

**THINK
SPEAK
ACT**

with caution!

Your life, as well as the lives of others, depends on **YOUR** attitude and action with regard to safety.

Safety is everybody's job on the B & O (from the President down) . . . but, it begins with

You

**THE BALTIMORE & OHIO RAILROAD COMPANY
WESTERN REGION**

SAFETY ABOVE EVERYTHING



OHIO DIVISION

74

TIME-TABLE No. 74

EFFECTIVE 12:01 A. M., EASTERN
STANDARD TIME

SUNDAY, APRIL 26, 1959

R. C. DIAMOND,
Superintendent

OHIO DIVISION

SUPERINTENDENT
R. C. Diamond

TRAIN MASTER
D. E. Sheeran

ROAD FOREMAN OF ENGINES
C. T. Wilson

CHIEF TRAIN DISPATCHERS
J. M. Iuler J. E. Gibson H. C. Manring D. E. Manring O. D. Thompson

TRAIN DISPATCHERS

N. McCormick	O. D. Thompson	J. J. Potter	W. D. Jeffers
G. W. McBride	R. J. Kisler	F. L. Storts	W. A. Bell
F. R. France	K. L. Douglas	G. D. Ulen	

MASTER MECHANIC	DIVISION ENGINEER	ASSISTANT DIVISION ENGINEER
P. L. Hofstetter	B. J. Johnson	A. L. Maynard

CLAIM AGENTS	
R. D. Steed Cincinnati	M. D. Thornburgh Chillicothe

GENERAL SAFETY SUPERVISOR
H. D. Hedges
Cincinnati

SAFETY SUPERVISOR
C. J. Hester, Jr.
Cincinnati

CAPTAINS OF POLICE

R. G. Albers Cincinnati to Midland City	P. P. Glenn Belpre to Midland City
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THE BALTIMORE AND OHIO RAILROAD COMPANY

Relief Department

I. C. WHITE, Superintendent.

MEDICAL AND SURGICAL SERVICE

COMPANY'S SURGEONS

Parkersburg—	{ Dr. Athey R. Lutz, 1810 Juliana St. Dr. Ray H. Wharton, 955 Market Street Dr. Thos. L. Harris, 610 1/2 Market St. Dr. Fay P. Greene, 935 Market St. Dr. E. C. Hartman, 418 Avery St. Oculist Dr. Russel H. Paden, 418 Avery St.
Athens—	Dr. B. R. Goldsberry
Chillicothe—	{ Dr. Nicholas H. Holmes, 394 Chestnut Street Dr. J. C. Berno, 85 W. Second Street Dr. P. F. MacCarter, Jr., 60 Central Center Dr. David McKell, 60 Central Center
Blanchester—	Dr. R. M. Cronebaugh
Lynchburg—	Dr. J. G. Anderson
Hillsboro—	Dr. Clifford G. Foor
Wellston—	{ Dr. Harold W. Gillen Dr. John L. Frazer
South Webster—	Dr. A. K. Beumler
Portsmouth—	{ Dr. Ralph W. Lewis Dr. Alden B. Oakes Dr. Albert L. Berndt
Cincinnati—	{ Dr. Edward J. Glaser, Oculist, 703 Carew Tower. Dr. Louis Feid, 818 Union Central Life Building Dr. Herman Keck, Oculist, 415 Provident Bank Bldg., 7th and Vine Sts. Dr. A. J. Huesman, 2617 Vine St. Dr. Schuyler C. Rousey, 4848 Paddock Road Dr. Edward Bender, Room 856, Doctor's Building, 19 Garfield Place Dr. Edward P. Drohan, 4602 West Mitchell Avenue

HOSPITALS

Athens—Sheltering Arms.
Chillicothe—Chillicothe.
Cincinnati—St. Mary's.
Portsmouth—Portsmouth General—Mercy.
Parkersburg— { Camden Clark.
 { St. Joseph.

EXAMINING POINTS

Chillicothe—Friday, 10:00 A.M. to 1:00 P.M.
Cincinnati—5 & 6 Ry. Express Bldg., York and McLean Aves.
Monday and Thursday, 9:00 A.M. to 12:00 Noon.
Parkersburg—Tuesday, 9:30 A.M. to 12:00 Noon.
1:00 P.M. to 2:30 P.M.

MEDICAL EXAMINERS' TERRITORIES

Belpre and Marietta (inclusive) to Athens (exclusive)	{ Dr. J. A. Ragione, Wheeling, W. Va.
Athens (inclusive) to Midland City (exclusive)	{ Dr. A. M. Gulliford, Newark, Ohio
Midland City to Cincinnati (both inclusive)	{ Dr. C. E. Healy, Cincinnati, Ohio

Reports of disabilities and death should be forwarded to the respective Medical Examiners.

INSTRUCTIONS COVERING SERVICES OF COMPANY'S SURGEONS

1. When passengers or employees need surgical aid call the company's surgeon who can reach them quickest. Put the case in his exclusive control. If the company's surgeon is not available immediately then secure a local surgeon to attend until the company's surgeon arrives.
2. Notify the company's surgeon of the number of persons injured and the probable relief needed. When a number of persons are injured secure the services of competent local surgeons, and give every attention to the injured.
3. The company will not be responsible for the employment of surgeons other than these, except as authorized by the company's surgeon.
4. The officer in charge will provide a proper conveyance to remove the injured persons promptly, having someone accompany them when necessary. Such expense will be billed direct to the company, or paid by the person in charge and bill submitted to the company.
5. No major surgical operation shall be performed before arrival of the company's surgeon unless required for the safety of the patient.
6. Company's surgeons will be expected to go outside of their assigned limits whenever required.
7. Employees will, when able, visit the company's surgeon for treatment.
8. The company will not be responsible when an injured employee selects other than a company's surgeon.

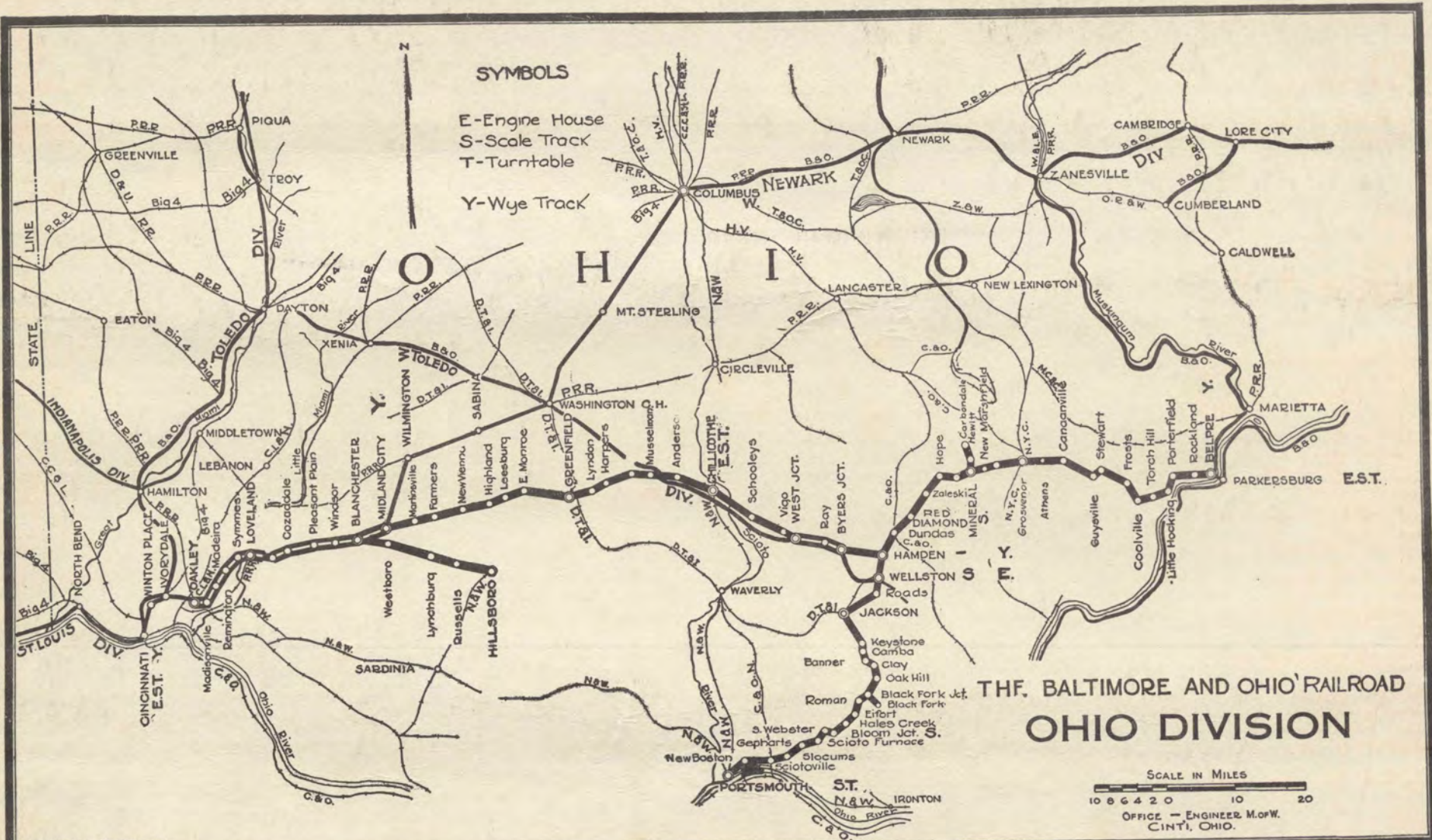
I. KAPLAN, M. D.,
Medical and Surgical Director

