	.....	.....
8.15	4.25	90.33	Bannon Y X	12.11	2.14	2.40	9.10	D N	.....
9.00	6.15	95.37	Joyce Avenue T O	12.01	2.00	2.30	9.00	D N	Yard
.....	.....	98.20	Columbus	.....	.....	.....	.....	.....	.....
A. M.	A. M.			A. M.	P. M.	P. M.	P. M.		

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

SCIOTO DIVISION

SPECIAL INSTRUCTIONS

STANDARD TIME

1. Clocks showing Standard Time are located as follows:
Williamson—Telegraph Office and Passenger Station.
Kenova—Yard Office.
East Portsmouth—Hump and East Yard Offices, Caller's Office.
Portsmouth—Dispatcher's Office and Trainmen's Room, Passenger Station.
Joyce Avenue—Yard Office.
Clare—Yard Office and Enginemen's Register Room.
Berry—Yard Office.
Cincinnati Union Terminal—Crew Dispatcher's Office.

REGISTERING

2. Train registers are located and trains will be registered as follows:

(a) Passenger trains will register at Williamson, Portsmouth and Clare. Cincinnati District passenger trains will throw off register to operator at Clare, who will register.

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

(c) Trains originating or terminating at Kenova will register at that point.

(d) The movement of trains on Lenore Branch east of Millstone, Wayne and Hillsboro Branches and Teays and Atomic Spur will be governed by Train Registers located at Millstone, Kenova, Sardinia, Teays Wye and Teays respectively. The first train registering on the Branch or Spur has right thereto without protecting. Other trains must protect against trains registered on the Branch or Spur, except where arrangements are made by Conductors, and when such arrangements are made, they must be in writing, and Conductor and Engineman each given a copy. When 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.

(e) Trains other than the regular shifter must protect themselves when using Nolan Spur or Buck Creek Branch.

(f) Where necessary, Conductor's Check of Train Register (Form C. T. 24-A) will be filled out and delivered to each engineman.

(Note Rules 83 and 590, Book of Rules).

BULLETIN BOARDS

3. Bulletin Boards are located as follows:
Williamson—Yard Office and Passenger Station.
Kenova—Yard Office.
East Portsmouth—Hump and East Yard Offices and Caller's Office.
Portsmouth—Trainmen's Room, Passenger Station.
Chillicothe—Freight Station.
Watkins—Yard Office.
Joyce Avenue—Yard Office.
Berry—Enginemen's and Trainmen's Room.
Clare—Yard Office and Enginemen's Register Room.
Cincinnati Union Terminal—Crew Dispatcher's Office.

SPEED RESTRICTIONS

LOCATION AND CONDITIONS	Class of Service and Miles Per Hour	
	Passenger Trains	Other Trains and Engines
4(a). Main Line, between:		
Williamson and See	50	50
EXCEPT:		
Entering Passenger Station at Williamson	15	
See and Kenova	60	50

SPEED RESTRICTIONS

LOCATION AND CONDITIONS	Class of Service and Miles Per hour	
	Passenger Trains	Other Trains and Engines
Kenova and Star Yard	78	65
EXCEPT:		
Over Ohio River Bridge and viaduct, Kenova	35	35
Within corporate limits, South Point	40	40
Over DT&I crossing, Ironton	50	45
Star Yard and GS Tower,		
Westward track	78	65
Eastward track	30	30
Over B&O crossing, GS Tower	20	20
GS Tower and Portsmouth Passenger Station	20	20
Portsmouth Passenger Station and Vera,		
Westward track	20	20
Eastward track	30	30
Vera and Joyce Avenue, Columbus	65	65
EXCEPT:		
Over B&O crossings at Renick and Chillicothe	35	35
Over PRR crossing Circleville, C&O crossing Valley Crossing, and NYC crossing Bannon	50	40
Over grade crossings within corporate limits, Columbus	45	45
Over interlocking at Vera, to and from Cincinnati District	20	20
Vera and Henley	50	45
Henley and Peebles	60	50
Peebles and Seaman	50	50
Seaman and Afton	65	50
Afton and M. P. C-20	60	50
M. P. C-20 and Clare	50	50
Over interlocking at PRR connection, Clare	10	
Clare and Ivorydale	25	25
EXCEPT:		
Over street and road crossings between Woodburn Avenue and Paxton Road, inclusive	15	15
(b) Branches:		
Nolan Spur		15
Buck Creek Branch		15
Lenore Branch,		
Between Naugatuck and Lenore		30
Beyond Lenore		20
Wayne Branch,		
Between Kenova and Wayne		20
Between Wayne and East Lynn		15
EXCEPT, when handling 250-ton derrick		10
Teays Spur and Atomic Spur	15	15
Trains and engines operating on Atomic Spur beyond sign located 400 feet north of switch to Kolinski Yard will proceed at low (restricted) speed expecting to find track occupied by Atomic Energy Commission on-track equipment		
Hillsboro Branch	18	18
(c) Trains exchanging mail without stopping at Kermit, Ft. Gay, McDermott, Otway, Peebles and Winchester	20	
(d) Rule 105(b), Book of Rules is modified to permit speed through turnouts and crossovers as follows:		
Through turnouts at ends of double track, east and west ends of Tunnels 1, 3 and 4	45	45
Through double crossovers east of Kenova	45	45
Through double crossovers South Point	45	45
Through turnouts at ends of double track near M. P. N-642 and M. P. N-652	45	45
Through turnouts at ends of double track at M. P. N-655 plus 1535 ft. and M. P. N-656 plus 4860 ft., Chillicothe	35	35

