

NORFOLK AND WESTERN RAILWAY CO.

SCIOTO DIVISION

Time Table No. 20

EFFECTIVE 3:50 A. M.
Sunday, Nov. 25, 1923

CENTRAL STANDARD TIME



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

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

It is for the information of employees only.

East Williamson to Portsmouth—Westward

| Distance from East Williamson | Time Table No. 20 EFFECTIVE Sunday, Nov. 25, 1923 | FIRST CLASS | | | | | | | | | | |
|-------------------------------|--|------------------------------|---|------------------------------|------------------------------|------------------------------|-----------------------------|-----------------------------|-------|-------|--|--|
| | | 33 Passenger Lv. Daily | 163 Mixed Lv. Daily Ex. Sunday | 15 Passenger Lv. Daily | 27 Passenger Lv. Daily | 29 Passenger Lv. Daily | 1 Passenger Lv. Daily | 3 Passenger Lv. Daily | | | | |
| | | STATIONS | | A. M. | A. M. | A. M. | P. M. | P. M. | P. M. | P. M. | | |
| | { E N D D T W C T O } E. Williamson... | | | 11.29 | | 3.50 | 4.09 | 11.20 | | | | |
| 0.7 | Williamson..... | | 8.35 | { S 11.35 11.45 } | 3.05 | { S 4.00 4.20 } | 4.15 | { S 11.30 11.40 } | | | | |
| 5.2 | Chattaroy..... | S | 8.47 | 11.52 | S 3.15 | S 4.28 | | 11.47 | | | | |
| 8.7 | Nolan..... W | S | 8.55 | 11.58 | S 3.25 | S 4.36 | | 11.53 | | | | |
| 15.5 | { W E N D D T W Y } Naugatuck..... | S | 9.15 | F 12.10PM | S 3.45 | S 4.50PM | | S 12.07AM | | | | |
| 19.4 | Lenore..... W | S | 9.40 ²⁸ | | S 3.55 ¹⁶⁴ | | | | | | | |
| 23.1 | Canterbury..... | | | | S 4.05 | | | | | | | |
| 27.8 | Hale..... | | | | F 4.16 | | | | | | | |
| 30.0 | Dingess..... W | | | VIA BIG SANDY LINE | S 4.24 | VIA BIG SANDY LINE | | VIA BIG SANDY LINE | | | | |
| 32.2 | Trace..... | | | | F 4.29 | | | | | | | |
| 38.4 | Breeden..... W | | | | F 4.43 | | | | | | | |
| 43.4 | Wilsondale..... W | | | | S 4.54 | | | | | | | |
| 47.7 | Doane..... | | | | F 5.05 | | | | | | | |
| 53.4 | Dunlow..... | | | | S 5.18 | | | | | | | |
| 56.0 | Watts..... W | | | | 5.24 | | | | | | | |
| 60.2 | Radnor..... | | | | S 5.34 | | | | | | | |
| 67.6 | Coleman..... | | | | F 5.51 | | | | | | | |
| 74.4 | Wayne..... W C | | | | S 6.08 | | | | | | | |
| 80.4 | Ardel..... | | | F 6.21 | | | | | | | | |
| 86.7 | Lavalette..... | | | F 6.36 | | | | | | | | |
| 92.3 | Buffalo Creek... W | | | | F 6.49 | | | | | | | |
| 97.8 | Ceredo..... | | | | S 7.02 | | | | | | | |
| 99.0 | { E N D D T W C T O } Kenova..... | 5.25AM | | S 2.10PM | 7.10 | S 7.25PM | | S 2.20AM | | | | |
| 103.2 | Rex..... | 5.31 | | 2.17 | | 7.31 | | 2.27 | | | | |
| 106.9 | Coal Grove..... W S | 5.38 | | S 2.25 | | S 7.39 | | 2.33 | | | | |
| 111.0 | Ironton..... O X S | 5.49 | | S 2.35 | | S 7.52 | | S 2.43 | | | | |
| 114.1 | Hanging Rock... X | 5.56 | | 2.40 | | 7.57 | | 2.48 | | | | |
| 116.9 | Union..... | 6.00 | | 2.44 | | 8.02 | | 2.52 | | | | |
| 119.3 | Haverhill..... W F | 6.06 | | 2.47 | | F 8.08 | | 2.55 | | | | |
| 122.3 | Gennett..... | 6.11 | | 2.51 | | 8.13 | | 2.59 | | | | |
| 123.8 | Franklin Furnace.. F | 6.14 | | 2.53 | | F 8.16 | | 3.01 | | | | |
| 129.6 | Wheelersburg... W F | 6.24 | | 3.02 | | F 8.26 | | 3.13 | | | | |
| 132.4 | Sciotoville..... X F | 6.30 | | 3.07 | | F 8.31 | | 3.17 | | | | |
| 135.9 | { X W C T O } E. Portsmouth... | 6.36 | | 3.13 | | 8.37 | | 3.23 | | | | |
| 137.7 | Portsmouth..... X S | 6.45 | | S 3.20 | | 8.45 | | S 3.30 | | | | |

CONNECTIONS:

No. 27 with No. 16 at Naugatuck.
No. 29 with No. 27 at Kenova.

East Williamson to Portsmouth—Westward

| Distance from East Williamson | Time Table No. 20 EFFECTIVE Sunday, Nov. 25, 1923 | SECOND CLASS | | | | | | Telegraph Offices | Telegraph Signals | Passing Siding, Clearance Length |
|-------------------------------|---|----------------------------------|--|--|--|--|--|-------------------|-------------------|----------------------------------|
| | STATIONS | 85 Thro. Freight Lv. Daily | 61 Mixed Lv. Daily Ex. Sunday | | | | | | | |
| | | A. M. | A. M. | | | | | | | |
| | (E N D D T W C T O) | 8.45 ¹²³ | | | | | | D N | W Y | Yard |
| 0.7 | E. Williamson | | | | | | | | | |
| 5.2 | Williamson | | | | | | | | | |
| 5.2 | Chattaroy | 9.00 | | | | | | | | |
| 8.7 | Nolan | 9.10 | | | | | | D | Q F | 7360 |
| 15.5 | (W E N D D T W Y) | 9.30AM | | | | | | D N | N S | 4600 |
| 15.5 | Naugatuck | | | | | | | | | |
| 19.4 | Lenore | | | | | | | D | B Q | 2300 |
| 23.1 | Canterbury | | | | | | | | | 2370 |
| 27.8 | Hale | | | | | | | | | 2200 |
| 30.0 | Dingess | | | | | | | D | H M | 2285 |
| 32.2 | Trace | | | | | | | | | 3150 |
| 38.4 | Breeden | | | | | | | | | 2100 |
| 43.4 | Wilsondale | | | | | | | D N | W X | 2830 |
| 47.7 | Doane | | | | | | | | | 2300 |
| 53.4 | Dunlow | | | | | | | D | D W | 2400 |
| 56.0 | Watts | | | | | | | | | 2535 |
| 60.2 | Radnor | | | | | | | | | 2550 |
| 67.6 | Coleman | | | | | | | | | 2250 |
| 74.4 | Wayne | | | | | | | D N | M I | 2550 |
| 80.4 | Ardel | | 11.40 | | | | | | | 2740 |
| 86.7 | Lavalette | | 11.59 | | | | | D | D S | 2100 |
| | | | 12.19PM | | | | | | | |
| 92.3 | Buffalo Creek | | | | | | | | | 2420 |
| 97.8 | Ceredo | | 12.36 | | | | | | | |
| | | | 12.53 | | | | | | | |
| 99.0 | (E N D D T W C T O) | 12.40PM | 1.00 | | | | | D N | K X | Yard |
| 103.2 | Kenova | | | | | | | | | |
| | Rex | 12.52 | | | | | | | | 6470 |
| 106.9 | Coal Grove | 1.05 | | | | | | | | |
| 111.0 | Ironton | 1.25 | | | | | | D N | S | |
| 114.1 | Hanging Rock | | | | | | | D | W | |
| 116.9 | Union | 1.43 | | | | | | | | 6235 |
| 119.3 | Haverhill | | | | | | | | | |
| 122.3 | Gennett | 2.00 | | | | | | | | 6350 |
| 123.8 | Franklin Furnace | | | | | | | | | |
| 129.6 | Wheelersburg | 2.25 ¹⁵ | | | | | | | | 3200 |
| 132.4 | Sciotoville | | | | | | | D | S J | |
| 135.9 | (W C T O X) | 3.45 | | | | | | D N | K M | Yard |
| 137.7 | E. Portsmouth | | | | | | | | | |
| | Portsmouth | | | | | | | D | B S | |

VIA BIG SANDY LINE

CONNECTIONS:

Time at Kenova for No. 61 applies at passenger station. Westward extras will run via Big Sandy Line, Naugatuck to Kenova, unless otherwise directed by train order.