EASTWARD

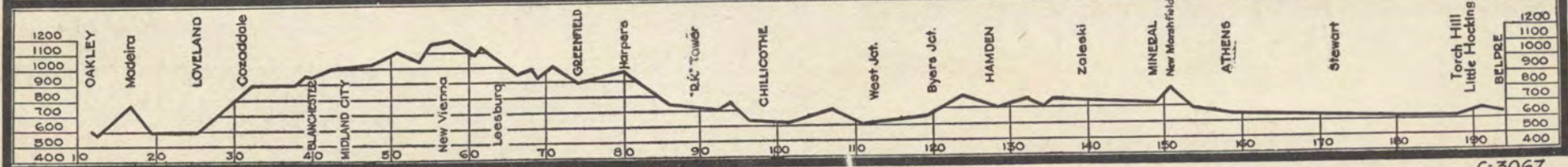
WESTWARD

Distance from Blanchester	Train Order Stations	HILLSBORO SUB-DIVISION TIME TABLE No. 74 April 26, 1959	Passing Sidings Capacity 25 ft. Cars including Engine and Caboose.	FIRST CLASS		THIRD CLASS	Distance from Hillsboro	Train Order Stations	HILLSBORO SUB-DIVISION TIME TABLE No. 74 April 26, 1959	Passing Sidings Capacity 45 ft. Cars including Engine and Caboose.	FIRST CLASS		THIRD CLASS
	D-Z	BLANCHESTER 4.3		.....	.....	.....			HILLSBORO 10.3 N & W		.....	.....	.....
4.3		WESTBORO 6.9	11	.....	.....	.....	10.3		LYNCHBURG 6.9	13	.....	.....	.....
11.2		LYNCHBURG 10.3	13	.....	.....	.....	17.2		WESTBORO 4.3	11	.....	.....	.....
21.5		HILLSBORO N & W		.....	.....	.....	21.5	D-Z	BLANCHESTER		.....	.....	.....
		Time over Sub-Division Average speed per hour							Time over Sub-Division Average speed per hour				

**Passenger trains will not exceed 25 miles per hour.
Speed as shown in Special Instruction 5, and such other restrictions as may
be in effect, will not be exceeded.**



Revised 2-16-33 C.A.B.



C-3067
F-5-20

SPECIAL INSTRUCTIONS

1. SUPERIORITY OF TRAINS

On single track eastward trains are superior to westward trains of the same class.

2. LOCATION OF WATCH INSPECTORS

Cincinnati	Southam Watch Co. Carl Leser.
Blanchester	Harold L. Cramer.
Chillicothe	Templin and Griesheimer.
Athens	Cornwell & Co.
Parkersburg	F. R. Frazee.
Wellston	Benjamin & Co.
Portsmouth	Jarvis Company

**3. STANDARD CLOCKS, BULLETIN BOARDS AND TRAIN REGISTERS
(Located as indicated by "x")**

	Stand-ard Clock	Bulle-tin Board	Train Regis-ter
Parkersburg:			
OB Tower	x	x	x
Yard Office		x	
Round House General Foreman Office		x	
Hamden	x	x	x-a
West Junction	x		
Chillicothe:			
DO Office	x	x	x
Crew Dispatcher's Office		x	
Midland City	x	x	x
Cincinnati:			
Stock Yards Round House	x	x	x
GC Telegraph Office	x	x	x
C.U.T. Engine House	x	x	x
Wellston: Depot	x	x	x
Meadow Run Yard Office		x	
Jackson	x	x	x
Bloom Junction	x	x	x
Portsmouth:			
Round House	x	x	x
Train Order Office		x	

a-Trains originating and terminating.

At Chillicothe first class trains may register with Form C. At Hamden, Wellston, Meadow Run, Jackson, and Bloom Junction Engineers of all trains will not be required to examine register.

At Hamden, Wellston, Meadow Run, Jackson, and Bloom Junction third class trains only will register.

At Midland City Conductors of all trains may register with Form C.

Last sentence of Rule 2 is amended to read as follows: These employees must have their watches inspected annually, during the month of May, and cleaned every twenty-four months.

4. CLEARANCE CARD FORM A

At Cincinnati Union Terminal crews will secure Clearance Card Form 13 instead of Clearance Card Form A. Rules 55 and 111 modified.

At Midland City all trains except Chillicothe Sub-Division first class will secure Clearance Card Form A.

At Blanchester (for the Hillsboro Sub-Division), Chillicothe, and Portsmouth, crews will secure and be governed by Clearance Card Form A in lieu of fixed signals. Rule 221 modified.

A flashing red light, Rule 280 (A), near the bottom of either of the westward home signal masts at Musselman, westward home signal at West Junction, indicates there are orders, Clearance Card Form A, or messages to be delivered at these points. Trains observing a flashing red light will acknowledge same without first seeing the display of red or yellow flag or red or yellow light in addition to red or yellow flag on train order board at train order station. In all other respects, Rule 222 will govern.

At Bloom Junction, DT&I Train No. 108 will not receive Form A. Rule 111 modified.

At Portsmouth during closed hours of the train order office, Clearance Card Form A will be secured by Conductors, or Engineers of light engines, by contacting dispatcher on telephone located in Round House, who will instruct an Operator to issue same.

Trains will leave Hillsboro without Clearance Card Form A. Rule 111 modified.

5. SPEED RESTRICTIONS

LIMITS	Class or Service		
	Passen-ger and ex-press trains	Fast freight trains	Slow freight local pick-up and work trains
Parkersburg Sub-Div.—Belpre to Hope	60	50	40
Parkersburg Sub-Div.—Hope to Byers Junction	65	50	40
Parkersburg Sub-Div.—Byers Junction to Chillicothe (Except as noted below)	70	60	40
Belpre to 1/2 mile West of Belpre	30	30	30
1/2 mile west to 2 miles west of Belpre	40	40	40
First curve east and first curve west of Coolville	45	40	40
Bolen's curve one and one-half miles west of Frosts	50	45	40
Fourth curve east of Athens	55	45	40
Over street crossings Athens	25	25	25
Between New Marshfield and MP 185, 3 1/2 miles east of New Marshfield	55	40	40
First road crossing east and west of Hamden Depot	45	45	40
Over second fill east of Richland Tunnel	50	40	40
Over first curve west of Richland Tunnel	50	40	40
Byers Junction, Westward trains moving from single track to No. 1 track	30	25	25
Byers Junction, Eastward trains moving from No. 1 track to single track	30	30	30
Byers Junction, entering or leaving Toledo Division	15	15	15
West Junction, Normal and reverse movement single track to No. 2 track	50	40	40
West Junction, Normal and reverse movement No. 1 track to single track	30	25	25
West Junction, entering or leaving Toledo Division	15	15	15
500 feet east to 500 feet west of Walnut Creek Bridge	50	40	40
Renick Junction, and Scioto Junction—Entering or leaving connection track	30	30	30
Crossover Renick to Douglas Ave.	30	30	30
Through city limits of Chillicothe	20	20	20
Chillicothe Sub-Div.—Chillicothe to Cozaddale	75	60	40
Chillicothe Sub-Div.—Cozaddale to Oakley (Except as noted below)	60	50	40
Through city limits of Chillicothe	20	20	20
RK Junction—Westward trains moving from single track to No. 1 track	30	25	25
RK Junction—Eastward trains moving from No. 1 track to single track	30	30	30
RK Junction, entering or leaving Toledo Division track, just east of RK Junction	15	15	15
RK Junction to Musselman—No. 1 track	40	40	40

SPECIAL INSTRUCTIONS—Continued.

Musselman—Through crossovers	25	25	25
Musselman—Curve at Train Order Station	60	45	40
First Curve east of East Switch at Harpers—Mile Post 82	65	50	40
Over street crossings Greenfield	30	30	30
Entering or leaving Newark Division, Midland City	15	15	15
First road crossing west of Midland City Depot	35	25	25
Entering double track at Midland City	30	25	25
Through Blanchester	30	30	30
No. 2 track between Loveland and Cozaddale around curves	45	45	40
No. 1 track, second curve west of Cozaddale and fourth and fifth curves east of O'Bannon	55	45	40
Through Loveland and over Pennsylvania Crossing	15	15	15
Nos. 1 and 2 tracks just west of Symmes	45	35	35
No. 1 track around first three curves east of Madeira	50	45	40
No. 1 track first curve east of East Madisonville	50	45	40
No. 2 track between East Madisonville and Madeira around curves	45	45	35
Portsmouth Sub-Division (Except as noted below)	25	25	25
Between Meadow Run Wye & Roads	20	20	20
Between Gepharts & Scioto Furnace	25	25	25
Star Yard to Gallia St., Portsmouth	20	20	20
Through Portsmouth	10	10	10
Hillsboro Sub-Division (Except as noted below)	25	25	25
Between Mineral and Carbondale (Except as noted below)	10	10	10
Entering or leaving sidings and through crossovers, except west end of Eastward and Westward Sidings at Belpre, west end of Little Hocking, east and west end of sidings at Cole, west end of West Athens, east end of Dundas, east end of East Lead Renick Junction and the west end of Sherman Track, at which points speed indicated by signal displayed will govern	10	10	10
Engines moving backward with cars on curves	15	15	15
Engines moving backward with cars on tangents	20	20	20
Where Clearance Card Form A or orders are received	25	25	25

MAXIMUM SPEED OF LIGHT ENGINES

	Sub-Divisions					
	Parkersburg and Chillicothe		Portsmouth		Hillsboro	
	For-ward	Back-ward	For-ward	Back-ward	For-ward	Back-ward
Diesel Engines	60	45	25	15	25	15
Steam Engines	40	20	25	15	25	15

Where the maximum speed of a division or sub-division is 25 miles or less, the same speed will apply to light engines in forward motion.