(e) Disc speed limit signals at approach to curves:
Freight trains may use the speed shown on the disc, provided the timetable maximum speed for freight trains is not exceeded.

(f) Trains moving around Belt Line to River Yard at Kenova are restricted to a speed of five (5) miles per hour over 23rd Street crossing, U. S. Route 60.

(g) Location of Measured Test Miles.

Kenova District:

For westward trains, MP 480 to MP 481, between Nolan and Naugatuck.

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

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

Columbus District:

For westward trains, MP 619 to MP 620, between Dugan and Clifford.

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

Cincinnati District:

For westward trains, MP C-101 plus 800 ft. to MP C-100 plus 800 ft., between Book and Rushtown.

For eastward trains, MP C-14 plus 2900 ft. to MP C-15 plus 2900 ft., between Ancor and Perintown.

Enginemen will carefully check the speed over the test mile and report any inaccuracy observed in the speedometer.

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

5. Nos. 25 and 26 at Crum to discharge or pick up revenue passengers.

Regular eastward passenger trains stop at Winton Place and Norwood (PRR station).

Regular westward passenger trains stop at Norwood (PRR station) and Winton Place, to discharge passengers.

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

GENERAL

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

7(a). The movement of scale test cars is confined to local freight trains and shifters. They must be handled on the rear and at a speed not exceeding 30 miles per hour.

(b) Unless otherwise provided, freight trains handling clam shells, ditching machines, derrick cars, pile drivers and similar equipment moving on own wheels, are restricted to a speed of 45 miles per hour and when such equipment is handled in other than local, wreck or work trains, it must be placed at the rear with the boom end trailing.

These restrictions do not apply when such machines are loaded on a car with the boom or rotating mechanism properly secured.

(c) 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. When mixed consists of freight and passenger units are used to handle passenger trains, the passenger unit should be coupled next to the train.

9. When handling, dead-in-tow, two or more T-6 switching units or other diesel units equipped with swivel type couplers, a car with rigid shank couplers must be placed between each of the units having swivel type couplers.

10. When a train or engine is stopped by a Stop and Stay signal governing movement over a dual-control switch, if no conflicting movement is evident, a member of the crew must immediately communicate with the control machine operator.

The operator must initiate code or control action from the control machine to ascertain that the switch or switches in the route are indicating properly on the control machine. If the switch or switches are indicating properly, the operator may grant permission for the train or engine to proceed by the Stop and Stay signal.

If the control machine operator cannot obtain proper indication for the switch or switches in the desired route, movement must not be authorized until they have been placed on hand operation. Before authorizing the dual-control switch or switches to be placed on hand operation, the control machine operator must place the lever controlling the switch or switches in the proper position and initiate code or control action for each switch in the desired route.

When authority is received to place a dual-control switch on hand operation, the following procedure must be followed:

Selector lever must be taken out of "motor" (or Power) position and placed in "hand" position and locked, if lock is provided.

Hand throw lever must be operated until switch points are seen to move with the movement of the hand throw lever.

Switch must then be lined and locked for the route to be used.

Selector lever must be left in "hand" position until entire train or engine has cleared the switch.

Unless otherwise instructed by the control machine operator, switches must be restored to "motor" (or Power) after the movement is completed.

If the switch or switches in the desired route cannot be properly lined by hand, they must be spiked before a movement is made over them.

Switches in the route to be used must be observed to ascertain that they are properly lined.

Note: 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 position light Stop and Stay signals, an additional plate bearing the letter "S" has been attached to the number plates of all position light Stop and Stay signals, other than dwarf signals.

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

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

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

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

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

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

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

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

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

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

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

The headlight of all engines will be dimmed during day and night while standing in yards or terminals.

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

23. An employee ordered to go on duty before expiration of his legal off-duty period under the Hours-of-Service Act, must report the fact to the proper office before going on duty.

24. When speed of trains handled by diesel electric units remains below 12 miles per hour for passenger type units, or 10 miles per hour for freight type units for more than 10 minutes continuously with throttle in maximum position (No. 8), there is danger of damaging the traction motors. Under these conditions engine crew should stop and call the Dispatcher for instructions.

In consists where freight and passenger units are mixed, the most restrictive speed (12-MPH) shall apply. Reducing the throttle position from No. 8 position at low speed does not protect traction motors from heating in the overload time limit period.