Portsmouth to East Williamson—Eastward

| Distance From Portsmouth | Time Table No. 20 EFFECTIVE Sunday, Nov. 25, 1923 | | FIRST CLASS | | | | | | | |
|-----------------------------|---|------------|------------------------|------------------------|------------------------|------------------------|------------------------|------------------------|--|--|
| | | | 4 | 8 | 2 | 28 | 16 | 32 | | |
| | STATIONS | | Passenger Lv. Daily | Passenger Lv. Daily | Passenger Lv. Daily | Passenger Lv. Daily | Passenger Lv. Daily | Passenger Lv. Daily | | |
| | | | A. M. | A. M. | A. M. | A. M. | A. M. | P. M. | | |
| 1.8 | Portsmouth X S | 12.15 | 5.00 | | | | S 11.55 | S 8.00 | | |
| | { X W C T O } | | | | | | | | | |
| | E. Portsmouth | 12.20 | 5.05 | | | | 12.01 PM | 8.05 | | |
| 5.3 | Sciotoville X | 12.26 | F 5.12 | | | | V 12.07 | F 8.12 | | |
| 8.1 | Wheelersburg Y | 12.31 | F 5.18 | | | | V 12.12 | F 8.18 | | |
| 13.9 | Franklin Fce. | 12.40 | F 5.29 | | | | V 12.22 | F 8.29 | | |
| 15.4 | Gennett | 12.42 | 5.31 | | | | 12.24 | 8.33 | | |
| 18.4 | Haverhill W | 12.45 | F 5.37 | | | | V 12.30 | F 8.39 | | |
| 20.8 | Union | 12.48 | 5.41 | | | | 12.34 | 8.44 | | |
| 23.6 | Hanging Rock X | 12.53 | 5.46 | | | | 12.40 | F 8.49 | | |
| 26.7 | Ironton O X S | 1.00 | { S 5.51 } | | | | S 12.47 | S 8.55 | | |
| | | | 6.00 | | | | | | | |
| 30.8 | Coal Grove W | 1.08 | S 6.10 | | | | S 12.56 | S 9.10 | | |
| 34.5 | Rex | 1.16 | 6.17 | | | | 1.03 | 9.20 | | |
| 38.7 | { END D T W C T O } | S 1.25 AM | S 6.25 AM | | | 7.00 | S 1.15 PM | 9.30 | | |
| 39.9 | Kenova | | | | | | | | | |
| | Ceredo | | | | S 7.05 | | | | | |
| 45.4 | Buffalo Creek W | | | | F 7.17 | | | | | |
| 51.0 | Lavalette | | | | S 7.29 | | | | | |
| 57.3 | Ardel | | | | F 7.43 | | | | | |
| 63.3 | Wayne W C | | | | S 7.58 | | | | | |
| 70.1 | Coleman | | | | F 8.13 | | | | | |
| 77.5 | Radnor | | | | S 8.31 | | | | | |
| 81.7 | Watts W | | | | 8.41 | | | | | |
| 84.3 | Dunlow | | | | S 8.48 | | | | | |
| 90.0 | Doane | | | | F 9.02 | | | | | |
| 94.3 | Wilsondale W | | | | S 9.12 | | | | | |
| 99.3 | Breeden W | | | | S 9.23 | | | | | |
| 105.5 | Trace | | | | F 9.37 | | | | | |
| 107.7 | Dingess W | | | | S 9.44 | | | | | |
| 109.9 | Hale | | | | F 9.50 | | | | | |
| 114.6 | Canterbury W | | | | F 10.01 | | | | | |
| 118.3 | Lenore W | | | | S 10.11 | | | | | |
| 122.2 | { W END D T W Y } | S 3.29 AM | S 9.00 AM | | S 10.23 | | S 3.38 PM | | | |
| | Naugatuck | | | | | | | | | |
| 129.0 | Nolan W | 3.41 | S 9.13 | | S 10.38 | | A 3.42 | | | |
| 132.5 | Chattaroy | 3.47 | S 9.23 | | S 10.53 | | A 3.48 | | | |
| 137.0 | Williamson | { S 3.55 } | { S 9.35 } | 6.45 | 11.01 | | { S 3.58 } | | | |
| | | 4.05 | 10.01 | | | | 4.05 | | | |
| 137.7 | { END D T W C T O } | 4.07 | 10.03 | 6.47 | | | 4.07 | | | |
| | E. Williamson | | | | | | | | | |

PASSENGER STOP NOTES:

- A—Stop to discharge from Kenova and beyond or to take on for Bluefield and beyond.
- V—Stop to discharge from beyond Portsmouth.

Portsmouth to East Williamson—Eastward

| Distance from Portsmouth | Time Table No. 20 EFFECTIVE Sunday, Nov. 25, 1923 | SECOND CLASS | | | THIRD CLASS | | | | |
|--------------------------|---|------------------------------------|---|------------------------------------|--|--|--|--|--|
| | STATIONS | 86 Through Freight Lv. Daily | 164 Mixed Lv. Daily Ex. Sunday | 84 Through Freight Lv. Daily | 60 Local Freight Lv. Daily Ex. Sunday | | | | |
| | | A. M. | P. M. | P. M. | A. M. | | | | |
| ..... | Portsmouth..... X | | | | | | | | |
| 1.8 | { X—W C T O } E. Portsmouth.. | 5.10 ^s | | 3.30 | | | | | |
| 5.3 | Sciotoville..... X | | | | | | | | |
| 8.1 | Wheelersburg... W | 5.28 | | 3.48 | | | | | |
| 13.9 | Franklin Fce..... | | | | | | | | |
| 15.4 | Gennett..... | 5.45 | | 4.05 | | | | | |
| 18.4 | Haverhill..... W | | | | | | | | |
| 20.8 | Union..... | 6.00 | | 4.15 | | | | | |
| 23.6 | Hanging Rock... X | | | | | | | | |
| 26.7 | Ironton..... O X | 6.18 | | 4.32 | | | | | |
| 30.8 | Coal Grove..... W | 6.40 | | 4.50 | | | | | |
| 34.5 | Rex..... | 6.52 | | 5.00 | | | | | |
| 38.7 | { END D T W C T O } Kenova..... | 7.05AM | | 5.15PM | 6.00 | | | | |
| 39.9 | Ceredo..... | | | | | | | | |
| 45.4 | Buffalo Creek... W | | | | 6.21 | | | | |
| 51.0 | Lavalette..... | | | | 6.45 | | | | |
| 57.3 | Ardel..... | | | | 7.05 | | | | |
| 63.3 | Wayne..... W C | | | | 7.43 ²⁸ | | | | |
| 70.1 | Coleman..... | | | | | | | | |
| 77.5 | Radnor..... | | | | | | | | |
| 81.7 | Watts..... W | | | | | | | | |
| 84.3 | Dunlow..... | | | | | | | | |
| 90.0 | Doane..... | | | | | | | | |
| 94.3 | Wilsondale... W | | | | | | | | |
| 99.3 | Breeden..... W | | | | | | | | |
| 105.5 | Trace..... | | | | | | | | |
| 107.7 | Dingess..... W | | | | | | | | |
| 109.9 | Hale..... | | | | | | | | |
| 114.5 | Canterbury..... | | | | | | | | |
| 118.3 | Lenore..... W | | S 4.05 ²⁷ | | | | | | |
| 122.2 | { W END D T W Y } Naugatuck..... | 11.00AM | S 4.30 | 8.55PM | | | | | |
| 129.0 | Nolan..... W | 11.23 | S 4.55 | 9.20 | | | | | |
| 132.5 | Chattaroy..... | 11.36 | S 5.05 | 9.30 | | | | | |
| 137.0 | Williamson..... | | 5.30 | | | | | | |
| 137.7 | { END D T W C T O } E. Williamson... } | 11.59 | | 10.00 | | | | | |