Diesel switching locomotive, single unit of road diesel locomotive, either freight or passenger, when operated light or single Budd Car unit will not exceed 30 miles per hour.

Speed of Relief Trains	Sub-Divisions		
	Parkersburg & Chillicothe	Ports-mouth	Hills-boro
Engine in forward motion	35	20	20
Engine in backward motion Tangent	20	20	20
Engine in backward motion Curve	15	15	15
With crane ahead of engine	20	20	20

Passenger and express trains handled by freight diesel engines will not exceed 65 miles per hour and will be governed by speed restrictions applying to passenger and express trains where such restrictions are less than 65 miles per hour.

No. 1 will not exceed 30 miles per hour to dispatch mail at Hamden, daily except Sunday.

All diesel electric switching locomotives will not exceed 40 miles per hour.

Trains handling scale test cars will not exceed 35 miles per hour. As these cars are not equipped with air brakes, they will be spaced three cars ahead of caboose, and train must have 85% operative brakes.

Engines with broken or bent crank pins, main or side rods, moved without side rods; also engines with excessive flat spots on driving tires, bent axles, and where excessive weight is placed on drivers due to engine being jacked up for a broken axle or having truck removed—15 miles per hour.

Trains handling steam cranes, locomotive cranes, pile-drivers, ditchers and similar equipment will not exceed 30 miles per hour on Chillicothe and Parkersburg Sub-Divisions and 25 miles per hour on other Sub-Divisions.

Dead steam engines moving in train shall be headed in the direction of the train movement, and trains handling such engines are not to exceed a speed of twenty-five miles per hour.

Diesel engines moving dead in a train may be moved at authorized speed in the time table, unless special instructions to govern otherwise, and/or, the speed provided for in shipper's endorsement on bill of lading.

Engines without engine or pony trucks will not exceed 20 miles per hour.

Engineers will check speed recorders between posts located one mile apart at following points:

Westward: Porterfield to one mile west of Porterfield; from East switch at Anderson to one mile west.
Eastward: First road crossing west of Windsor to one mile East; from the east switch at Gravel Pit to one mile east.

6. TRAIN ORDERS

At New Vienna, Leesburg, Zaleski, Mineral, Athens, and Torch Hill Rule 222 will apply in delivering train orders.

At VA Junction, Rule 222 is modified to permit delivery of train orders to westward Baltimore and Ohio trains without display of red or yellow flags, delivery of Form 31 train orders to be made on red, and Form 19 train orders on yellow light indication displayed on train order board installed for that purpose on South side of track at train order station. This signal mast is also equipped with flashing red light, Rule 280-(A).

7. EXTRA TRAINS

8. OPERATING TRAINS BY SIGNAL INDICATION

Rules 251 to 254 inclusive are in effect between Byers Junction and West Junction.

Rules 261 to 264 inclusive are in effect between RK Junction and Musselman.

Rules 261 to 264 inclusive are in effect between RK Junction and West End Sherman Track, Chillicothe.

Rules 261 to 264 inclusive are in effect between Renick Junction and VA Junction.

Rules 261 to 264 inclusive are in effect between RA Junction and West Junction.

SPECIAL INSTRUCTIONS—Continued.

9. SPACING TRAINS

Between Belpre and Oakley, after opening switch, trains or engines will wait five minutes before fouling main track or crossing from one main track to another.

Signal circuits are arranged for eastward traffic as superior movement. Westward trains arriving at west end of passing sidings and occupying main track to meet an opposing train automatically sets the signals governing eastward train at STOP to the next passing siding west and Conductors or Engineers of westward trains should immediately operate a push button located in small box on the side of relay box, or signal mast adjacent to the absolute signal. When using push button it should be held in not less than 15 seconds.

Trains moving out at either end of passing sidings to make opposing moves on main tracks, a member of the crew will operate a push button located in small box on signal mast which governs or on side of relay box adjacent to the signal at end of siding to restore operation of the signal.

When a train is entering or leaving a passing siding, neither the main track switch nor the inside switch should be restored to normal position until the entire train has passed the dwarf signal at clearance point or high signal protecting facing switch.

Rules 505 to 519 inclusive, are in effect between Belpre and Oakley.

Rules 505 to 519 inclusive, are in effect between Renick Junction and VA Junction and between RA Junction and West Junction.

Should the signals at Byers Junction and all means of communication fail and no cause for detaining the train be known, the Conductor, after having an understanding with the Engineer, will be governed by the following instructions:

- 1—Place and keep selector lever of all dual control switch machines in "hand-throw" position until the last car has passed over same. Before leaving, place "hand-throw" lever in normal position and selector lever in power position.
- 2—Where the signal protects the facing point switch at the entrance to double track, trains from Ohio Division only will proceed at restricted speed with the current of traffic.
- 3—Where signal governs to a single track or any track signaled in both directions, after waiting ten (10) minutes, train will, when preceded by a flagman, move to the next block signal displaying a more favorable indication than "Stop".

10. FIXED SIGNALS

At Torch Hill, Athens, Mineral, Zaleski, Leesburg, and New Vienna, during the hours the train order stations are closed, semi-automatic block signals located at these points and used in delivery of train orders, will be observed as automatic block signals.

Semi-automatic eastward signal at the west end of the eastward passing siding at Belpre is under control of the operator at Belpre. Crews finding this signal in stop position, will immediately call Operator at Belpre for instructions.

Semi-automatic signals at the east end of O'Bannon are under control of the Operator at U Tower. Crews finding these signals in stop position, will immediately call the Operator at U Tower for instructions.

Train order signal located north side station Belpre will be used for delivery of train orders to Newark Division trains only.

At West Junction train order signal on southeast corner of interlocking tower, will be used for delivery of train orders to eastward and westward trains moving to and from the cut-off. Train order signal located on track side of tower will be used for delivery of train orders to eastward and westward trains moving on Ohio Division.

Ohio Division westward home signal RK Junction is located on south side of main track.

Statutory STOP sign for N&W crossing at Detroit Steel Co., Portsmouth, for westward movement is located on south side of track 300 feet east of crossing.

Proceed indication on eastward home signal at Byers Junction for trains enroute to Toledo Division will not relieve Train and Enginemen from properly identifying trains to be met at that point.

Square end blades may be used in place of round end blades as illustrated in Rules 281-H, 289-E and 292-G.

11. HAND SIGNALS AND FLAGGING

Rule 11 (A) is modified to permit use of red electric lanterns furnished by The Baltimore & Ohio Railroad Company for flagging purposes.

Ohio Division eastward trains using westward passing siding at Belpre will not foul switch leading to Newark Division, just west of Belpre station, unless receive signal given by Operator with green flag by day and green light at night; eastward trains from Newark Division will be governed by yellow flag by day and yellow light by night.

Extra trains operating on Hillsboro Sub-Division are relieved from protecting rear of their train between Blanchester and Hillsboro. When more than one train operates in this territory at the same time they will be instructed to protect against each other in accordance with Rule 99.

Unless weather conditions make it necessary to do so, flag protection will not be provided in passing sidings, except those listed below where flag protection will be provided at all times:

- Little Hocking,
- New Marshfield,
- Westward Siding Mineral,
- Zaleski,
- Eastward Siding Hamden,
- Sherman Track.

Eastward trains will provide flag protection at West Athens. Rule 59 must be complied with at all times.

Crews on trains or engines will flag around curve at 10th and Court Streets, Portsmouth.

When it is necessary for trains operating on the Portsmouth Sub-Division to double, the head brakeman, as an added precaution, will flag the head end portion of the train. This, however, will not relieve Engineers of the responsibility of running at restricted speed with the rear end until it meets up with the head end.

12. JOINT OR SPECIAL USE OF TRACKS

Cincinnati Union Terminal Company Rules are in effect between Terminal Junction and Union Terminal and between Union Terminal and Storrs Junction.

Cincinnati Terminal Sub-Division time table is in effect between Oakley and Terminal Junction; between RH Tower and CW Cabin, via Oklahoma Track; between Winton Junction and Ivorydale Junction; and between Glendale and Cincinnati Junction.

Signals displayed by westward trains on the Ohio Division will be continued between Oakley and Cincinnati. Rule 24 (A) modified.

Monongah Division time table is in effect between Belpre and Parkersburg.

All trains between Renick Junction and West Junction via cut-off will be operated as extra trains regardless of classification signals. Rules 21 and 22 modified.

Baltimore and Ohio trains operating via this route may display same signals, if any, while moving over C&O trackage as they were displaying leaving Renick Junction or West Junction. Rule 24 (A) modified.

Ohio Division Eastward trains scheduled via Ohio Division between Renick Junction and West Junction will operate via that route unless routed via Cut-off at Renick Junction by Operator.

Toledo Division time table is in effect between West Junction and RA Junction and between VA Junction and Scioto Junction.

SPECIAL INSTRUCTIONS—Continued.

C&O time table and rules are in effect between RA Junction and VA Junction.

Anderson is not considered as, or signalled for, a passing siding and trains will not take siding at that point except in case of emergency or to avoid excessive delay. Should it be necessary to take siding under these conditions, the Conductor will report clearing main track promptly and not again occupy main track without permission of Train Dispatcher.

The Sherman Track west of Chillicothe, extends from the crossover west of the Norfolk and Western Crossing, Chillicothe, to the spring switch at the west end of this track.