25. The maximum speed of motor cars, burro cranes, clam shells, and other self-propelled track machines must not exceed twenty (20) miles per hour at any point, and must be reduced to six (6) miles per hour over switches and frogs, and while passing trains on the opposite track, through station grounds, or where pedestrians are likely to be struck. The speed of motor cars, burro cranes, clam shells, and other self-propelled track machines when approaching all grade crossings must be reduced so that positive stop can be made before entering crossing if occasion demands, and they must not move over a crossing at a speed in excess of six (6) miles per hour. Warning must be sounded continuously through stations, tunnels and while passing trains or cars running or standing on adjacent track, and while approaching or passing over all grade crossings.

26. The last sentence of the first paragraph of Rule 211, Book of Rules, is modified to read:

"But when delivery to enginemen will take the operator from the immediate vicinity of his office, the engineman's copy will be delivered by conductor or trainman."

27. The maximum tractive effort of a locomotive consisting of five four-axle diesel units is close to the designed strength of a car coupler and for this reason tonnage of any one train must not exceed the slow freight rating for five four-axle units. However, for the purpose of balancing power, a maximum of six units may be used in a locomotive consist with multiple unit control, provided care is exercised to see that the maximum tractive effort used does not exceed that of five four-axle units.

Because of the large amount of braking effort available on a locomotive consist having more than 20 axles, the dynamic braking of such locomotives must be handled carefully to prevent damage to train.

30. The first sentence of the first paragraph of Rule 314, Book of Rules, is modified to read:

"When a block signal is changed from Stop to Proceed when a train approaches, it will indicate that the block is clear to the first switch at the next open block station ahead."

The third paragraph of Rule 314, Book of Rules, is modified to read:

"Rule 99(b) must be observed at all stations, yards and passing sidings regardless of block signal indications, except at closed stations and intermediate passing sidings between open block stations when proceeding on clear block indication."

31. Rule 15, Book of Rules, is modified to read:

"In automatic or manual block signal territory the explosion of two torpedoes is a signal for enginemen and trainmen to look out for flagman or other signal. In other than automatic or manual block signal territory, the explosion of two torpedoes is a signal to proceed at low (restricted) speed. The explosion of one torpedo will indicate the same as two, but the use of two is required.

Torpedoes must not be placed at stations or on public crossings.

Enginemen must acknowledge the explosion of torpedoes by their train or engine by sounding engine whistle signal prescribed by Rule 14(1), Book of Rules "

32. In traffic control territory, trains or engines must not foul or enter the main track or a signaled siding at hand-operated switches without first obtaining authority from the traffic control operator. Maintenance of Way employes and others concerned must not operate such switches without first obtaining permission from the traffic control operator.

Unless otherwise provided, where authorized speed is in excess of 20 miles per hour, trains or engines must not clear the main track by entering an auxiliary track through a hand-operated switch not equipped with electric lock.

Trains or engines using tracks on which they are not permitted to clear must leave part of the train on the main track or leave switch open until work is completed.

33. A train order fixing a meeting point must specify which train will take the siding.

Form A of Forms of Train Orders, Book of Rules, is modified accordingly.

34. Rules 86(c), 99, 99(b) and 99(c), Book of Rules, are modified to the following extent:

When trains and engines are operating under Automatic Block Signal System Rules, flag protection against following movements on the same track is not required.

35. Rules 19, 19(a) and 19(b), Book of Rules, are changed to read as follows:

"19. To indicate the rear of trains, a red flag by day and a lighted red lantern by night will be displayed on the rear.

Both day and night, a lighted red lantern will be dispayed on the rear of trains operating through tunnels.

19(a). When engines or cars are permanently equipped to display fixed red electric marker lights on the rear, these may be used, both day and night, in lieu of the prescribed signals.

19(b). In Non-Automatic Block Signal territory, when a train is clear of the main track to be passed by a train, red lights will be extinguished or concealed and a white light displayed.

36. Employes are prohibited from mounting the top of Hy-Cube box cars except as may be necessary in the course of repairs. These cars are identified by a white reflectorized strip painted across the top of each end of the car and stencilled EXCESS HEIGHT CAR.

LOCAL

100. Automatic Block is in effect between:
Williamson and eastward home signal C. W. Tower, Joyce Avenue.
Naugatuck and Millstone Yard.
Vera and Clare.
Clare and Signal 3, at PRR crossing Idlewild.
Signal 3 and eastward interlocking signal at Bond Hill.

100(a). Between Williamson and Portsmouth, except where Traffic Control is in service, trains and engines moving with the current of traffic will run with reference to other trains in the same direction by block signals, the indications of which will supersede the superiority of trains.

The train dispatcher or operator must be advised in advance of any known condition which will delay the train or engine or prevent it from making usual speed.

100(b). At the following crossings there is a section of track 35 feet or more 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 G. S. Tower, Portsmouth.
B&O at Renick and Chillicothe.
PRR at Circleville.
C&O at Valley Crossing.
NYC at Bannon.
PRR 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 lever man notified immediately.