East Portsmouth to Columbus—Westward

| Distance from East Portsmouth | Time Table No. 20 EFFECTIVE Sunday, Nov. 25, 1923 STATIONS | FIRST CLASS | | | | | SECOND CLASS | Telegraph Offices | Telegraph Signals | Passing Siding, Clearance Length |
|-------------------------------|---|------------------------------|------------------------------|-----------------------------|--|--|----------------------------------|-------------------|-------------------|----------------------------------|
| | | 15 Passenger Lv. Daily | 33 Passenger Lv. Daily | 3 Passenger Lv. Daily | | | 35 Thro. Freight Lv. Daily | | | |
| | | P. M. | A. M. | A. M. | | | P. M. | | | |
| ..... | {^X W C T O E. Portsmouth...} | 3.13 | 6.36 | 3.23 | | | 6.00 | D N | K M | Yard |
| 1.8 | Portsmouth... ^X | 3.20 | 6.45 | 3.30 | | | | D | B S | |
| 3.8 | Vera... ^X | 3.30 | 6.55 | 3.40 | | | 6.20 | D N | O D | |
| 9.0 | George..... | 3.34 | 6.59 | 3.44 | | | 6.32 | | | |
| | | 3.42 | 7.07 | 3.52 | | | | | | |
| 12.8 | Lucasville..... ^S | 3.50 | 7.14 | | | | | D | U C | |
| 13.5 | Dugan..... | 3.52 | 7.16 | 3.59 | | | 6.44 | | | 6230 |
| 16.2 | Clifford..... ^W | 3.57 | 7.22 | 4.03 | | | 7.02 | | | |
| 21.3 | Sargents..... | 4.05 | 7.30 | 4.12 | | | 7.14 | | | 6700 |
| 26.1 | Piketon..... ^S | 4.14 | 7.38 | 4.20 | | | 7.30 | D | N | |
| 31.1 | Waverly..... ^W | 4.25 | 7.50 | 4.31 | | | 8.00 | | | E9100 W9225 |
| 35.5 | Omega..... ^F | 4.33 | 7.59 | 4.38 | | | 8.12 | | | |
| 39.6 | Higby..... | 4.42 | 8.07 | 4.44 | | | 8.22 | | | 8880 |
| 47.6 | Lunbeck..... | 4.55 | 8.22 | 4.55 | | | 8.45 | | | 8150 |
| 49.8 | Renick..... ^{W X Y} | 5.00 | 8.26 | 5.02 | | | 9.00 | D N | X D | 5900 |
| 51.2 | Chillicothe..... ^{X O} | 5.07 | 8.30 | 5.10 | | | | | | |
| 56.5 | Delano..... | 5.15 | 8.43 | 5.19 | | | 9.24 | | | 8580 |
| 61.7 | Kingston..... | 5.24 | 8.53 | 5.28 | | | 9.40 | D | K N | 406 |
| 67.9 | Dorney..... ^{W C} | 5.33 | 9.05 | 5.38 | | | 10.17 | | | E7655 W8450 |
| 70.9 | Circleville..... ^X | 5.41 | 9.16 | 5.46 | | | | D N | V I | |
| 73.5 | Ritts..... | 5.46 | 9.22 | 5.51 | | | 10.40 | | | 8300 |
| 79.7 | Ashville..... ^W | 5.54 | 9.34 | 6.01 | | | | D | A | |
| 81.9 | Dix..... | 5.58 | 9.38 | 6.05 | | | 11.05 | | | 8655 |
| 87.8 | Miner..... | 6.06 | 9.48 | 6.12 | | | 11.20 | | | 8600 |
| 91.9 | { ^X Valley Crsg.... ^{X O} } | 6.12 | 9.55 | 6.18 | | | 11.45 | D N | S K | W6485 |
| 96.6 | Main Street..... | 6.20 | 10.03 | 6.28 | | | 12.05AM | | | |
| 99.4 | { ^X Joyce Avenue... ^X } | 6.27 | 10.08 | 6.35 | | | 1.30 | D N | C X | Yard |
| 101.8 | Columbus... ^{END D T} | 6.35 | 10.15 | 6.45 | | | | D N | D N | |

PASSENGER STOP NOTES:

Note time of Cincinnati and Kenova Sub-division first class trains between Vera and East Portsmouth.
Freight trains of the C. & O. R. R. will proceed extra with current of traffic between Glen Jean and Valley Crossing.

Columbus to East Portsmouth—Eastward

| Distance From Columbus | | Time Table No. 20 EFFECTIVE Sunday, Nov. 25, 1923 | | FIRST CLASS | | | SECOND CLASS | | | |
|---------------------------|--|---|--------------------|------------------------------|------------------------------|-----------------------------|------------------------------------|------------------------------------|--|--|
| | | STATIONS | | 16 Passenger Lv. Daily | 32 Passenger Lv. Daily | 4 Passenger Lv. Daily | 84 Through Freight Lv. Daily | 86 Through Freight Lv. Daily | | |
| | | A. M. | P. M. | P. M. | A. M. | P. M. | | | | |
| | Columbus | 8.30 | 4.30 | 9.20 | | | | | | |
| 2.4 | { Joyce Ave. } W C T O X | 8.36 | 4.36 | 9.26 | 8.45 ¹⁶ | 10.00 | | | | |
| 5.2 | { Main Street } X | 8.42 | F 4.41 | 9.33 | 8.55 | 10.10 | | | | |
| 9.9 | { Valley Crossing } X O | 8.50 | F 4.49 | 9.42 | 9.15 | 10.30 | | | | |
| 14.0 | Miner | 8.56 | 4.55 | 9.47 | 9.25 | 10.43 | | | | |
| 19.9 | Dix | 9.03 | 5.05 | 9.54 | 9.38 | 10.57 | | | | |
| 22.1 | Ashville | 9.08 | S 5.10 | | | | | | | |
| 28.3 | Ritts | 9.18 | 5.19 | 10.05 | 9.58 | 11.15 | | | | |
| 30.9 | Circleville | 9.26 | S 5.28 | S 10.12 | | | | | | |
| 33.9 | Dorney | 9.31 | F 5.34 | 10.17 | 10.25 | 11.42 | | | | |
| 40.1 | Kingston | 9.42 | S 5.45 | 10.27 | 10.43 | 12.01AM | | | | |
| 45.3 | Delano | 9.50 | 5.53 | 10.35 | 10.57 | 12.15 | | | | |
| 50.6 | Chillicothe | 10.00 | S { 6.00 } 6.05 | S 10.45 | | | | | | |
| 52.0 | Renick | 10.03 | 6.08 | 10.48 | 11.17 | 12.38 | | | | |
| 54.6 | Lunbeck | 10.07 | 6.12 | 10.52 | 11.23 | 12.46 | | | | |
| 62.2 | Higby | 10.22 | F 6.27 | 11.02 | 11.43 | 1.05 | | | | |
| 66.3 | Omega | 10.30 | F 6.36 | 11.08 | | | | | | |
| 70.7 | Waverly | 10.41 | S 6.48 | S 11.16 | 12.08PM | 1.30 | | | | |
| 75.7 | Piketon | 10.52 | S 6.59 | 11.23 | 12.20 | 1.42 | | | | |
| 80.5 | Sargents | 10.59 | 7.08 | 11.28 | 12.30 | 1.51 | | | | |
| 85.6 | Clifford | 11.13 | 7.20 | 11.40 | 12.42 | 2.05 | | | | |
| 88.3 | Dugan | 11.17 | 7.25 | 11.44 | 12.48 | 2.12 | | | | |
| 89.0 | Lucasville | 11.22 | S 7.29 | | | | | | | |
| 92.8 | George | 11.30 | 7.37 | 11.50 | 12.57 | 2.20 | | | | |
| 98.0 | Vera | 11.40 | 7.45 | 11.59 | 1.10 | 2.35 | | | | |
| 100.0 | Portsmouth | 11.45 11.55 | S { 7.50 } 8.00 | S { 12.05AM } 12.15 | | | | | | |
| 101.8 | { E. Portsmouth } X—W C T O | 12.01PM | 8.05 | 12.20 | 1.30 | 3.00 | | | | |

PASSENGER STOP NOTES:

Eastward freight trains may proceed from Vera to East Portsmouth on the time of delayed eastward first class trains.
 Eastward first class trains will run with train under control between these points.
 Columbus Sub-division other than first class or extra passenger trains, will not move east of Dugan for Trains Nos. 4 and 16 when they are unable to clear Cincinnati Sub-division Trains Nos. 24 and 26, respectively.