Time for Nos. 83 and 84 applies at the east end of the Westward Siding, Hamden, and these trains will operate via East Leg of the Wye. Rule 4 modified.

Eastward trains from the Portsmouth Sub-Division may use the Westward Siding at Hamden. Rule 60 modified.

Crews of trains or engines using passing sidings on Portsmouth Sub-Division will do so expecting to find them blocked by cars.

Crews of eastward Ohio Division trains stopped at end of double track at Byers Junction, by home signal and having no orders to meet a train at that point, will upon receiving an order that there is no opposing train within the block, proceed at restricted speed until reaching signal displaying a more favorable indication than "Stop."

Crews of westward trains enroute from Toledo Division at Byers Junction finding signal at Byers Junction in stop position will communicate with Operator located at West Junction. Should they be unable to contact Operator, these trains will not occupy the Ohio Division main tracks. Rule 633 modified.

Westward Ohio Division trains stopped at end of double track at Byers Junction, by home signal, will proceed with the current of traffic at restricted speed after receiving Clearance Card Form A, Part 8 from the Operator at West Junction.

Engineers of all westward trains from Toledo Division must know that their entire train is intact before entering upon Ohio Division main tracks at Byers Junction.

Crews of westward trains enroute from Toledo Division at RK Junction and eastward trains enroute from Toledo Division at Musselman finding signals at RK Junction or Musselman in stop position will communicate with Operator located at Musselman. Should they be unable to contact Operator, these trains will not occupy either track between RK Junction and Musselman. Rule 633 modified.

When westward home signals at RK Junction display stop indication for Ohio or Toledo Division westward trains they will contact Operator at Musselman and after receiving proceed order that there are no opposing trains in the block, which order will specify track number which train will use between RK Junction and Musselman, they will proceed at restricted speed.

Crews of westward trains from the Ohio Division only receiving stop indication at RK Junction and unable to contact Operator at Musselman, will, after complying with the instructions governing hand operation of dual control switches, unless an opposing train can be seen on either track, wait ten minutes, and then proceed preceded by Flagman a sufficient distance to insure full protection, until a more favorable indication is received.

Crews of eastward trains from the Ohio Division only receiving stop indication on home signals at RK Junction will be governed by the instructions applying at Byers Junction under similar conditions and governing the movement of eastward trains from double track to single track at Byers Junction.

Crews of eastward Toledo Division trains receiving stop indication at RK Junction will contact Operator at Musselman and after having an understanding regarding the operation of the dual control switches, may proceed, if their superiority is not otherwise restricted at RK Junction. If communication fails and their superiority is not restricted at RK Junction, they may handle dual control switches in accordance with the Rules and may proceed after waiting ten minutes.

Crews of eastward Ohio and Toledo Division trains receiving stop indication at Musselman will be governed by the above instructions in the movement of their trains.

Operator at Musselman will not clear the eastward home signals at RK Junction or the westward home signals at Musselman without knowing trains to be met between RK Junction and Musselman have arrived at either RK Junction or Musselman.

Crews of trains holding orders to meet between RK Junction and Musselman, and operating east or west of these points, on the Ohio Division, receiving proceed indication on home signal at RK Junction or Musselman, are relieved of identifying trains to be met. Rules 6 and 220 are modified.

Engineers of all westward trains must know that their entire train is intact before entering upon double track at RK Junction.

13. OPERATION OF AIR BRAKES

14. SPRING SWITCHES

Crew of trains trailing through spring switches at West end Little Hocking, West end Sherman Track, East and West end Harpers, and West end Highland are relieved from complying with provisions of eighth paragraph of Rule 105.

To obtain dwarf signal at spring switches leaving siding at Little Hocking, Harpers and Highland, a member of crew will push button marked "TAKE" and hold firmly for five seconds. If, after pushing button marked "TAKE", dwarf signal does not promptly indicate Proceed, wait five (5) minutes for automatic time release to operate. After getting indication, if for any reason movement is not made, the button marked "CANCEL" should be pushed firmly and held for five seconds. The box containing these push buttons is located on bracket mast signal at Little Hocking and East End Harpers, in small relay box located at dwarf signal at Highland, and in small relay box located on South side of Passing siding opposite dwarf signal at West End Harpers.

14-A. DUAL CONTROL SWITCHES

Interlocking rules apply at dual control switches, locations as follows:

- Byers Junction controlled from West Junction.
- Scioto Junction controlled from DO Office, Chillicothe.
- Renick Junction controlled from DO Office, Chillicothe.
- RK Junction controlled from Musselman.
- Musselman.
- Grosvenor, switch at west end of passing siding West Athens.
- Dundas, crossover.

15. RAILROAD CROSSINGS AND DRAWBRIDGES

RAILROAD CROSSINGS		Position of Signal indicating clear route for Ohio Division Trains
Stations	Railroad	
Grosvenor.....	NYC.....	Interlocking
Dundas.....	C & O.....	Interlocking
Chillicothe.....	N & W.....	Interlocking
Loveland.....	Penna.....	Interlocking
Grand Crossing.....	C & O.....	Vertical
Spur, crossing Main track one-fourth mile east of Jackson.....	D T & I.....	Gate clear of track
Bloom Junction.....	D T & I.....	Vertical
Detroit Steel Corp., New Boston.....	N & W.....	Vertical
Gallia St., Portsmouth...	N & W.....	Interlocking
*Findlay St., Portsmouth...	N & W.....	Vertical
Mile west of Hillsboro...	N & W.....	Gate clear of track

*At Findlay St., Portsmouth, signal will be lined to proper position for railroad using the crossing, and will be left in this position after using. Crews will examine crossing before using and know that it is properly lined and locked.

At Chillicothe, movement through Baltimore & Ohio-Norfolk & Western interlocking on hand signals when interlocking signals inoperative, will be as follows:

Baltimore & Ohio trains will move through the interlocking on a Proceed signal given by Signalman on ground with a green flag by day and a green light by night. Rule 228 modified.

Norfolk & Western trains will move through interlocking on a Proceed signal given by Signalman on ground with a yellow flag by day and a yellow light by night.

SPECIAL INSTRUCTIONS—Continued.

Position of railroad grade crossing targets governing route for trains at Junction of DT & I at Bloom Junction and DT & I Junction one quarter mile east of Jackson, is as follows: horizontal position—movement from and to DT & I Railroad; vertical position—for movement east and west on B & O Railroad. Target will be left in vertical position after use by DT & I Trainmen.

At railroad crossings not equipped with approved interlocking, trains or engines will stop not less than 200 feet nor more than 800 feet from crossing, and will not proceed until the route is clear.

16. YARDS

Eastward second class, third class and extra trains will not proceed from Main Street or Renick Yard without permission from Operator at DO Office, who will indicate route to be used, which information will be secured from Yard Master.

East Lead, Renick Yard, Chillicothe, extends from East Switch located just East of Black Gate Crossing to Crossover at East End of Renick Yard.

Trains routed through East Lead, Renick Junction will move at restricted speed while using Lead track expecting to find it occupied.

Lead track, located on South side of main track, extending from ready tracks at round house to Douglas Ave., Chillicothe, is a switching lead, and all engines or trains using this track will do so at restricted speed, expecting to find it blocked, or engines or trains moving in opposite direction.

It is unlawful for any employe of a Railroad Company doing business in the State of Ohio to allow or permit passenger or freight cars to stand on a track commonly called a "Running Track" within yard limits, unless protected by a Flagman, or red light is on end of car, during that period, 30 minutes before sunset to 30 minutes after sunrise.

17. HELPER ENGINES

18. MAIL

Safety Rule 77 is modified to permit the dispatchment of newspapers from moving trains. Care must be exercised to avoid accidents.

19. WATER AND FUEL

Emergency water station for Diesel engines located as follows:

Midland City—50 feet of one inch hose, with adapter for connecting to diesel engines, is located in station at Midland City. This can be connected to water line in floor of waiting room back of heater.

Cincinnati—South of north truck crossing east side Track 5 and North of south truck crossing east side Track 8 in Cincinnati Union Terminal Station.

Engineer will notify Cincinnati Union Terminal in advance when necessary for Diesel engines to have water at Cincinnati so that trains can be routed to proper tracks.

20. WHISTLE SIGNALS

Rules 14(da) and 14(ea) are in effect on Hillsboro Sub-Division at Blanchester and Portsmouth Sub-Division at Hamden.

Trains standing in passing siding will use following whistle signals to recall Flagman: From South or West one short and four long; from North or East one short and five long. The same will apply for trains recalling Flagman when standing on Connection track between Renick Junction and Scioto Junction. Rule 14(d) and 14(e) modified.

Where passenger trains carry postal cars, Engineer will sound one long blast of the engine whistle when approaching mail cranes.

21. HIGHWAY CROSSING PROTECTION

Trains or engines will stop before passing over and protect highway crossings as per Rule 109 at State Route No. 75 on Jisco Switch at Jackson Crossing No. 6117 and State Route No. 75, Blackfork Switch at Blackfork Crossing No. 6128.

After trains pass over highway crossing protected by automatic crossing gates, flashlight or bells, and clearing insulated joints just beyond crossing, and reverse movement is made, automatic protection does not operate. In such cases member of train crew must protect movement over crossing.

Highway flashlight signals have been placed in operation at Broadway Street and Lazenby Street Crossings, Blanchester, Ohio. Automatic gates have been placed in operation at Broadway Street Crossing.

To avoid excessive flashing of highway signals and obstruction of the highway crossing at Broadway Street, by the automatic gates, westward trains approaching this crossing and unable to complete through movement, will stop clear of Cut Section Sign, located 300 feet east of Wright Street, and before proceeding over the crossing at Broadway Street must consume not less than 20 seconds between the Cut Section Sign and the crossing at Broadway Street.