101. Traffic Control is in service as follows:
Between Naugatuck and Millstone Yard.
Between Naugatuck and East End Tunnel No. 1.
Between double crossovers east of Kenova and double crossovers South Point.
*On eastward main track between east end Star Yard and G. S. Tower.
*On eastward and westward main tracks between G. S. Tower and Portsmouth Passenger Station.
Between M. P. N-642, plus 780 feet, west of Omega and M. P. N-656 plus 4823 feet, Chillicothe.
Between Vera and Clare Interlocking.

When Traffic Control is in service, trains not scheduled by timetable or train order will proceed extra on signal indication. (Note Rules 261, 263 and 264, Book of Rules.)

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

102. At the following stations, trains will get a Clearance Card before leaving:

East Williamson—Westward trains.
Kenova—Trains originating.
G. S. Tower—Cincinnati District westward freight trains.
Portsmouth—Passenger trains.
Clare—Eastward trains.

103. Hand-operated switches must not be thrown nor crossover movement made within the passing siding limits at Stonecoal, Prichard, Waverly or Dorney without first securing permission from the Operator at Kermit, Operator at Kenova, Dispatcher at Portsmouth or the Operator at Circleville respectively.

104. "Inspect Train" indicators are located as follows:

On south side of eastward track near M. P. Na-10, east of Crum, and on north side of westward track west of M. P. Na-17, west of Tunnel No. 7. Controlled from Kermit.

On north side of westward track near M. P. Na-52, west of Cyrus, and on south side of eastward track just east of double crossovers east of Kenova. Controlled from Kenova Tower.

On north side of westward track near M. P. N-572, two miles west of crossovers South Point. Controlled from Kenova Tower.

On south side of eastward track at Mile Post 574 plus 2900 feet, one mile east of Coal Grove. Controlled from Kenova Tower.

On south side of eastward track at west end of eastward passing siding at Waverly and on north side of track at west end of single track Lunbeck. Controlled from Renick Tower.

On south side of eastward track at west end of eastward passing siding at Dorney. Controlled from Circleville Tower.

When a red light is burning on these indicators or in the absence of any light on these indicators, train will make a normal stop, between switches where practicable, and a member of the crew will communicate with the station controlling the indicator for information and instructions. When a green light is displayed on these indicators, it will indicate stop for inspection is not necessary.

Note: The display of a green light on these indicators does not relieve crew members of compliance with Rules 106 and 413, or other applicable rules.

105. Rule 21, Book of Rules, is modified as follows:

The use of white signals on extra trains is not required on branch lines.

106. Rule 438, Book of Rules, 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. Refer to General Timetable Rule No. 7. This type of equipment moving on own wheels will not be handled in Trains 77, 78, 84, 85, 86 and 99 on the Kenova and Columbus Districts, except in case of emergency.

108. When freight trains clear by rule or train order, a member of the crew will promptly report clear to the train dispatcher.

This rule is not applicable in Traffic Control territory, but when a train has been put in siding and stop has been made, a member of the crew should communicate with the train dispatcher promptly.

109. Green lantern signals will be used during the hours of darkness by switch-tenders at Sycamore to control movement of trains entering or leaving Williamson Yard.

110. 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.

111. Vestibule doors or traps must not be opened at Kenova until passenger trains have stopped at the station.

112. At Glen Jean, N&W will use D. T. & I. main track from N&W eastward main track switch to the main track switch leading to the south end of the D. T. & I. interchange track to pick up their cars. All N&W and D. T. & I. trains and engines will approach and move over this portion of main track with caution, expecting to find N&W and D. T. & I. trains or engines moving unprotected in either direction.

113. At Renick, Nos. 1 and 2 tracks in B&O yard are designated as interchange tracks for receipt of N&W deliveries. Westward trains having deliveries for B&O at Renick and receiving "Restricting" indication on Signal No. 022L, will stop and make cut so as to leave rear of train clear of Southern Avenue, then pull around east leg of wye to B&O yard, contacting Operator at Renick Tower for instructions before fouling B&O main track. Road crossing near the middle of Nos. 1 and 2 tracks must be cut if necessary.

Movement of N&W trains and engines in B&O Renick Yard will be governed by B&O Rule No. 94, which reads as follows:

"On yard tracks, movements must be made at such speed that stop can be made to prevent accidents. At points where tracks converge, caution must be used to prevent accidents when entering or leaving tracks.

"Engine and train crews must be on the alert to prevent accidents. Firemen must assist engineer in maintaining look-out both ahead and behind the engine and promptly call attention to any condition which might cause an accident."

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

115. The main tracks 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 will keep clear of passenger trains of both railroads on double track, and protect themselves while using crossovers.

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

117. To avoid damage to engines from falling crusher dust, they must not be permitted to move under the tipple at Plum Run.

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

119. 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.