East Portsmouth to Cincinnati—Westward

| Distance from East Portsmouth | Time Table No. 20 EFFECTIVE Sunday, Nov. 25, 1923 STATIONS | FIRST CLASS | | | | | | SECOND CLASS | Telegraph Offices | Telegraph Signals | Passing Siding Clearance Length |
|-------------------------------|---|------------------------------|------------------------------|--|------------------------------|--|--|----------------------------------|-------------------|-------------------|---------------------------------|
| | | 25 Passenger Lv. Daily | 37 Passenger Lv. Daily | 35 Passenger Lv. Daily Ex. Sunday | 23 Passenger Lv. Daily | | | 85 Thro. Freight Lv. Daily | | | |
| | | P. M. | P. M. | A. M. | A. M. | | | P. M. | | | |
| | W C T O | | | | | | | | | | |
| 1.8 | X E. Portsmouth... X | 3.40 | 2.10 | 7.05 | 3.55 | | | 6.20 | D N | K M | Yard |
| 3.8 | X W E N D T | 3.44 | 2.14 | 7.10 | 3.59 | | | 6.35 | D N | O D | |
| 5.2 | Book..... | 3.47 | 2.17 | 7.13 | 4.02 | | | 6.39 | | | 1650 |
| 11.7 | McDermott..... W | 3.57 | S 2.30 | S 7.27 | 4.13 | | | 7.00 | D | M C | 1635 |
| 15.1 | Brookside..... | 4.03 | 2.36 | 7.33 | 4.19 | | | 7.10 | | | 1425 |
| 17.7 | Henley..... | | F 2.41 | F 7.39 | | | | | | | |
| 21.1 | Otway..... | 4.12 | S 2.47 | S 7.46 | 4.29 | | | 7.30 | D | O A | 2556 |
| 26.4 | Rarden..... W T | 4.20 | S 2.58 | S 7.57 | 4.37 | | | 7.58 ³⁶ | D N | R A | 2600 |
| 29.7 | Mineral Springs..... | | F 3.04 | F 8.03 | | | | | | | |
| 32.2 | Beaver Pond..... | 4.29 | F 3.10 | F 8.09 | 4.47 | | | 8.20 | | | 2600 |
| 36.5 | Peebles..... T | 4.35 | S 3.18 | S 8.19 ⁵⁴ | S 4.55 | | | 8.33 | D N | U | 2500 |
| 40.7 | Lawshe..... W | 4.42 ⁷⁸ | S 3.28 | S 8.29 | 5.03 | | | 8.46 | D | N P | 1750 |
| 46.7 | Seaman..... | 4.52 | S 3.39 | S 8.40 | 5.15 | | | | D | M U | 942 |
| 48.1 | Mt. Zion..... | 4.54 | 3.41 | 8.42 | 5.17 | | | 9.12 | | | 2730 |
| 51.4 | Winchester..... W Y T | 4.59 | S 3.52 ⁷⁸ | S 8.50 ³⁸ | S 5.25 | | | 9.25 | D N | W H | 2550 |
| 55.9 | Macon..... | 5.06 | F 3.59 | S 9.01 | 5.33 | | | 9.56 ²⁴ | | | 1880 |
| 60.9 | Sardinia..... O W Y S | 5.16 | S 4.10 | S 9.14 | S 5.45 | | | 10.20 | D N | S D | 1830 |
| 66.3 | White Oak..... | 5.24 | 4.20 | 9.25 ⁸⁴ | 5.54 | | | 10.40 | | | 2400 |
| 67.4 | Mt. Oreb..... | | S 4.24 | S 9.30 | 5.57 | | | | D | M O | |
| 71.3 | Eastwood..... | 5.31 | F 4.32 | F 9.40 ^{52 20} | 6.04 | | | 11.01 | D N | S W | 2730 |
| 75.1 | Williamsburg..... W T | | S 4.40 | S 9.50 | 6.12 | | | | D | M S | |
| 77.9 | Afton..... C | 5.39 | F 4.47 | F 9.57 | 6.18 | | | 11.30 ⁸⁶ | | | 1830 |
| 84.3 | Batavia..... W T | 5.49 ³⁶ | S 5.00 | S 10.10 | S 6.30 | | | 11.59 | D N | B | 2230 |
| 87.6 | Gernon..... | | | | | | | | | | |
| 89.8 | Perintown..... | 6.01 | F 5.12 | S 10.24 | 6.40 | | | 12.20 ^{AM} | D | C N | 1800 |
| 95.5 | Ancor..... | 6.12 | 5.26 ³⁶ | 10.38 | 6.51 | | | 12.40 | | | 2865 |
| 98.3 | Newtown..... | 6.17 | S 5.34 | S 10.46 | 6.56 | | | | D | N A | 1100 |
| 99.5 | Clare..... W C T O X | 6.20 | S 5.38 | S 10.50 | F 7.00 ³⁸ | | | 1.30 | D N | B R | Yard |
| 100.7 | Mariemont..... | VIA | 5.41 | 10.53 | VIA | | | | | | |
| 103.3 | Hyde Park..... | PENNA. | S 5.48 | S 11.00 | PENNA. | | | | | | |
| 104.9 | Idlewild..... X W | LINES | S 5.54 | S 11.06 | LINES | | | | D | W I | |
| 108.5 | Cincinnati... W T O | 6.40 | 6.10 | 11.20 | 7.20 | | | | D N | C B | |

PASSENGER STOP NOTES:

T—Stop to let off passengers holding tickets from east of Portsmouth.

Note time of Columbus and Kenova Sub-division trains between Vera and East Portsmouth.

Freight trains may proceed with the current of traffic on the time of Cincinnati Sub-division first class trains between Portsmouth and Vera. Cincinnati Sub-division first class trains will run with train under control, expecting to find tracks occupied between these points.

Cincinnati to East Portsmouth—Eastward

| Distance From Cincinnati | Time Table No. 20 EFFECTIVE Sunday, Nov. 25, 1923 | | FIRST CLASS | | | | SECOND CLASS | | THIRD CLASS | | |
|--------------------------|---|-------------|------------------------------|------------------------------|--|------------------------------|------------------------------------|------------------------------------|--|--|------------------------------------|
| | STATIONS | | 38 Passenger Lv. Daily | 26 Passenger Lv. Daily | 36 Passenger Lv. Daily Ex. Sunday | 24 Passenger Lv. Daily | 84 Through Freight Lv. Daily | 86 Through Freight Lv. Daily | 54 Local Freight Lv. Daily Ex. Sunday | 52 Local Freight Lv. Daily Ex. Sunday | 78 Through Freight Lv. Daily |
| | | | A. M. | A. M. | P. M. | P. M. | A. M. | P. M. | A. M. | A. M. | P. M. |
| | Cincinnati | W T O | 6.40 | 8.35 | 4.50 | 8.20 | | | | | |
| 3.6 | Idlewild | X W S | 6.51 | VIA | S 5.02 | VIA | | | | | |
| 5.2 | Hyde Park | S | 6.57 | PENNA. | S 5.06 | PENNA. | | | | | |
| 7.8 | Mariemont | | 7.03 | LINES | 5.13 | LINES | | | | | |
| 9.0 | Clare | W C T O X S | 7.06 ²³ | 8.53 | S 5.17 | 8.38 | 7.25 ³⁸ | 10.00 | | 7.45 ⁵² | 12.50 |
| 10.2 | Newtown | S | 7.09 | 8.55 | S 5.20 | 8.40 | | | | | |
| 13.0 | Ancor | | 7.14 | 8.59 | 5.27 ²⁷ | 8.45 | 7.36 | 10.12 | | 8.00 | 1.00 |
| 18.7 | Perintown | F | 7.27 | 9.08 | F 5.40 | 8.54 | 7.51 | 10.28 | | 8.20 | 1.15 |
| 20.9 | Gernon | | | | | | | | | | |
| 24.2 | Batavia | W S | 7.38 | 9.17 | S 5.52 ²⁵ | U 9.02 | 8.05 | 10.45 | | 8.40 | 1.30 |
| 30.6 | Afton | C F | 7.52 | 9.29 | F 6.08 | 9.15 | 8.35 | 11.30 ⁸⁵ | | 9.00 | 2.10 |
| 33.4 | Williamsburg | W S | 7.59 | | S 6.14 | U | | | | | |
| 37.2 | Eastwood | F | 8.07 | 9.40 ³⁵ | F 6.22 | 9.26 | 8.55 | 11.50 | | 9.40 ⁵² | 2.30 |
| 40.1 | Mt. Oreb | S | 8.16 | | S 6.31 | | | | | | |
| 42.2 | White Oak | | 8.18 | 9.48 | 6.33 | 9.35 | 9.25 ³⁵ | 12.05AM | | 10.15 | 2.45 |
| 47.6 | Sardinia | O W Y S | 8.33 | S 9.58 ⁸⁴ | S 6.45 | S 9.47 | 9.58 ²⁶ | 12.25 | 6.00 ²³ | 10.40 | 3.05 |
| 52.6 | Macon | F | 8.42 | 10.07 | S 6.54 | 9.56 ⁸⁵ | 10.25 | 12.40 | 6.25 | | 3.25 |
| 57.1 | Winchester | W Y S | 8.51 ³⁵ | 10.15 | S 7.03 | U 10.04 | 10.37 | 12.52 | 6.50 | | 3.52 ³⁷ |
| 60.4 | Mt. Zion | | 8.58 | 10.20 | 7.11 | 10.10 | 10.45 | 1.00 | 7.00 | | 4.05 |
| 61.8 | Seaman | S | 9.02 | 10.22 | S 7.15 | 10.12 | | | 7.15 | | |
| 67.8 | Lawshe | W S | 9.12 | 10.32 | F 7.26 | 10.22 | 11.09 | 1.23 | 7.40 | | 4.42 ²⁵ |
| 72.0 | Peebles | S | 9.22 | 10.39 | S 7.37 | U 10.30 | 11.20 | 1.37 | 8.19 ³⁵ | | 4.55 |
| 76.3 | Beaver Pond | | 9.28 | 10.45 | F 7.45 | 10.37 | 11.31 | 1.48 | 8.35 | | 5.06 |
| 78.8 | Mineral Springs | | 9.34 | | F 7.51 | | | | | | |
| 82.1 | Rarden | W S | 9.42 ⁸⁴ | 10.54 | S 7.58 ⁸⁵ | U 10.48 | 11.47 | 2.05 | 9.42 ³⁸ | | 5.22 |
| 87.4 | Otway | S | 9.51 | 11.02 | S 8.08 | 10.57 | 12.01PM | 2.20 | 10.10 | | 5.35 |
| 90.8 | Henley | F | 9.57 | | F 8.15 | | | | | | |
| 93.4 | Brookside | | 10.02 | 11.11 | F 8.20 | 11.07 | 12.16 | 2.37 | 10.35 | | 5.50 |
| 96.8 | McDermott | W S | 10.08 | 11.17 ⁸⁴ | S 8.27 | 11.13 | 12.25 | 2.47 | 11.17 ²⁶ | | 5.59 |
| 103.3 | Book | | 10.22 | 11.27 | 8.41 | 11.24 | 12.42 | 3.05 | 12.01PM | | 6.15 |
| 104.7 | { W END D T Vera } | | 10.25 | 11.30 | 8.44 | 11.27 | | | | | 85 |
| 106.7 | Portsmouth | X | 10.30 | 11.35 | 8.50 | 11.35 | | | | | |
| 108.5 | { W C T O E. Portsmouth } | | | | | | 1.00 | 3.30 | 12.30 | | 6.45 |

PASSENGER STOP NOTES:

Eastward freight trains may proceed Vera to East Portsmouth on the time of delayed eastward first class trains.
 Eastward first class trains will run with train under control between these points.
 At Batavia and Winchester the time shown for eastward trains will apply at east switch of passing siding.
 No. 38 will wait at Clare until 7:15 A. M. for No. 23.
 U—Stop to discharge from connecting line at Cincinnati.