Westward trains stopping just east of Broadway Street may manually raise crossing gates by inserting, and turning, switch key in the control box, mounted on the east side of the signal relay box located on the southwest side of the crossing, to "Raise" position, and train will not proceed over the crossing until the switch key has been turned to the "Lower" position and gates have been lowered, after which the switch key may be removed.

Eastward trains stopping just west of Broadway Street will follow the same procedure outlined above for westward trains.

Train crews making switching movements over North or South Siding, and Hillsboro Sub-Division, will stop clear of the insulated joints on either side of the crossing and a member of the crew will lower the automatic gates by inserting, and turning, switch key to the "Lower" position in the control box mounted on the flashlight signal mast located on the northwest side of the highway crossing. When switching is completed, switch key in control box will be turned to "Raise" position and after gates have been raised, the switch key may be removed.

Eastward trains approaching Lazenby Street, and unable to complete movement will, to avoid excessive flashing of highway signals, stop clear of Cut Section Sign located 300 feet west of Lazenby Street and before proceeding over the highway crossing at Lazenby Street must consume not less than 20 seconds between the Cut Section Sign and Lazenby Street.

Rule 109 (A) governs.

22. TRAIN ORDER STATIONS

Open less than twenty-four hours.

Table with 2 columns: Station Name, Time Range. Includes Torch Hill, Athens, Mineral, Zaleski, Hamden, Greenfield, Leesburg, New Vienna, Madeira, Blanchester, Wellston, Jackson, Oak Hill, Blackfork Junction, South Webster, Portsmouth.

† Closed Sunday, open Saturday 7:30 A.M. to 4:30 P.M. * Closed from 3 P.M. to 11 P.M. on Sunday. † Daily except from 1:30 A.M. until 5:30 P.M. Saturday and 1:30 A.M. Sunday until 7:30 A.M. Monday. X following letter D indicates train order station open daily except Saturday and Sunday. Z following letters D, N, or DPN indicates train order station open daily except Sunday.

SPECIAL INSTRUCTIONS—Continued.

23. RESTRICTIONS ON STRUCTURES AND TRACKS

Table with 3 columns: Location, Heaviest class of engine permitted, Cars gross weight in pounds. Includes Parkersburg to Oakley, Chillicothe, Bridge 97-38-1, Union Coal Co., Bridge 98-1 Coal Pit at Boiler Room, Carbondale Sub-Division, Portsmouth Sub-Division, Hamden to Wellston, Wellston to Portsmouth, Jackson, Bridge 311-1, Globe Iron & Steel Co., Bridge 10-2 on Huron Spur, Jackson Iron & Steel Co. Trestle, New Pyro, Bridge 329-3 Pyro Clay Products Co. Trestle, Portsmouth, Bridge 413-1 Harbison Walker Clay Products Co. Trestle, Hillsboro Sub-Division.

24. CLEARANCES

Employees are required to familiarize themselves with all close clearances in territory in which they operate, both for their own protection and the protection of the Company. They are prohibited from riding on the top of engines, tenders, high box cars, and other high equipment when passing under wires and overhead structures.

The following overhead structures and wire crossings have less than 22 feet vertical clearance, and the high-tension lines shown have less than 27 feet and employees should not stand on the top of engines, tenders, cars or other equipment while passing under these overhead structures or wire crossings:

CHILlicothe AND PARKERSBURG SUB-DIVISIONS

Table with 2 columns: Location, Pole Number. Lists various overhead bridges, tracks, and structures in Chillicothe and Parkersburg sub-divisions.

Table with 2 columns: Location, Pole Number. Lists locations like Richland Tunnel, Dundas, Moonville Tunnel, Mineral Tunnel, Athens, etc. under the heading 'Portsmouth Sub-Division'.

Portsmouth Sub-Division

Table with 2 columns: Location, Pole Number. Lists locations like Wellston—State Route 75, Petrea, DT&I Junction, Jackson—Toney Track, etc.

Hillsboro Sub-Division

Westboro, 100 feet East of Westboro Road. Less than standard overhead and lateral track clearance exists adjacent to the Lynchburg Packing Company building at Lynchburg. Hillsboro, Highland Enterprise Lumber Co. track

SPECIAL INSTRUCTIONS—Continued.

25. CLASSIFICATION WHERE THERE ARE TWO OR MORE MAIN TRACKS

Limits	Track	Current of Traffic	No.
Byers Junction to West Junction ..	North	Westward	1
	South	Eastward	2
Musselman to RK Junction	North	Westward	1
	South	Eastward	2
Midland City to Oakley	North	Westward	1
	South	Eastward	2

25-A. PASSING SIDINGS OF ASSIGNED DIRECTION

As provided for in Rules 4 and 60, Passing Sidings at following points are designated for use as indicated below:

- Mineral** — South siding as Westward siding.
North siding as Eastward siding.
- Hamden** — South siding as Westward siding.
North siding as Eastward siding.
- Midland City**— North siding as Westward siding.
South siding as Eastward siding.

Passing siding at O'Bannon will be confined to use of Eastward trains only; Westward trains required to take siding to clear other trains between Midland City and Oakley will arrange to do so at Windsor unless siding at Madeira will hold train. Westward trains will not use siding at O'Bannon without first making arrangements with Dispatcher to do so.

Bloom Junction passing siding, capacity thirty-eight cars is the siding extending east of Scale Track. Trains receiving order to meet at Bloom Junction will do so at this passing siding. When trains are to meet at Junction Switch, train order will specify Junction Switch, Bloom Junction.

26. TELEPHONES

Conductors of trains meeting with accident or unusual delay will call nearest open office or Train Order Station by telephone, or if conditions warrant, call Chief Dispatcher's Office, Chillicothe PRospect 3-5351. In using public telephone instruct Operator to reverse charges.

Location	Connected With
Madisonville— Crossover	East Norwood, Madeira, U Tower, Blanchester Midland City
Madeira— Station	
East End Eastward Siding	
Remington— On Stub on South Side	
Twightwee— So-Lo Plant	
Dorsey— At Crossover	
O'Bannon— West End Siding	
Pole 25-35	
East End Siding	
Cozaddale— East Side Section House	
Pleasant Plain— East End Siding	
West Side of Tool House	
Windsor— West End Westward Siding	
Crossover	
East End Eastward Siding	

TELEPHONES—Continued

Location	Connected With
Blanchester— East Side Section House	U Tower, Blanchester and Midland City
Crossover	
Midland City— West End Sidings	
Storage Track	
Pump House	
East End Siding east of Depot	
Route 28 Crossing	
Martinsville— House Track on Stub	Greenfield, Leesburg, New Vienna, and Midland City
Farmers— West End Siding	
Center of Siding	
East End Siding	
New Vienna— West End Siding	
East End Siding	
Highland— West End Siding	
East End Siding	
Leesburg— Signal Shop (old waiting room) East End Siding	
East Monroe— West End Siding	
East End Siding	
Greenfield— West End Siding	
Crossover	
American Pad and Textile Company Switch	
Thrifton— On Stub on South Side	DO Train Order Office, Chillicothe, Musselman, and Greenfield
Lyndon— Elevator Track	
Harpers— West End Siding	
East End Siding	
Roxabell— East End Tool House	
Musselman— East of Crossover	
RK Junction— Westbound Block	
Eastbound Block	
Anderson— West End Siding	
East End Siding	
Chillicothe— Brick Yard Switch (on hill west of Sherman Track)	DO Train Order Office, Chillicothe and West Junction
West End Sherman Track	
East Side Section House Riverside Street	
Second St. Crossing	
N&W Tower (connected Opr. DO)	
DO Train Order Office	
Switchman's Shanty	
Watt St. Watchman's Booth	
Watt Street Yard Office	
Scale House	
Douglas Ave. Yard Office	
Douglas Avenue on Pole	
East End Renick	
Section House, Renick Jct.	

SPECIAL INSTRUCTIONS—Continued.

TELEPHONES—Continued

Location	Connected With	
Gravel Pit— West End Siding	DO Train Order Office, Chillicothe and West Junction	
East End Siding		
Schooleys— West End Siding		
East End Siding		
Mead Storage Switch		
East Walnut Creek Bridge, south side		
Vigo— East Side Section House		
West Junction— West End Siding		
Ray— West End Siding		Zaleski, Dundas, Hamden, West Junction, and Wellston
Crossover		
Byers Junction—		
Hamden— West End Eastward Siding		
East End Eastward Siding		
Register Room		
East End Westward Siding		
Dundas— West End Siding		
East End Siding		
Red Diamond— West End Siding	Zaleski and Grosvenor	
East End Siding		
Austin Powder Co. Switch		
Zaleski— West End Siding		
East End Siding		
Hope— West End Passing Siding		
East End Passing Siding		
Mineral— West End Eastward Siding		
North End Section House		
Waiting Room		
East End Westward Siding		
New Marshfield— East Side Section House	Grosvenor	
East End Siding		
Grosvenor— West End Siding		
West Athens— West End Yard		
East Side Section House		
West End Passing Siding		
Athens— Union Street		
Concrete Booth East of Express Office		
East End Siding		
Brick Yard Switch East of Athens		
At First Signal East of Brick Yard Switch East of Athens		
Canaanville— West End Westward Siding		
Crossover		

TELEPHONES—Continued

Location	Connected With
Guysville— West End House Track	Grosvenor
Cole— West End Siding	
Stewart— On Stub Section House	
Frosts— West End Siding	
East End Siding	
Coolville— Opposite Tool House on Pole	
Torch Hill— Freight Room	
Little Hocking— West End Siding	
On Stub Section House	
East End Siding	
Belpre— West End Sidings on Stub on south side of track at Pole 192-26	Hamden, Dundas, Wellston, Meadow Run Yard Office and Zaleski
Greenhouse Crossing	
West Side Section House, East End	
Wellston— Waiting Room	
Round House	
Meadow Run Yard Office	
Rip Track	
East End Meadow Run Track	
Crossover	
West End Wye	
East end lower lead track	
Jackson— DT & I Crossing	Jackson
West End Yard	
Keystone— East End Siding	
Abmac— East End Siding	Oak Hill
Clay— At Route 75 Crossing	
Pyro Switch	
Oak Hill— Cedar Heights	Oak Hill, Train Dispatcher
Dee Switch	
Blackfork Jct.	
Davis Switch	
Roman— East End Siding	South Webster
Eifort— East End Siding (Train Dispatcher)	
New Globe Switch	
Bloom Junction— South Webster— Brick Yard Switch	
Edmunds Switch	
Scioto Furnace	
Gepharts— West End Siding	
Dillard— West End Siding	

SPECIAL INSTRUCTIONS—Continued.