120. Between Clare and Cincinnati, N&W 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.

121. Train and enginemen operating over the P. R. R., B. & O., and Cincinnati Union Terminal tracks must provide themselves with and be governed by their timetables and Books of Rules.

122. Telegraph Offices, which are also Train Order Offices, not open continuously, will be open daily except Saturdays, Sundays and holidays, as follows:

Sciotoville	7:15 A. M.	to	4:15 P. M.
Lucasville	8:00 A. M.	to	5:00 P. M.
Piketon	7:00 A. M.	to	4:00 P. M.
Kingston	7:00 A. M.	to	4:00 P. M.
Ashville	7:00 A. M.	to	4:00 P. M.
Peebles	7:00 A. M.	to	4:00 P. M.
Sardinia	7:00 A. M.	to	4:00 P. M.
Batavia	7:30 A. M.	to	4:30 P. M.

Telegraph Offices, which are NOT Train Order Offices, will be open, except as noted, daily except Saturdays, Sundays and holidays, as follows:

Wheelersburg	7:30 A. M.	to	4:30 P. M.	
Waverly	7:00 A. M.	to	4:00 P. M.	Daily
	8:00 P. M.	to	4:00 A. M.	
McDermott	6:00 A. M.	to	3:00 P. M.	
Winchester	7:00 A. M.	to	4:00 P. M.	
Mt. Oreb	7:00 A. M.	to	4:00 P. M.	
Williamsburg	7:45 A. M.	to	4:45 P. M.	
Newtown	7:30 A. M.	to	4:30 P. M.	
Hillsboro	8:00 A. M.	to	5:00 P. M.	

Note: Macon, Ohio, is a commission agency.

YARD LIMITS

123. Yard Limit signals, at other than terminal yards, are located at:

Millstone	Coal Grove
Neal	Ironton
Kenova	Chillicothe

Watkins Yard

124. LOCATION OF SPRING SWITCHES

Nolan	East and west ends of Storage track.
Stonecoal	East end of Passing Siding.
Webb	East and west ends of Passing Siding.
Glenhayes	East and west ends of Passing Siding.
Hewlet	West end of Passing Siding.
*Prichard	West end of Passing Siding.
*Union	East and west ends of Passing Siding and crotch switches at east and west ends of Passing Siding.
Gennetts	West end of Passing Siding.
Dugan	West end of Passing Siding.
Waverly	East end of Eastward Passing Siding and west end of Westward Passing Siding.

124. LOCATION OF SPRING SWITCHES (Continued)

*Delano.....West end of Passing Siding.
Dorney.....East end of Eastward Passing Siding and west end of Westward Passing Siding.
Ritts.....West end of Passing Siding.
Dix.....West end of Passing Siding.
Joyce Ave.....East end of Running Track, east of JO Tower.
Clare Yard.....Westward pull out switch.
Idlewild.....Junction switch, switch at west end double track—near Mentor Avenue, crossover switches east of Dana Avenue, and switch leading from westward track to old CL&N.

Note Rules 339(a) and 352, Book of Rules.

*When a train or engine moving against the current of traffic encounters a stop indication on the dwarf signal governing movement over spring switch at the west end of Prichard, east or west end of Union, or the west end of Delano, in addition to complying with the above rules, it must not proceed until permission to pass the signal has been obtained from the Operator at Kenova or Renick, unless otherwise provided.

125. LOCATION OF OUTSIDE TELEPHONES

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

Outside telephones are located at all Stop and Stay signals, at each end of all passing sidings, junction points, main track crossovers, and electric lock switches.

RAILROAD CROSSINGS

126. 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) At Big Four crossing at Ivorydale, trains and engines shall not proceed until track is plainly seen to be clear.

RAILROAD CROSSINGS INTERLOCKED

(i) Interlocking is in service at crossings of P. R. R. at Circleville, Clare, and Idlewild; 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 Ironton. Trains and engines approaching and using these crossings shall be governed by Interlocking Rules and Special Instructions.

(j) At Idlewild push buttons have been installed in boxes located in the vicinity of the signals governing movements across the PRR crossing and Dana Avenue. If a train or engine is delayed in the approach to these signals, the signal will change to a Stop and Stay position. One of the train crew will then operate the push button nearest the signal and if conditions warrant the signal will clear after an allotted time.

Tonnage Ratings and Weather Reductions for Diesel Electric Engines (Per Unit)

WILLIAMSON TO PORTSMOUTH

TYPE OF UNITS	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.
6-axle	Slow	**11250**	10685	10125	9560	9000	8435
	*Time	**3750**	3560	3375	3185	3000	2810
	Bull Dog	**5250**	4985	4725	4460	4200	3935
4-axle	Slow	**7500**	7125	6750	6375	6000	5625
	*Time	**2500**	2375	2250	2125	2000	1875
	Bull Dog	**3500**	3325	3150	2975	2800	2625

*Normal rating for No. 77 is 2250 tons per 4-axle unit and 3375 tons per 6-axle unit.