Naugatuck to Kenova—Big Sandy Line—Westward

| Distance from Naugatuck | Time Table No. 20 EFFECTIVE Sunday, Nov. 25, 1923 | | FIRST CLASS | | | | | SECOND CLASS | | Telegraph Offices | Telegraph Signals | Passing Siding, Clearance Length |
|-------------------------|---|---------------------|---------------------|--------------------|----------------------|-------------------------|--|--------------|---------------------|-------------------|-------------------|----------------------------------|
| | | | 3 | 15 | 29 | | | 85 | | | | |
| | Passenger Lv. Daily | Passenger Lv. Daily | Passenger Lv. Daily | | | Thro. Freight Lv. Daily | | | | | | |
| | STATIONS | | A. M. | P. M. | P. M. | | | | A. M. | | | |
| ..... | Naugatuck..... | W Y S | 12.07 | S 12.10 | S 4.50 | | | | 9.30 ⁸ | DN | NS | 4600 |
| 5.1 | Kermit..... | F | 12.16 | S 12.19 | S 5.03 | | | | 9.45 | D | WF | 4100 |
| 11.3 | Crum..... | W | 12.28 | 12.30 | F 5.17 | | | | 10.15 ⁸⁶ | DN | GI | 8665 |
| 18.3 | Webb..... | | 12.42 | 12.43 | F 5.33 | | | | 10.35 | | | 4143 |
| 24.1 | Glenhayes..... | W | 12.55 | 12.53 | F 5.48 | | | | 10.53 | DN | QN | 7610 |
| 29.8 | Saltpeter..... | | 1.05 | 1.01 | F 6.00 | | | | 11.08 | | | 4100 |
| 33.9 | Fort Gay..... | W S | 1.15 | S 1.10 | S 6.15 | | | | 11.20 | DN | AV | 7810 |
| 39.4 | Hewlet..... | | 1.25 | 1.19 | F 6.26 ⁸⁴ | | | | 11.35 | | | 3650 |
| 45.9 | Prichard..... | W C | 1.40 | 1.30 | S 6.43 | | | | 12.01PM | DN | AG | E 4330 W 6432 |
| 51.0 | Cyrus..... | | 1.53 ⁴ | 1.41 ¹⁶ | F 6.56 | | | | 12.15 | | | 4000 |
| 55.4 | Neal..... | W | 2.02 | 1.50 | F 7.05 | | | | 12.29 | | | 7785 |
| 59.1 | Kenova..... | W C T O S | 2.10 | S 2.00 | S 7.15 | | | | 12.40 | DN | KX | ..... |

Westward

Between Sardinia and Hillsboro

Eastward

| Telegraph Offices | Telegraph Signals | Passing Siding, Clearance Length | Distance from Hillsboro | SECOND CLASS | | Time Table No. 20 EFFECTIVE Sunday, Nov. 25, 1923 | | SECOND CLASS | | Distance from Sardinia |
|-------------------|-------------------|----------------------------------|-------------------------|----------------------------|----------------------------|---|----------------------------|--------------|-------|------------------------|
| | | | | 125 | 135 | 184 | 126 | | | |
| | | | | Mixed Lv. Daily Ex. Sunday | Mixed Lv. Daily Ex. Sunday | Mixed Ar. Daily Ex. Sunday | Mixed Ar. Daily Ex. Sunday | | | |
| | | | | P. M. | A. M. | STATIONS | | A. M. | A. M. | |
| D | HB | | | 12.15 | 7.15 | { X Hillsboro T W } Hillsboro East Danville Taylorsville Mowrystown Sardinia . . . O W Y | | 7.00 | 11.15 | 18.72 |
| | | 9.47 | F 12.45 | F 7.40 | F 6.32 | | | F 10.46 | 9.25 | |
| | | 12.35 | F 12.57 | F 7.49 | F 6.22 | | | F 10.27 | 6.37 | |
| | | 15.10 | F 1.10 | F 7.58 | F 6.13 | | | F 10.15 | 3.62 | |
| DN | SD | 18.72 | 1.30 | 8.15 | 6.00 | 10.00 | | | | |

PASSENGER STOP NOTES:

No. 126 will not leave Sardinia until No. 135 has arrived there.

Hillsboro Branch regular trains are not required to observe Rule No. 99. Extra trains on Hillsboro Branch must run expecting to find regular trains unprotected.

Kenova to Naugatuck—Big Sandy Line—Eastward

| Distance from Kenova | Time Table No. 20 EFFECTIVE Sunday, Nov. 25, 1923 | | FIRST CLASS | | | SECOND CLASS | | | | |
|-------------------------|---|-------------------|-----------------------------|-----------------------------|------------------------------|------------------------------------|------------------------------------|--|--|--|
| | STATIONS | | 4 Passenger Lv. Daily | 8 Passenger Lv. Daily | 16 Passenger Lv. Daily | 86 Through Freight Lv. Daily | 84 Through Freight Lv. Daily | | | |
| | | | A. M. | A. M. | P. M. | A. M. | P. M. | | | |
| ..... | Kenova..... | S 1.40 | S 6.40 | S 1.25 | 7.05 | 5.15 | | | | |
| 3.7 | Neal..... | 1.46 | F 6.47 | 1.33 | 7.15 | 5.23 | | | | |
| 8.1 | Cyrus..... | 1.53 ³ | F 6.56 | 1.41 ¹⁵ | 7.25 | 5.33 | | | | |
| 13.2 | Prichard..... | 2.03 | S 7.07 | 1.51 | 7.55 | 5.58 | | | | |
| 19.7 | Hewlet..... | 2.15 | F 7.19 | 2.04 | 8.20 | 6.26 ²⁰ | | | | |
| 25.2 | Fort Gay..... | S 2.25 | S { 7.28 7.40 } | S 2.15 | 8.40 | 6.51 | | | | |
| 29.3 | Salt peter..... | 2.33 | F 7.50 | 2.24 | 8.55 | 7.03 | | | | |
| 35.0 | Glenhayes..... | 2.43 | S 8.03 | 2.35 | 9.15 | 7.25 | | | | |
| 40.8 | Webb..... | 2.55 | F 8.17 | 2.48 | 9.37 | 7.40 | | | | |
| 47.8 | Crum..... | 3.08 | S 8.34 | 3.02 | 10.15 ⁸⁵ | 8.23 | | | | |
| 54.0 | Kermit..... | T 3.19 | S 8.48 | S 3.15 | 10.38 | 8.40 | | | | |
| 59.1 | Naugatuck..... | S 3.29 | S 9.00 | S 3.28 | 11.00 | 8.55 | | | | |

Westward **Between Lenore and Adanac** Eastward

Westward **Between Wayne and East Lynn** Eastward

| Distance from Lenore | FIRST CLASS | Time Table No. 20 EFFECTIVE Sunday, Nov. 25, 1923 | SECOND CLASS | Distance from Adanac | Distance from East Lynn | SECOND CLASS | Time Table No. 20 EFFECTIVE Sunday, Nov. 25, 1923 | SECOND CLASS | Distance from Wayne |
|-------------------------|---|---|---|-------------------------|----------------------------|---|---|---|------------------------|
| | 163 Mixed Lv. Daily Ex. Sunday | | 164 Mixed Ar. Daily Ex. Sunday | | | 161 Mixed Lv. Daily Ex. Sunday | | 160 Mixed Ar. Daily Ex. Sunday | |
| | STATIONS | | STATIONS | | | | | | |
| ..... | A. M. | | P. M. | | A. M. | | A. M. | | |
| ..... | S 10.20 | Lenore..... | S 3.40 | ..... | 10.30 | East Lynn..... | 9.25 | 7.5 | |
| 4.1 | S 10.43 | Tekram..... | S 3.17 | ..... | 10.42 | Armilda..... | 9.12 | 5.6 | |
| 8.5 | S 11.05 | Bias..... | S 2.53 | ..... | F 11.01 | Dean..... | F 8.52 | 2.5 | |
| 11.0 | S 11.20 | Adanac..... | S 2.40 | ..... | F 11.10 | Elmwood..... | F 8.42 | 1.1 | |
| | | | | | 11.20 | Wayne..... | C W 8.35 | ..... |  |

PASSENGER STOP NOTES:

- T—Stop to discharge from Kenova or beyond.
- East Lynn Branch regular trains are not required to observe Rule No. 99.
- Extra trains on East Lynn Branch must run expecting to find regular trains unprotected.

SCIOTO DIVISION.

Special Instructions.

STANDARD TIME.

1. Clocks showing Standard Time are located as follows:

East Williamson, Telegraph Office.
East Williamson, Engine House.
Williamson, Passenger Station. Kenova, Yardmaster's Office.
East Portsmouth, East Yard Office and Callers' Office.
East Portsmouth, Engine House.
Portsmouth, Passenger Station. Joyce Avenue, Yard Office.
Joyce Avenue, Engine House. Columbus, Telegraph Office.
Sardinia, Telegraph Office. Clare, Tower.