TELEPHONES—Continued

Location	Connected With
Sciotoville—	
On Stub.....	Portsmouth
Portsmouth Yard.....	
Star Yard.....	
Detroit Steel.....	
Scale Track.....	
N & W Transfer East End.....	
Round House.....	
Meadow Run Yard Office.....	Train Dispatcher
Jackson Register Room.....	
Davis Switch.....	
Eifort.....	
Bloom Junction.....	
South Webster.....	
Scioto Furnace.....	
Gepharts.....	
Sciotoville.....	
Detroit Steel.....	
Round House Portsmouth.....	

When eastward or westward trains are stopped by home signals at Byers Junction, the Conductor or Engineer will immediately examine all dual control switches pertaining to their movement, communicate with the operator at West Junction, by telephone (located at Byers Junction,) and be governed by instructions of the Operator. Before passing stop signal, Trainman will place and keep selector levers of the dual control switch machines in manual position until the last car of train has passed over same. Before leaving, see that the hand throw levers are in normal position and selector levers in power position.

Crews of westward trains stopped at end of double track at Byers Junction by home signal, will communicate with Operator located at West Junction. Should they receive orders to proceed to West Junction on No. 2 track, against the current of traffic, they should, upon instruction of the Operator, operate a push button located to the right of the telephone in the telephone booth. When pushing button it should be held in not less than fifteen (15) seconds.

When necessary to operate dual control switches at RK Junction and Musselman by hand, instructions covering operation of dual control switches at Byers Junction under similar conditions will apply.

Not more than four dead steam engines or four dead Diesel units will be hauled in one train. The first dead engine will be spaced five cars behind hauling engine, with five cars between it and other dead engines. Four dead Diesel units may be coupled together, if they are equipped with brake pipe vent valves. If four dead Diesel units are coupled together, they will be spaced five cars behind hauling engine. If dead engines of unusual weight and construction are to be moved, Mechanical Department will inspect them and advise Superintendent where engines are to be placed in train and speed to be operated. When dead engines are handled in trains performing work, they will be placed in train back of all set-offs. Where Time-Table instructions provide for use of retainers, the flat maintaining feature will not be used unless a Supervisor is on dead engine to prevent overheating of tires. Rule 930 modified.

28. ADDITIONAL AND REGULAR FLAG STOPS

29. EXPLANATION OF LETTERS

- I —3 will stop at Blanchester to discharge passengers from Washington, D.C., and east and pick up passengers for west of Cincinnati.
- J —4 will stop at Blanchester to discharge passengers from west of Cincinnati and to pick up passengers for Washington, D.C., and east.
- K —11 will stop at Loveland daily except Saturday and Sunday to handle mail and express.
- P —12 will stop at Zaleski daily except Sunday to receive and discharge mail.

27. UNCLASSIFIED

General Order will be issued by each Division effective 12:01 A.M. of the first of each month. Rule 58 modified.

When physically able to do so, employees sustaining injury, no matter how minor, will report it to supervisor before leaving company premises.

The supervisor must arrange prompt first aid for the injured; then, as soon as possible, place him under the care of a Company's Surgeon. He must also report the injury promptly on the prescribed forms however minor it may appear.

In case of fatal accident on line of road trains will not be held awaiting Coroner. Bodies will be moved to the nearest station or some other place where information can be given the Coroner, and trains should proceed without further delay.

Time of trains at Parkersburg and Cincinnati is for information only.

HOLIDAYS — New Year's Day, Washington's Birthday, Memorial Day, Fourth of July, Labor Day, Thanksgiving Day, Christmas Day.

With the exception of relief trains and work trains, all trains handling cranes on own wheels, with boom attached, boom must be trailing.

SPEED TABLE

Time per Mile	Miles per Hour	Time per Mile	Miles per Hour	Time per Mile	Miles per Hour	Time per Mile	Miles per Hour
0 min. 45 sec.	80.0	1 min. 4 sec.	56.0	1 min. 30 sec.	40.0	2 min. 50 sec.	21.0
0 " 46 "	78.0	1 " 5 "	55.0	1 " 32 "	39.0	3 " 0 "	20.0
0 " 47 "	77.0	1 " 6 "	54.0	1 " 34 "	38.0	3 " 10 "	18.0
0 " 48 "	75.0	1 " 7 "	53.0	1 " 36 "	37.0	3 " 15 "	18.0
0 " 49 "	73.0	1 " 8 "	52.0	1 " 38 "	36.0	3 " 20 "	18.0
0 " 50 "	72.0	1 " 9 "	52.0	1 " 40 "	36.0	3 " 30 "	17.0
0 " 51 "	70.0	1 " 10 "	51.0	1 " 42 "	35.0	3 " 45 "	16.0
0 " 52 "	69.0	1 " 11 "	50.0	1 " 45 "	34.0	4 " 0 "	15.0
0 " 53 "	67.0	1 " 12 "	50.0	1 " 50 "	32.0	4 " 17 "	14.0
0 " 54 "	66.0	1 " 13 "	49.0	1 " 55 "	31.0	4 " 36 "	13.0
0 " 55 "	65.0	1 " 14 "	48.0	2 " 0 "	30.0	5 " 0 "	12.0
0 " 56 "	64.0	1 " 15 "	48.0	2 " 5 "	28.0	5 " 27 "	11.0
0 " 57 "	63.0	1 " 16 "	47.0	2 " 10 "	27.0	6 " 0 "	10.0
0 " 58 "	62.0	1 " 18 "	46.0	2 " 15 "	26.0	6 " 40 "	9.0
0 " 59 "	61.0	1 " 20 "	45.0	2 " 20 "	25.0	7 " 30 "	8.0
1 " 0 "	60.0	1 " 22 "	43.0	2 " 24 "	25.0	8 " 34 "	7.0
1 " 1 "	59.0	1 " 24 "	42.0	2 " 30 "	24.0	10 " 0 "	6.0
1 " 2 "	58.0	1 " 26 "	41.0	2 " 40 "	22.0	12 " 0 "	5.0
1 " 3 "	57.0	1 " 28 "	40.0				

WESTWARD

Distance from Parkersburg	Train Order Stations	PARKERSBURG SUB-DIVISION TIME TABLE No. 74 April 26, 1959	Passing Sidings Capacity 45 ft. Cars including Engine and Caboose.	FIRST CLASS			SECOND CLASS		THIRD CLASS			
				1	3	11	97	95	83			
				DAILY	DAILY	DAILY	DAILY	DAILY		Tues. Thurs. Sat. only		
				A.M.	A.M.	P.M.	A.M.	P.M.	A.M.			
	DN	PARKERSBURG 1.3		3.23	5.37	6.05						
1.3	DN	BELPRE 1.5	155	3.27	5.41	6.09	5.00	3.35	7.06			
2.8		ROCKLAND 2.9										
5.7		PORTERFIELD 2.7										
8.4		LITTLE HOOKING 3.4	117	3.34	5.48	6.16	5.09	3.43	7.19			
11.8	D-X	TORCH HILL 2.1		3.37	5.51	6.19	5.18	3.47	7.25			
13.9		COOLVILLE 4.1										
18.0		FROSTS 5.5	84	3.44	5.58	6.26	5.28	3.55	7.34			
23.5		STEWART 0.8							7.48			
24.3		COLE 1.3	112	3.50	6.05	6.33	5.37	4.03	7.50			
25.6		GUYSVILLE 4.2							7.55			
29.8		CANAANVILLE 7.2	112	3.55	6.10	6.38	5.44	4.10	8.04			
37.0	DPN	ATHENS 1.1	30	\$ 4.08	\$ 6.19	\$ 6.50	5.53	4.19	8.19			
38.1		WEST ATHENS 0.3 NYC	106		6.20	6.51	5.55	4.20	8.40			
38.4	DN	GROSVENOR 5.6	71	4.10	6.21	6.52	5.56	4.21	8.57			
44.0		NEW MARSHFIELD 2.8	102	4.17	6.28	6.59	6.06	4.30	9.07			
46.8	D-X	MINERAL 5.3	84	4.20	6.31	7.02	6.09	4.33	9.12			
52.1		HOPE 3.6	48	4.25	6.36	7.07	6.15	4.39	9.25			
55.7	DPN	ZALESKI 3.5	124	4.28	6.40	7.11	6.20	4.43	9.40			
59.2		RED DIAMOND 4.1	45	4.32	6.43	7.14	6.24	4.47	9.50			
63.3	DN	DUNDAS 4.4 C & O	67	4.36	6.47	7.18	6.28	4.52	10.20			
67.7	DPN	HAMDEN 7.7	85	4.40	\$ 6.53	\$ 7.29	6.33	4.57	10.30			
75.4		BYERS JCT. 2.9 Dbl. Trk. Toledo Div. East End		4.50	7.04	7.39	6.45	5.09				
78.3		RAY 4.7	62						96			
83.0	DN	WEST JCT. 2.5 Toledo Div. West End Dbl. Trk.	87	4.58	7.12	7.47	6.55	5.17				
85.5		VIGO 4.5										
90.0		SCHOOLEYS 2.5	45	5.05	7.19	7.54	7.05	5.26				
92.5		GRAVEL PIT 2.5	57	5.07	7.21	7.57	7.09	5.29				
95.0		RENICK JCT. 2.4		5.09	7.23	7.59	7.14	5.32				
97.4	DN	CHILlicothe N & W		A 5.17	A 7.30	A 8.05	7.20	5.40				
				A.M.	A.M.	P.M.	A.M.	P.M.	A.M.			
		Time over Sub-Division		1.54	1.53	2.00	2.20	2.05	3.24			
		Average speed per hour		51.3	51.7	48.0	41.2	46.1	19.5			