PORTSMOUTH TO WILLIAMSON

6-axle	Slow Lds.	**6000**	5700	5400	5100	4800	4500
	Slow Mts.	**2250**	2140	2025	1915	1800	1690
	*Time	**3375**	3205	3035	2870	2700	2530
4-axle	Slow Lds.	**4000**	3800	3600	3400	3200	3000
	Slow Mts.	**1500**	1425	1350	1275	1200	1125
	*Time	**2250**	2140	2025	1915	1800	1690

*No. 78 is restricted to not more than 3000 tons Portsmouth to Williamson.

PORTSMOUTH TO COLUMBUS

6-axle	Slow	**9000**	8550	8100	7650	7200	6750
	Time	**3150**	2995	2835	2680	2520	2365
4-axle	Slow	**6000**	5700	5400	5100	4800	4500
	Time	**2100**	1995	1890	1785	1680	1575

COLUMBUS TO PORTSMOUTH

6-axle	Slow Lds.	**4875**	4630	4385	4145	3900	3655
	Slow Mts.	**2250**	2140	2025	1915	1800	1690
	Time	**3000**	2850	2700	2550	2400	2250
4-axle	Slow Lds.	**3250**	3090	2925	2765	2600	2440
	Slow Mts.	**1500**	1425	1350	1275	1200	1125
	Time	**2000**	1900	1800	1700	1600	1500

Tonnage Ratings and Weather Reductions for Diesel Electric Engines (Per Unit) Cont'd.

PORTSMOUTH TO CLARE

TYPE OF UNITS	CLASS OF SERVICE	Rating A	Rating B	Rating C	Rating D	Rating F	Rating G
		Normal	31°to24°	23°to16°	15° to 8°	7°toZero	Zero to 8° Below
			5% red.	10% red.	15% red.	20% red.	25% red.
6-axle	Slow (Without Doubling)	2160	2050	1945	1835	1730	1620
	Slow (Double Hill)	4320	4105	3890	3670	3460	3240
	Time	1995	1895	1795	1695	1595	1495
4-axle	Slow (Without Doubling)	1440	1370	1295	1225	1150	1080
	Slow (Double Hill)	2880	2735	2590	2450	2305	2160
	Time	1330	1265	1195	1130	1065	1000

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

CLARE TO PORTSMOUTH

6-axle	Mts.	1840	1750	1655	1565	1470	1380
	*Time	1930	1835	1735	1640	1545	1445
4-axle	Mts.	1225	1165	1105	1040	980	920
	*Time	1285	1220	1155	1090	1030	965

*Normal tonnage rating for No. 78 is 1100 tons per 4-axle unit and 1650 tons per 6-axle unit.

When combinations of units are used, add single ratings.

In case of extraordinary weather conditions, Dispatchers shall make further reductions, if necessary, to keep trains moving.