Books, Form C. T. 258, "time comparison register," have been placed at all terminal registering points where standard clocks are located. It is the duty of Conductors and Engineers to fill out this form before starting on each trip. (See Rule No. 3.)

REGISTERING.

2. Conductors only will examine register. (See Rule 583.)

First class trains and passenger extras will register at Williamson, Portsmouth, Columbus and Idlewild.

First class trains and passenger extras will be registered at Naugatuck by Operators from slips handed them by Conductors.

Westward passenger trains and passenger extras will be furnished, by train order, information concerning eastward overdue superior trains at Naugatuck.

Freight trains will register at East Williamson, Naugatuck, East Portsmouth, Joyce Avenue.

Conductors receiving advice that overdue trains have arrived and left Naugatuck need not stop to register, but should throw off register slip to Operator who will register for them.

Trains, except first class, originating or terminating at Kenova will register at Kenova, Yard Master's Office.

First class trains originating or terminating at Kenova will register at Kenova Tower.

Other trains will be registered at Kenova Tower by the Operators from slips handed them by Conductors.

Cincinnati Sub-Division freight trains will register at Vera and Clare Tower.

Cincinnati Sub-Division first class trains and passenger extras will be registered at Vera and Clare Tower by the Operators from slips handed them by the Conductor.

Hillsboro Branch trains will register at Hillsboro and Sardinia. Trains originating or terminating at Sardinia will register there.

Dispatcher will transmit to Operator at Joyce Avenue and East Williamson the register of first class trains and passenger extras, which must be repeated back and entered in train order book.

Nos. 27, 28, 163 and 164 will register at Lenore.

All trains using Lenore Branch will register "on" and "off" branch. Extra trains using this branch will be governed by register with regard to each other. The first extra train on the branch has the right thereto without protecting; following extra trains must protect against trains occupying branch. Regular trains must be cleared by rule. Dispatcher will issue no orders on this branch, except to run scheduled trains late and display signals.

BULLETIN BOARDS.

3. Bulletin Boards are located as follows:

East Williamson:—Yard Office. Engine House.
Williamson:—Passenger Station.
Kenova:—Yard Office. Engine House.
East Portsmouth:—East Yard Office, Engine House and Callers' Office.
Circleville:—Freight Station.
Chillicothe:—Freight Station.
Portsmouth:—Passenger Station.

Joyce Avenue:—Yard Office. Engine House.
Columbus:—Union Station Telegraph Office.
Sardinia:—Station. Clare:—Yard Office.
Idlewild:—Yard Office.
Cincinnati:—C. L. & N. Station.
P. C. C. & St. L. Station.
Ironton:—Yard Office.

MAXIMUM SPEED.

4. Naugatuck to Kenova (Twelve-Pole Line), first class trains, thirty (30) miles per hour; other trains, twenty (20) miles per hour.

Williamson to Kenova (Big Sandy Line), first class trains and passenger extras, forty-five (45) miles per hour; other trains, thirty (30) miles per hour.

Passenger trains reduce to twenty-five (25) miles per hour, other trains to twelve (12) miles per hour, over both tracks at break-down at Signal 4757, first curve west of Borderland Coaling Station.

East Lynn Branch, ten (10) miles per hour.

Lenore Branch, fifteen (15) miles per hour.

Between Kenova and Columbus: other than passenger trains, thirty-five (35) miles per hour.

Westward freight trains between Kenova and Coal Grove, twenty (20) miles per hour.

Passenger trains reduce to forty-five (45) miles per hour over Bridges 1103 and 1139-A and on curve at Bridge 1133, first curve east of Dorney.

Eastward passenger trains reduce to forty-five (45) miles per hour over Bridge 1137-A just west of Bells Siding.

Passenger trains reduce to twenty-five (25) miles per hour, other trains to fifteen (15) miles per hour, over Ohio River Bridge and Viaduct and trains handled carefully to avoid shock to structure.

Eastward trains reduce to six (6) miles per hour, Chillicothe Street to Portsmouth passenger station.

Trains reduce to thirty (30) miles per hour on first two curves east of M. P. 646, west of west switch at Higby, and twenty (20) miles per hour over B. & O. crossing at Renick Tower.

Trains No. 3 reduce to fifteen (15) miles per hour passing Ashville and westward passenger trains discharging U. S. mail at Kingston will reduce to twenty (20) miles per hour to insure safe handling of mail.

Y-2 and Y-3 engines will not exceed ten (10) miles per hour over Bridge 1145 between Mt. Vernon and Leonard Avenues, Columbus.

Speed of ten (10) miles per hour must not be exceeded over the tracks at Columbus Union Station.

Freight trains approaching Joyce Avenue reduce to eight (8) miles per hour where pusher is taken on, and must not exceed ten (10) miles per hour entering yard tracks.

Between Vera and Idlewild passenger trains fifty (50) miles per hour reduced to forty-five (45) miles per hour between following points:

Vera and Henley.

Beaver Pond and Peebles.

Automatic Signals at Williamsburg.

Mile Post P-77 and Idlewild.

Passenger trains will consume full schedule time between Peebles and Seaman.

Other than passenger trains between Vera and Idlewild, twenty-five (25) miles per hour.

Hillsboro Branch, all trains, twenty-five (25) miles per hour.

Freight trains reduce to twenty (20) miles per hour as follows:

Westward—Peebles to Lawshe.

Westward—Top of Williamsburg Hill to Williamsburg.

Westward—Afton to Batavia.

Eastward—Top of Williamsburg Hill to Williamsburg.

Eastward—Mount Zion to Lawshe.

Eastward—Beaver Pond to Mineral Springs.

Trains reduce to fifteen (15) miles per hour on first two curves east of Bridge 2027, and over road crossing just east of Peebles Station.

Elk Run Viaduct, east of Winchester—Passenger trains reduce to forty (40) miles per hour, other trains to fifteen (15) miles per hour.

Passenger trains reduce to twenty-five (25) miles per hour and other trains to twenty (20) miles per hour as follows:

Over Bridges 2036, 2037, 2038, 2046, 2058 and 2074.

On first curve west of old slide, Irvington Hill, and curve west of Bridge 2058.

Engines backing, with or without cars, twenty-five (25) miles per hour.

Trains handling wrecking cranes of one hundred and fifty (150) tons or greater capacity will not exceed thirty (30) miles per hour. When pushing wrecking cranes ahead of engine, will not exceed fifteen (15) miles per hour and reduce to ten (10) miles per hour on sharp curves.

Work trains handling clam shell derricks, rail loaders, ditchers, etc., will not exceed fifteen (15) miles per hour when boom is raised.

Wrecking cranes of one hundred and twenty (120) tons capacity may be operated on Cincinnati Sub-Division reducing to ten (10) miles per hour over all bridges west of Peebles. Cranes of greater capacity must not run west of Peebles.

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

5. Nos. 27 and 28 at Goodman, Borderland, Mary Helen Coal Co., Maher, Blocton, Kirk, Missouri Branch, Ferguson, Genoa, Echo, County Farm, Dickson and Iverson.

No. 8 at Borderland.

Nos. 8 and 29 at South Point, Hubbardstown and Tripp. Nos. 32 and 33 at Duvalls, Locks, Wakefield and South Point.

Nos. 35 and 36 at Oak Street, Avondale, White Oak, Plum Run, Arion and Rushtown.

Nos. 37 and 38 at Oak Street, Avondale, Gravel Pit, White Oak, Plum Run, Young, Arion and Rushtown.

Nos. 35, 36, 37 and 38 regular stop at Norwood. Hillsboro Branch trains at Shackleton and New Market.

Nos. 160 and 161 at Newcom School.

No. 163 regular stop at Borderland and on flag at Blocton.

No. 164 on flag at Blocton and Borderland.

GENERAL

6. Eastward or northward trains are superior to trains of the same class in the opposite direction. See Rule No. 72.

7. Except in automatic block territory, passenger trains will be moved only under absolute block, except that where block system is not in effect, passenger trains may be moved under permissive block, with reference to other than passenger trains preceding, in case there is an intervening siding at which there is no communication.

8. Except in automatic block territory, circus trains will be moved only under absolute block.

9. Except in automatic block territory, trains handling camp cars occupied by men will be moved only under absolute block.

10. Switching of passenger trains must not be attempted at both ends of the train at the same time.

11. Passenger trains hauled or assisted by freight engines will not exceed speed of thirty (30) miles per hour.

12. When switching wrecking outfits on grades, where it becomes necessary to detach engine from cars in order to pole or drop them by, train line must be left fully charged in order that same may be angle cocked, if necessary, should the independent brake on derrick car fail.

As an extra precaution, men must be placed at hand brakes to stop the cars in case of air failure.

Derrick car engineer will make test of independent brake before switching of this character is attempted on grades.

13. Light weight locomotives, clam shell cranes, ditching machines and pile drivers, when hauled in trains, must be placed at the rear.

14. The clearance between cabs of Mallet and Mountain Type engines and mail cranes is not sufficient to clear a man.

15. Second paragraph of Rule 537, Book of Rules, is modified as follows:

Passenger locomotives are equipped with globe valves, in steam line at rear of tender, to be used by Inspectors and Trainmen to shut off steam from locomotives before attempting to uncouple steam hose. Trainmen will not blow steam out of train-line approaching points where locomotives are changed or added or cut out, except when a train is approaching the end of its run, see Form 229, Page 27, Rule No. 6.