Passenger trains will not exceed 60 miles per hour Belpre to Hope, 65 miles per hour Hope to Byers Junction and 70 miles per hour Byers Junction to Chillicothe. Speed as shown in Special Instruction 5, and such other restrictions as may be in effect, will not be exceeded.

EASTWARD

Distance from Cincinnati	Train Order Stations	PARKERSBURG SUB-DIVISION TIME TABLE No. 74 April 26, 1959	Passing Sidings Capacity 45 ft. Cars including Engine and Caboose.	FIRST CLASS			SECOND CLASS				THIRD CLASS		
				4	12	2	98	94	96	88	84		
				DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	Mon. Wed. Friday only	
				A.M.	A.M.	P.M.	A.M.	P.M.	P.M.	P.M.		P.M.	
96.0	DN	CHILlicothe 2.4 N & W	\$12.37	\$11.23	\$ 8.26	7.45	1.10	4.45	6.40				
98.4		RENICK JCT. 2.5		12.40	11.27	8.29	7.49	1.15	4.52	6.44			
100.9		GRAVEL PIT 2.5	57	12.42	11.30	8.31	7.52	1.20	4.57	6.47			
103.4		SCHOOLEYS 4.5	45	12.44	11.32	8.33	7.55	1.24	5.01	6.50			
107.9		VIGO 2.5											
110.4	DN	WEST JCT. Toledo Div. West End of 4.7 Dbl. Trk.	87	12.52	11.40	8.41	8.05	1.35	5.12	7.01			
115.1		RAY 2.9							95				
118.0		BYERS JCT. East End Dbl. Trk. 7.7 Toledo Div.		12.59	11.48	8.48	8.13	1.46	5.21	7.10			
125.7	DPN	HAMDEN 4.4	105	\$ 1.15	\$12.03	\$ 8.58	8.22	1.59	5.32	7.29	12.40		
130.1	DN	DUNDAS 4.1 C & O	67	1.20	12.08	9.03	8.27	2.06	5.37	7.32	12.50		
134.2		RED DIAMOND 3.5	45	1.24	12.12	9.06	8.32	2.11	5.42	7.37	1.05		
137.7	DPN	ZALESKI 3.6	124	1.27	12.15	9.10	8.37	2.16	5.47	7.41	1.15		
141.3		HOPE 5.3	48	1.30	12.22	9.13	8.41	2.21	5.51	7.46	1.25		
146.6	D-X	MINERAL 2.8	70	1.35	12.27	9.18	8.47	2.27	5.57	7.56	1.45		
149.4		NEW MARSHFIELD 5.6	102	1.38	12.30	9.21	8.50	2.32	6.01	8.01	1.51		
155.0	DN	GROSVENOR 0.3 NYC	71	1.44	12.36	9.28	8.57	2.40	6.09	8.11	2.05		
155.3		WEST ATHENS 1.1	106	1.45	12.37	9.29	8.58	2.41	6.10	8.12	2.07		
156.4	DPN	ATHENS 7.2	30	\$ 2.01	\$12.46	\$ 9.34	8.59	2.43	6.12	8.16	2.30		
163.6		CANAANVILLE 4.2	112	2.10	12.55	9.42	9.09	2.52	6.38	8.27	2.52		
167.8		GUYSVILLE 1.3							84		94		
169.1		COLE 0.8	112	2.16	1.01	9.48	9.15	2.58	6.44	8.33	3.07		
169.9		STEWART 5.5											
175.4		FROSTS 4.1	84	2.23	1.08	9.55	9.22	3.06	6.52	8.44	3.18		
179.5		COOLVILLE 2.1											
181.6	D-X	TORCH HILL 3.4		2.32	1.16	10.03	9.32	3.16	7.01	8.54	3.30		
185.0		LITTLE HOOKING 2.7	117	2.35	1.19	10.06	9.35	3.20	7.05	8.59	3.57		
187.7		PORTERFIELD 2.9											
190.6		ROCKLAND 1.5											
192.1	DN	BELPRE 1.3	140	2.46	1.29	10.16	9.45	3.30	7.21	9.20	4.10		
193.4	DN	PARKERSBURG		A 2.50	A 1.33	A 10.20							
				A.M.	P.M.	P.M.	A.M.	P.M.	P.M.	P.M.	P.M.		
		Time over Sub-Division		2.13	2.10	1.54	2.00	2.20	2.36	2.40	3.30		
		Average speed per hour		43.9	44.9	51.2	48.0	41.2	37.4	36.0	18.6		

Passenger trains will not exceed 70 miles per hour Chillicothe to Byers Junction, 65 miles per hour Byers Junction to Hope, and 60 miles per hour Hope to Belpre. Speed as shown in Special Instruction 5, and such other restrictions as may be in effect, will not be exceeded.

WESTWARD

Distance from Chillicothe	Train Order Stations	CHILICOTHE SUB-DIVISION TIME TABLE No. 74 April 26, 1959	Passing Sidings Capacity 45 ft. Cars including Engine and Caboose.	FIRST CLASS			SECOND CLASS		THIRD CLASS		
				1	3	11	97	95	85		
				DAILY	DAILY	DAILY	DAILY	DAILY	Mon. Wed. Friday only		
				A.M.	A.M.	P.M.	A.M.	P.M.	A.M.		
0.1	DN	CHILICOTHE 0.1 N & W SHERMAN TRACK 6.6	165	5.22	7.35	8.15	8.25	5.55	10.35		
6.7		ANDERSON 1.6 Toledo Div.									
8.3		RK JCT. 1.9 Dbl. Trk.		5.33	7.46	8.31	8.45	6.10	10.50		
10.2	DN	MUSSELMAN West End Dbl. Trk. 7.1 Toledo Div.		5.35	7.48	8.33	8.50	6.12	11.05		
17.3		HARPERS 2.9	129	5.43	7.55	8.41	9.06	6.22	11.30		
20.2		LYNDON 3.2									
23.4		THRIFTON 0.5 DT & I	123	5.50	8.03	8.52	9.14	6.30	11.50		
23.9	DPN	GREENFIELD 6.6	93	5.57	8.11	9.00	9.30	6.39	12.25		
30.5		EAST MONROE 3.2									
33.7	D-X	LEESBURG 2.2	57	6.01	8.14	9.03	9.35	6.42	12.45		
35.9		HIGHLAND 5.5	151	6.04	8.16	9.06	9.38	6.46	12.50		
41.4	D-X	NEW VIENNA 3.7	45	6.09	8.21	9.12	9.44	6.52	1.05		
45.1		FARMERS 2.8	127	6.12	8.24	9.16	9.47	6.56	1.15		
47.9		MARTINSVILLE 5.3									
53.2	DN	MIDLAND CITY East End of 4.3 Dbl. Trk.	68	6.20	8.31	9.26	9.57	7.10	1.35		
57.5	D-Z	BLANCHESTER 3.2		6.26	8.36	9.36	10.10	7.21	2.00		
60.7		WINDSOR 3.4	84	6.29	8.39	9.39	10.16	7.24	2.10		
64.1		PLEASANT PLAIN 2.7		6.32	8.42	9.42	10.22	7.27	2.20		
66.8		COZADDALE 5.7							2.25		
72.5		O'BANNON 0.6	84	6.41	8.51	9.54	10.34	7.37	2.40		
73.1		LOVELAND 0.1		6.42	8.52	9.55	10.35	7.38	2.45		
73.2	DN	U TOWER 1.6 Penna.									
74.8		TWIGHTTWEW									
75.7		SYMMES 0.9									
77.9		REMINGTON 2.2									
80.2		ALLANDALE 2.3									
81.4	D-X	MADEIRA 2.5	45	6.54	9.03	10.06	11.03	7.50	3.15		
83.9		E. MADISONVILLE 0.6									
84.5		MADISONVILLE (Cin'ti Term. 1.6 Sub-Div.)		6.58	9.08	10.12					
86.1		OAKLEY 9.9		7.03	9.12	10.16	11.15	8.00	3.40		
96.0	DN	CINCINNATI		7.25	9.35	10.40					
				A.M.	A.M.	P.M.		A.M.	P.M.		P.M.
		Time over Sub-Division		2.03	2.00	2.25		2.50	2.05		5.05
		Average speed per hour		46.8	48.9	39.6		30.4	41.3		16.8

Passenger trains will not exceed 75 miles per hour Chillicothe to Cozaddale and 60 miles per hour Cozaddale to Oakley.
Speed as shown in Special Instruction 5, and such other restrictions as may be in effect, will not be exceeded.