COMPANY SURGEONS

Dr. W. R. Whitman, Jr.	System Surgeon	Roanoke, Va.
Dr. R. A. Salton	Assistant Surgeon	Williamson, W. Va.
Dr. F. J. Burian	Assistant Surgeon	Williamson, W. Va.
Dr. R. J. Tchou	Assistant Surgeon	Williamson, W. Va.
Dr. W. H. Price	Surgeon	Chattaroy, W. Va.
Dr. G. P. Carter	Assistant Surgeon	Fort Gay, W. Va. P. O. Louisa, Ky.
Dr. Glen Johnson	Surgeon	Wayne, W. Va.
Dr. W. F. Marting	Surgeon	Ironton, Ohio
Dr. G. N. Spears	Assistant Surgeon	Ironton, Ohio
Dr. Sidney Schnitt	Surgeon	Ceredo, W. Va.
Dr. Larry C. Smith	Surgeon	Ceredo, W. Va.
Dr. T. J. Holbrook	Neurosurgeon	Huntington, W. Va.
Dr. C. R. Jarrell	Surgeon	Huntington, W. Va.
Dr. R. W. Lewis	Surgeon	Portsmouth, Ohio
Dr. O. F. Apel, Jr.	Surgeon	Portsmouth, Ohio
Dr. A. L. Berndt	Surgeon	Portsmouth, Ohio
Dr. Clyde Fitch	Assistant Surgeon	Portsmouth, Ohio
Dr. R. E. Martin	Asst. Surgeon	Portsmouth, Ohio
Dr. Jerome M. Rini	Asst. Surgeon	Portsmouth, Ohio
Dr. F. W. Gillig	Ophthalmologist	Portsmouth, Ohio
Dr. C. L. Pitcher	Ophthalmologist	Portsmouth, Ohio
Dr. S. W. Miller	Radiologist	Portsmouth, Ohio
Dr. C. H. Allen	Consulting Internist	Portsmouth, Ohio
Dr. W. H. Stone	Dental Surgeon	Portsmouth, Ohio
Dr. R. B. Ellison	Surgeon	Peebles, Ohio
Dr. R. C. Wenrick	Surgeon	Hillsboro, Ohio and Winchester, Ohio
Dr. C. H. Maly	Surgeon	Sardinia, Ohio
Dr. G. S. Lamkin	Surgeon	Sardinia, Ohio
Dr. C. G. Foor	Assistant Surgeon	Hillsboro, Ohio
Dr. H. E. Wedig	Surgeon	Cincinnati, Ohio (Newtown)
Dr. F. H. Mayfield	Neurosurgeon	Cincinnati, Ohio
Dr. Asbury Taylor	Ophthalmologist	Cincinnati, Ohio
Dr. Ralph G. Carothers	Orthopedic Surgeon	Cincinnati, Ohio
Dr. C. O. Carothers	Orthopedic Surgeon	Cincinnati, Ohio
Dr. J. F. Lyons	Assistant Surgeon	Cincinnati, Ohio
Dr. W. A. Moore	Assistant Surgeon	Cincinnati, Ohio
Dr. Rudolph Zodikoff	Assistant Surgeon	Cincinnati, Ohio
Dr. W. F. Sohngen	Assistant Surgeon	Cincinnati, Ohio
Dr. H. F. Schneider	Surgeon	Cincinnati, Ohio
Dr. Henry E. Wedig, Jr.	Assistant Surgeon	Cincinnati, Ohio (Newtown)
Dr. M. E. Moore	Surgeon	Piketon, Ohio
Dr. N. H. Holmes	Assistant Surgeon	Chillicothe, Ohio
Dr. C. N. Hoyt	Assistant Surgeon	Chillicothe, Ohio
Dr. E. H. Artman	Assistant Surgeon	Chillicothe, Ohio
Dr. R. E. Lightner	Surgeon	Kingston, Ohio
Dr. R. G. Smith	Surgeon	Circleville, Ohio
Dr. R. S. Hosler	Surgeon	Ashville, Ohio
Dr. R. W. Zollinger	Surgeon	Columbus, Ohio
Dr. G. J. Heer	Assistant Surgeon	Columbus, Ohio
Dr. Ivor G. Clark	Ophthalmologist	Columbus, Ohio
Dr. William T. Paul	Assistant Surgeon	Columbus, Ohio

FIRST AID TO INJURED

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

SPEED TABLE

TIME Going 1 Mile Min.	Sec.	MILES Per Hour	TIME Going 1 Mile Min.	Sec.	MILES Per Hour	TIME Going 1 Mile Min.	Sec.	MILES Per Hour
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			

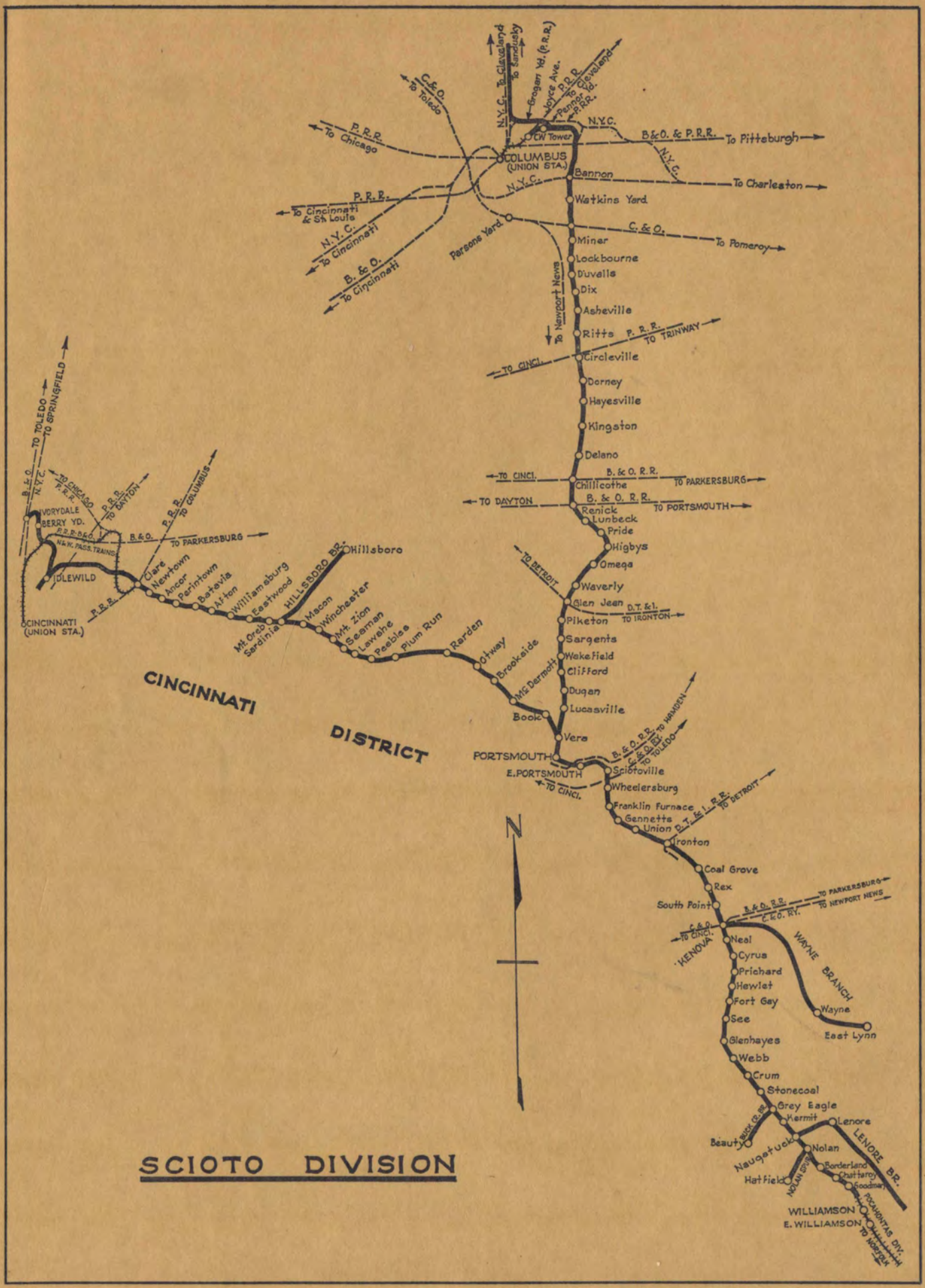
H. C. WYATT,
Senior Vice President,
ROANOKE, VA.