When cars are cut out of a train before it reaches the end of its run, and are not attached to a yard steam-heat line or to a locomotive, all inlet and outlet steam valves in cars must be opened and condensation blown out, using steam or air pressure, steam heat hose uncoupled and train-line valves opened. If set out where steam or air is not available, all steam pipes must be blown out from the locomotive, as when approaching the end of a run, steam heat hose uncoupled and train-line valves opened.

Before trains leave terminals, Inspectors must assure themselves that steam is passing through the train, and out the rear.

16. Rule No. D-152, Book of Rules, is modified to the extent that when a train crosses over to or obstructs the opposite track it will be necessary to protect against the current of traffic only; except that a train receiving orders to use a double track against the current of traffic will be required to protect itself as per Rule No. 99.

17. Trains not scheduled by time table, or train order, will proceed extra with the current of traffic on double track.

Trains having trouble on double track, on account of a break-in-two, derailment, or otherwise getting close on the time of a superior train, must cut engine off, go to the first cross-over point ahead, drop flag against movement, in opposite direction, and return to the first cross-over in the rear of the train, and flag the train of superior class around them.

18. On double track, the head portion of a train which has parted may go back on its own track to recover the rear when it is KNOWN there are no cross-over facilities or Branch Line connections between the rear and the head end; but in case the location of the rear is not definitely known, the head end will be disposed of in the most convenient manner and the light engine cross over and move with the current of traffic in search of rear, and when found, take such action as may be best to recouple train; having in mind the question of safety and least possible delay to other trains.

Telephones, when available, should be used in connection with such movements if time can be saved thereby.

19. The second paragraph of Rule No. 99 (b), Book of Rules, is modified as follows:

When a passenger train is detained at any of its Time Table stops more than three (3) minutes, the flagman must go back with flagman's signals and protect his train, as provided in Rule 99.

20. Rule No. 696, Book of Rules, is modified to allow motor cars to operate five hundred (500) feet apart, instead of one thousand (1,000) feet.

Yard limit indication, Page 20, Book of Rules, is modified to note Rule No. 103 (b), instead of Rule No. 103 (a).

21. When Agents have freight for a local train a Green and White Signal will be used to stop such trains to pick up freight. Note Rule No. 28.

22. Rule No. 90 (d), Book of Rules, is modified to the extent that engines handling trains with not exceeding twenty (20) cars, need not be detached therefrom before taking coal or water.

23. Rules Nos. 10 (b), 10 (c), 19, 19 (a) and (b), are modified as follows:

Rule No. 10 (b)—Green changed to Yellow } (As specified in following paragraphs.
White changed to Green }

When not so specified in the following paragraphs, the colors White and Green will continue in use as prescribed by the rules.

Rules Nos. 19, 19 (a) and 19 (b), and portions of diagrams in connection therewith illustrating the display of markers:

Green changed to Yellow.

Marker Lamps painted Yellow.

Block Signals and Interlocking Signals and Hand Signals in connection therewith:

White changed to Green.

Green changed to Yellow.

Switch Lamps and Targets:

(a) White lights changed to Green.

(b) White targets changed to Green.

Distant Switch Signals:

White lights changed to Green.

Green lights changed to Yellow.

Slow Boards:

Green boards changed to Yellow.

Green lights changed to Yellow.

24. Rule 17, Book of Rules, is modified as follows: Electric headlights on road engines should be dimmed when standing at the end of double track, or third track and coal and water stations; when running light through yards; also when standing on passing sidings after train has stopped clear of main track, or when standing or moving close behind other trains.

25. In case of failure of the headlight on an engine hauling a passenger train at night, the engineer will, when passing through yards and station limits, reduce speed and take extraordinary precaution to prevent accident. In addition to continuous ringing of the bell, the whistle should be sounded lightly at frequent intervals.

26. Rules Nos. 30 and 30 (a), Book of Rules, are modified and consolidated as follows:

Rule 30. The engine bell must be rung when about to move, when passing through tunnels, yards, through or over streets and when passing trains on double track, and must be rung continuously from each road crossing whistle post to the crossing itself.

27. Fifth paragraph of Rule No. 412, Book of Rules, is modified as follows:

Employees are prohibited from riding on pilots of engines in road service, and they must not under any circumstances ride on yard engine pilots or footboards between engine and cars, or when it puts them forward of the direction in which the engine is moving.

28. Employees operating switches by hand must see that the points fit up properly.

29. Engineers of any trains displaying signals must sound engine whistle, as per Rule No. 14-K, at all junction points, unless it can be seen that no trains are occupying the tracks at such points.

30. Trains hauling camp cars and light loaded or empty wooden flat cars, must not be pushed without placing the pusher engine ahead of such cars.

Wooden flat cars, whether loaded or empty, must be handled on the rear of trains other than locals and work trains.

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

FREIGHT SERVICE.

Mallet engines must always be coupled next to train.

M-2 engines must be coupled next to train when double-headed by K-1, K-2 or smaller engines.

K-1 or K-2 engines must be coupled next to train when double-headed by Class M or smaller engines.

Class W engines must be coupled next to train when double-headed by Class D, G, T or U engines.

In other cases it does not matter which engine is coupled next to train.

PASSENGER SERVICE.

Any type of passenger engine may be coupled next to train, or behind engines of a heavier type, but the engine that is equipped with steam heat and air signal should always be coupled next to train. In case both engines are provided with steam heat and air signal equipment, the regular assigned engine and crew should be coupled in front.

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

AIR BRAKES.

50. Rules governing the operation of air brakes are contained in Books M. P. 229 and M. P. 294, revised October, 1912.

Employees, whose duties are prescribed by these rules, must provide themselves with a copy.

AUTOMATIC BLOCK AND INTERLOCKING.

51. A train stopped by an automatic stop and stay signal, not located at an interlocking plant, will not proceed until instructions to proceed have been received from the nearest point of communication, or until a Flagman has been sent forward to protect the train to the next signal in advance, unless the signal changes to PROCEED.

52. Slow speed permissive signals, where installed at interlocking plants, are attached to the semaphore mast of main line signals, below the regular interlocking signals, when such signals are used as block signals in addition to their regular function of route signals. These signals are distinguished from the regular interlocking signal on account of having a shorter semaphore arm painted yellow. When the arm is in the forty-five (45) degree position above or below horizontal and shows two yellow lights in a horizontal line at night, it will indicate that the route through the interlocking plant is properly lined up, but that the block is occupied, and Engineers accepting the signal must proceed with great caution and under full control, prepared to stop short of train or other obstruction.

Levermen must not use this type of signal except when absolutely necessary to relieve or avoid congestion within the limits of interlocking plant.

53. Certain automatic stop and proceed signals on designated ascending grades have been equipped with an additional aspect known as "GRADE INDICATION," for the purpose of eliminating stops at such signals.

The additional aspect consists of a disc with a black letter "G" on a yellow background for day indication, and a yellow light staggered under the red light for night indication.

When the semaphore arm of such signals is in stop position by day or night, and a red light and staggered yellow light are displayed at night, trains will proceed without stopping, at a slow rate of speed and under full control prepared to stop short of train or other obstruction. Note Rule No. 806.

54. Speed at interlocked grade crossings and junction points, is limited to twenty-five (25) miles per hour for passenger trains, and ten (10) miles per hour for other trains.

55. Fuses and torpedoes will not be used by Trainmen in automatic block territory, except in EMERGENCY, but must be used by Trackmen and Bridgemen when track or bridges are unsafe and obstructed by work or from other causes.

LOCAL

100. Trains not scheduled by time-table or train order will proceed extra, East Williamson to East Portsmouth via Big Sandy Line and East Portsmouth to East Williamson via Twelve Pole Line.

Extra trains originating at any point between Kenova and Naugatuck, inclusive, via either Big Sandy Line or Twelve Pole Line will get a running order with advice as to overdue trains before proceeding.

101. Between the hours 6:30 A. M. and 6:30 P. M., the track between Clare and Idlewild will be operated as an absolute block for first class trains with respect to each other. When block is clear of other trains and occupied by yard engines, Operators Clare or Idlewild, as the case may be, will issue permissive block card and yard engines in the block will clear first class trains as per Rules 86, 87, 88, 89 and 89-a.

Block clearance cards issued at Clare will be handled by Operator at Clare Tower when authorized by Operator at Idlewild.

Conductors using block between Clare and Idlewild will register at Clare Tower. Block sheets will be kept by Operators Clare and Idlewild.

Between 6:30 A. M. and 6:30 P. M., the track between Clare and Ivorydale will be operated as a block for yard engines with respect to each other, controlled by Operator at Idlewild; clearance cards will be issued by Operator at Idlewild and at Clare Tower when authorized by Operator at Idlewild.

Between 6:30 P. M. and 6:30 A. M., track between Clare and Ivorydale will be used by yard engines under direction of Yardmaster at Clare and Conductors will communicate with Yardmaster by telephone for instructions.

102. Automatic Block Signals are in use between Williamson and Main Street, Columbus (via Big Sandy Line).

Within the limits of automatic block territory only, Rule 86 is hereby withdrawn and trains will clear time of superior trains five (5) minutes.