EASTWARD

Distance from Cincinnati	Train Order Stations	CHILICOTHE SUB-DIVISION TIME TABLE No. 74 April 26, 1959	Passing Sidings Capacity 45 ft. Cars including Engine and Caboose.	FIRST CLASS			SECOND CLASS					THIRD CLASS		
				12	2	4	98	102	94	96	88	104	86	
				DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	Tues. Thur. Sat. only
				A.M.	P.M.	P.M.	A.M.	A.M.	A.M.	P.M.	P.M.	P.M.	A.M.	
	DN	CINCINNATI 9.9		8.50	6.20	10.25								
9.9		OAKLEY (Cin'ti Term. 1.6 Sub-Div.)		9.10	6.40	10.45	5.25	9.45	10.00	1.30	3.15	11.00	10.05	
11.5		MADISONVILLE 0.6		9.12	6.43	10.48	5.28	9.50	10.05	1.35	3.20	11.03	10.25	
12.1		E. MADISONVILLE 2.5												
14.6	D-X	MADEIRA 1.2	63	9.16	6.47	10.51	5.32	10.00	10.15	1.45	3.30	11.13	10.40	
15.8		ALLANDALE 2.3												
18.1		REMINGTON 2.2												
20.3		SYMMES 0.9												
21.2		TWIGHTTWEW 1.6												
22.8	DN	U TOWER 0.1 Penna.												
22.9		LOVELAND 0.6		9.28	6.57	11.01	5.42	10.17	10.27	1.57	3.42	11.30	11.05	
23.5		O'BANNON 5.7	84	9.29	6.58	11.02	5.43	10.18	10.28	1.58	3.43	11.31	11.06	
29.2		COZADDALE 2.7		9.36			5.56	10.30	10.40		3.55	11.41	11.31	
31.9		PLEASANT PLAIN 3.4	37	9.41	7.09	11.13	6.01	10.35	10.47	2.17	4.02	11.46	11.40	
35.3		WINDSOR 3.2	157	9.45	7.13	11.17	6.07	10.41	10.54	2.24	4.09	11.52	11.50	
38.5	D-Z	BLANCHESTER 4.3		9.52	7.16	11.20	6.13	10.47	11.01	2.31	4.16	11.58	12.10	
42.8	DN	MIDLAND CITY East End of 5.3 Dbl. Trk.	154	9.57	7.21	11.25	6.21	10.55	11.12	2.42	4.27	12.10	12.40	
48.1		MARTINSVILLE 2.8												
50.9		FARMERS 3.7	127	10.11	7.29	11.33	6.29		11.24	2.54	4.39		1.05	
54.6	D-X	NEW VIENNA 5.5	45	10.17	7.32	11.36	6.32		11.30	3.00	4.45		1.15	
60.1		HIGHLAND 2.2	151	10.23	7.37	11.41	6.38		11.36	3.06	4.54		1.30	
62.3	D-X	LEESBURG 3.2	57	10.30	7.39	11.43	6.41		11.39	3.09	4.59		1.50	
65.5		EAST MONROE 6.6	93	10.34	7.42	11.46	6.44		11.42	3.12	5.03		2.00	
72.1	DPN	GREENFIELD 0.5 DT & I	123	10.48	7.50	11.57	6.51		11.50	3.20	5.13		2.25	
72.6		THRIFTON 3.2												
75.8		LYNDON 2.9												
78.7		HARPERS 2.9	129	10.55	7.57	12.04	7.00		12.01	3.31	5.26		2.40	
85.8	DN	MUSSELMAN 7.1 Tol. Div. West End 1.9 Dbl. Trk.		11.02	8.05	12.11	7.07		12.11	3.41	5.36		2.55	
87.7		RK JCT. 1.6 Tol. Div.		11.04	8.07	12.13	7.10		12.15	3.45	5.38		3.00	
89.3		ANDERSON 6.6												
95.9		SHERMAN TRACK 0.1 N & W	165	11.12	8.18	12.22	7.20		12.25	3.55	5.58		3.25	
96.0	DN	CHILICOTHE		11.16	8.20	12.25	7.25		12.30	4.00	6.05		3.35	
				A.M.	P.M.	A.M.		A.M.	A.M.	P.M.	P.M.	A.M.	P.M.	
		Time over Sub-Division		2.26	2.00	2.00		2.00	1.10	2.30	2.30	2.50	1.10	
		Average speed per hour		39.5	48.0	48.9		42.8	28.2	34.4	34.4	30.4	28.2	

Passenger trains will not exceed 60 miles per hour Oakley to Cozaddale and 75 miles per hour Cozaddale to Chillicothe.
Speed as shown in Special Instruction 5, and such other restrictions as may be in effect, will not be exceeded.

WESTWARD

Distance from Hamden	Train Order Stations	PORTSMOUTH SUB-DIVISION TIME TABLE No. 74 April 26, 1959	Passing Sidings Capacity 45 ft. Cars including Engine and Caboose.	FIRST CLASS				THIRD CLASS	
								79 DAILY Ex. Sund'y	DT&I 101 DAILY
								A.M.	P.M.
	DPN	HAMDEN 0.5							
0.5		WEST WYE SWITCH 2.6							
3.1	DPN-Z	WELLSTON 0.8 C&O							
3.9		GRAND CROSSING 1.3							
5.2		MEADOW RUN WYE 1.3						9.35	
6.5		ROADS 5.7 DT&I						9.40	
12.2		DT & I JCT. 0.2						10.00	12.05
12.4	DPN	JACKSON 4.7	47					10.13	12.10
17.1		KEYSTONE 1.5	21					10.27	12.21
18.6		CAMBA 0.7						10.30	12.26
19.3		ABMAC 2.9	62					10.32	12.28
22.2		OLAY 3.1	18					10.39	12.34
25.3	D-Z	OAK HILL 3.1	42					10.50	12.40
28.4	D-Z	BLACKFORK JOT. 1.5	12					11.00	12.46
29.9		ROMAN 2.0	24					11.05	12.50
31.9		FIRE BRICK 0.6						11.10	12.54
32.5		HIFORT 3.1	19					11.13	12.56
35.6		BLOOM JCT. 0.4 DT&I	38					11.30	1.05
36.0		BLOOM 1.8						11.32	
37.8	D-Z	SOUTH WEBSTER 2.1	19					11.40	
39.9		EDMUNDS 0.7							
40.6		SOIOTO FURNACE 2.1						11.55	
42.7		GEPHARTS 4.7	8					12.00	
47.4		EAST DILLARD 0.2	29					12.14	
47.6		WEST DILLARD 2.2	29						
49.8		SOIOTOVILLE 2.9	10					12.23	
52.7		NEW BOSTON 2.7 N&W						12.29	
55.4		WALLER STREET 0.9						12.40	
56.3	DPN	PORTSMOUTH						12.50	
								P.M.	P.M.
		Time over Sub-Division						3.15	1.00
		Average speed per hour						15.7	23.4

Passenger trains will not exceed 25 miles per hour. Speed as shown in Special Instruction 5, and such other restrictions as may be in effect, will not be exceeded.

EASTWARD

Distance from Portsmouth	Train Order Stations	PORTSMOUTH SUB-DIVISION TIME TABLE No. 74 April 26, 1959	Passing Sidings Capacity 45 ft. Cars including Engine and Caboose.	FIRST CLASS				THIRD CLASS	
								80 DAILY Ex. Mon.	DT&I 108 DAILY
								A.M.	P.M.
	DPN	PORTSMOUTH 0.9						12.10	
0.9		WALLER STREET							
3.6		NEW BOSTON 2.7 N&W						12.30	
6.5		SOIOTOVILLE 2.9	10					12.40	
8.7		WEST DILLARD 2.2	29						
8.9		EAST DILLARD 4.7	29					12.45	
13.6		GEPHARTS 2.1	8					12.57	
15.7		SOIOTO FURNACE 0.7						1.05	
16.4		EDMUNDS 2.1							
18.5	D-Z	SOUTH WEBSTER 1.8	19					1.20	
20.3		BLOOM 0.4 DT&I						1.25	
20.7		BLOOM JCT. 3.1	38					1.30	7.30
23.8		HIFORT 0.6	19					1.45	7.40
24.4		FIRE BRICK 2.0						1.47	7.42
26.4		ROMAN 1.5	24					1.52	7.46
27.9	D-Z	BLACKFORK JOT. 3.1	12					1.57	7.50
31.0	D-Z	OAK HILL 3.1	42					2.07	7.57
34.1		OLAY 2.9	18					2.15	8.04
37.0		ABMAC 0.7	62					2.21	8.10
37.7		CAMBA 1.5						2.23	8.12
39.2		KEYSTONE 4.7	21					2.28	8.17
43.9	DPN	JACKSON 0.2 DT&I	47					2.40	8.29
44.1		DT & I JCT. 5.7						2.41	8.30
49.8		ROADS 1.3							
51.1		MEADOW RUN WYE 1.3						3.00	
52.4		GRAND CROSSING 0.8 C&O							
53.2	DPN-Z	WELLSTON 2.6							
55.8		WEST WYE SWITCH 0.5							
56.3	DPN	HAMDEN							
								A.M.	P.M.
		Time over Sub-Division						2.50	1.00
		Average speed per hour						18.0	23.4

Passenger trains will not exceed 25 miles per hour. Speed as shown in Special Instruction 5, and such other restrictions as may be in effect, will not be exceeded.