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

H. L. SCOTT, JR.,
Manager Transportation,
Atlantic and Pocahontas Regions,
ROANOKE, VA.

W. A. NOELL,
General Manager,
Pocahontas Region,
BLUEFIELD, W. VA.

W. G. BLADES,
Superintendent,
PORTSMOUTH, OHIO



SCIOTO DIVISION
CINCINNATI DISTRICT
COLUMBUS (UNION STA.)
CW Tower
N.Y.C.
To Cleveland
To Sandusky
Grogan Yd. (P.R.R.)
Joyce Ave.
P.R.R.
To Cleveland
Pennor Yd.
P.R.R.
B&O. & P.R.R.
To Pittsburgh
C.&O.
To Toledo
P.R.R.
To Chicago
N.Y.C.
To Cincinnati & St. Louis
N.Y.C.
To Cincinnati
B. & O.
To Cincinnati
Parsons Yard
Bannon
To Charleston
Watkins Yard
C. & O.
To Pomeroy
Miner
Lockbourne
Duvalls
Dix
Asheville
Ritts
P. R. R.
TO TRINWAY
To Newport News
TO CINCI.
Circleville
Dorney
Hayesville
Kingston
Delano
TO CINCI.
B. & O. R.R.
TO PARKERSBURG
Chillicothe
TO DAYTON
B. & O. R.R.
TO PORTSMOUTH
Renick
Lunbeck
Pride
Higbys
Omega
TO DETROIT
Waverly
Glen Jean
D.T. & I.
TO IRONTON
Piketon
Sargents
Wakefield
Clifford
Dugan
Lucasville
Vera
PORTSMOUTH
E. PORTSMOUTH
B. & O. R.R.
TO HAMDEN
C. & O. RY.
TO TOLEDO
Sciotoville
TO CINCI.
Wheelersburg
Franklin Furnace
Gennetts
Union
D. T. & I. R.R.
TO DETROIT
Ironton
Coal Grove
Rex
South Point
B. & O. R.R.
TO PARKERSBURG
C. & O. RY.
TO NEWPORT NEWS
C. & O.
TO CINCI.
KENOVA
Neal
Cyrus
Prichard
Hewlet
Fort Gay
See
Glenhayes
Webb
Crum
Stonecoal
Grey Eagle
Kermit
Lenore
WAYNE BRANCH
Wayne
East Lynn
LENORE BR.
BUCK CR. BR.
Beauty
Naugatuck
Nolan
Borderland
Chattaroy
Goodman
NOLAN SPUR
Hatfield
WILLIAMSON
E. WILLIAMSON
POCAHONTAS DIV.
TO NORFOLK
TO TOLEDO
TO SPRINGFIELD
B. & O.
N.Y.C.
TO CHICAGO
P.R.R.
P.R.R.
TO DAYTON
P.R.R.
TO COLUMBUS
VORYDALE
BERRY YD.
P.R.R.-B.&O.
N.&W. PASS. TRAINS
B.&O.
TO PARKERSBURG
IDLEWILD
CINCINNATI (UNION STA.)
P.R.R.
Clare
Newtown
Ancor
Perintown
Batavia
Afton
Williamsburg
Eastwood
Mt. Oreb
Sardinia
HILLSBORO BR.
Hillsboro
Macon
Winchester
Mt. Zion
Seaman
Lawshe
Peebles
Plum Run
Rarden
Otway
Brookside
McDermott
Book
N