On Cincinnati Sub-Division, Rule 91 is modified to the extent that freight trains will be spaced ten (10) minutes apart.

Passenger trains will be handled under absolute Manual block. Telephones connected with Dispatcher's circuit are located at following sidings: Book, McDermott, Brookside, Otway, Beaver Pond, Lawshe, Seaman, Mt. Zion, Macon, White Oak, Afton and Ancor.

Inferior trains may go to these sidings for passenger trains, provided they have sufficient time for Conductor to report clear before passenger train is due at the open telegraph office ahead or back, as the case may be. When Conductor reports clear, dispatcher will issue proper clearance to passenger trains.

Conductors must get clear block from dispatcher before following a passenger train from a non-telegraph siding but should telephone fail, may proceed fifteen (15) minutes after departure of passenger train and under caution block.

When passenger trains are given orders to meet at non-telegraph sidings, copies of order will be given operators on either side of meeting point, who will deliver same to trains affected, together with clearance card permitting them to proceed and calling attention to the meeting point as outlined in Rule 711.

When a following passenger train is due within one hour, conductors of freight trains, passing a closed telegraph station that will be opened before following passenger train is due, will throw off register slip at such telegraph station to enable operator to report block clear.

103. Operators at Vera will not permit Cincinnati Sub-Division eastward inferior trains to enter double track on the time of Columbus Sub-Division first class trains, or Columbus Sub-Division eastward inferior trains to proceed on the time of Cincinnati Sub-Division first class trains, without instructions.

104. The main track of the Norfolk and Western and the Pennsylvania, between Columbus and C. X. Tower, Joyce Avenue, will be used jointly as a section of double track; west or southward trains, approaching Columbus, will use the Norfolk and Western track; east or northward trains, leaving Columbus, will use the Pennsylvania track. Yard engines will keep clear of passenger trains of both railroads on double track, and will protect themselves while using cross-overs. Conductors and Engineers using this joint track will provide themselves with Pennsylvania time-tables.

105. Cincinnati Sub-Division Conductors and Engineers will provide themselves with P. C. C. & St. L. and C. L. & N. Time-Tables and Rules.

106. Trains must approach and pass through Sardinia yard limits under full control, expecting to find main track occupied.

107. When cars are set off on Hale passing siding, the switch leading to spur track must be opened to operate as a derailer.

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

109. Freight trains may follow Nos. 27 and 28 after ten (10) minutes from all stations between Kenova and Naugatuck.

110. Engines heavier than Class W must not use Twelve Pole Bridge on East Lynn Branch.

111. Mallet Engines must not be used on D. T. & I. Transfer or attempt to turn on the "Y" at Glen Jean or on Chillicothe house tracks.

112. At following stations, trains will get a "31" order or clearance card:

Columbus—First class trains.

East Williamson—Westward trains.

Vera—Cincinnati Sub-Division westward trains.

Kenova—Eastward trains via Big Sandy Line, and trains originating there.

Naugatuck—Westward trains.

Prichard—Trains except first class and those scheduled by train order.

Sardinia—All trains.

Rarden—Other than first class trains or those running on train order schedule.

Batavia—Westward trains, except first class and those running on train order schedule.

Clare—Eastward trains.

113. The operation of Rules 86-B and 99-B are suspended between Ceredo and Canterbury, inclusive, except at Wayne Water Tank and passing siding limits, Watts Water Tank limits, and Breeden Water Tank limits. At other stations (including Watts and Breeden passing sidings), and other water tanks between Ceredo and Canterbury, inclusive, trains, except first class and those scheduled by train order, will reduce speed to fifteen (15) miles per hour and be governed by Rules 86, 87 and 99.

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

115. At stations having two passing sidings, trains will be governed in their use as follows:

Prichard westward trains will use the siding on south side of main track and eastward trains will use the siding on north side of main track. This will not be construed as limiting the use of these sidings to any particular direction when there is necessity for use otherwise. (Note Rule 90-A.)

Prichard—The west end of the westward passing siding, west of the cross-over, will be known as passenger train passing siding. Freight trains using the westward passing siding at Prichard, when passenger trains are due will stop east of cross-over. Passenger trains meeting passenger trains at Prichard, by rule or train order, will use the passenger train passing siding, unless otherwise directed.

116. At Main Street crossing, Columbus, there is a ninety (90) foot section of "dead rail." Light engines stopping on this dead section will not effect the automatic signals which would result in false indication. Therefore stop, if necessary, should be made on either side of street railway crossing.

117. Mallet engines used in placing coal on wharves must not be placed beyond summit of incline. When this type of engine is used on the tippie at Wayne, sufficient empty cars must be used between the engines and the coal being handled to prevent the engine getting on the trestle approach to the tippie.

"M-2" engines may be used on approaches to coal wharves, but sufficient cars must be employed ahead of engine to prevent the engine going upon the wharves proper.

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

119. Normal position of switch to pull-out track for eastward trains just east of roundhouse, Portsmouth Yard, will be for the pull-out track and trains other than first class will expect to find it in that position. Assistant Yardmaster in charge of the eastward yard is charged with the responsibility of handling this switch for the movement of first class trains. Eastward first class trains finding automatic signal west of this switch in "Stop" position will expect to find this switch improperly adjusted for their movement and change switch before proceeding, reporting such occurrence.

120. When a train passes around another at Kenova, due to engine of leading train going to roundhouse, it will be the duty of the Operator when within the limits of the Interlocking Plant to notify the crew of the following train of the whereabouts of the head end of the train they are passing in order that all concerned may be fully informed.

121. Trains using Seaman and Valley Crossing Passing Sidings will expect to find cars thereon.

122. Trains, other than the regular shifter must protect themselves in using Goodman and Chattaroy Branches.

123. Westward freight trains will not pass Ironton passenger station while passenger trains are making station stop.

124. When Scioto Division crews are required to take trains to the storage tracks on Pond Creek Branch, Conductors will ascertain from Yardmaster by telephone if overdue trains of the Pond Creek Line have arrived and left Williamson yard.

125. Engines must not be moved beyond a point four hundred and sixty (460) feet from main line frog on the new siding of the Yellow Poplar Lumber Co., at Coal Grove as the curvature beyond that point is too great for the safe operation of locomotives. The four hundred and sixty (460) foot point is indicated by appropriate sign.

126. Rule 90-A is modified to the extent that trains using double passing siding beyond cross-over need not protect such movement by flag when it is known the siding is clear of obstruction or opposing trains.

127. Eastward freight trains at Naugatuck and westward freight trains at Kenova, entering double track, will be governed by train order signal as follows:

Normal position of train order signal at Naugatuck for eastward trains and at Kenova for westward trains, will be in stop position.

When above train order signals are changed to "No Order" position, same will indicate that overdue first and second class trains have passed.

Operators will hold such freight trains until overdue first and second class trains have passed, unless they hold train orders giving them right to proceed. Where there are train orders for delivery and freight trains can proceed, Operator will issue overdue message to Conductor and Engineer over signature of Superintendent, with a copy for his file.

128. Spring tank between Peebles and Lawshe is an emergency tank and trains stopping there are not protected by Rule 99-B.

129. Telegraph offices which are not open continuously will be open as follows:

| | | |
|--------------|----------------|-------------|
| Bannon | 7:00 A. M. to | 4:00 P. M. |
| Ashville | 8:15 A. M. to | 5:15 P. M. |
| Kingston | 8:00 A. M. to | 5:00 P. M. |
| Piketon | 7:00 A. M. to | 4:00 P. M. |
| Lucasville | 6:20 A. M. to | 3:20 P. M. |
| Sciotoville | 6:00 A. M. to | 3:00 P. M. |
| Hanging Rock | 5:30 A. M. to | 2:30 P. M. |
| Lavalette | 12:01 P. M. to | 9:00 P. M. |
| Wayne | 6:30 A. M. to | 10:30 P. M. |
| Dunlow | 8:10 A. M. to | 5:10 P. M. |
| Dingess | 9:00 A. M. to | 6:00 P. M. |
| Lenore | 9:00 A. M. to | 6:00 P. M. |
| Nolan | 8:00 A. M. to | 5:00 P. M. |
| Kermit | 8:15 A. M. to | 5:15 P. M. |
| McDermott | 7:00 A. M. to | 4:00 P. M. |
| Otway | 7:20 A. M. to | 4:20 P. M. |
| Lawshe | 7:35 A. M. to | 4:45 P. M. |
| Seaman | 6:50 A. M. to | 3:50 P. M. |
| Winchester | 3:00 A. M. to | 12:00 Mtd. |
| Mt. Oreb | 7:40 A. M. to | 4:40 P. M. |
| Eastwood | 5:35 A. M. to | 1:35 P. M. |
| | 2:05 P. M. to | 10:05 P. M. |
| Williamsburg | 7:50 A. M. to | 4:50 P. M. |
| Perintown | 7:00 A. M. to | 6:15 P. M. |
| | 6:30 A. M. to | 3:30 P. M. |
| Newtown | 4:30 P. M. to | 6:30 P. M. |
| Idlewild | 6:30 A. M. to | 4:30 P. M. |
| Hillsboro | 6:30 A. M. to | 3:30 P. M. |

Following Telegraph Offices will not be open Sundays:

Ashville, Kingston, Piketon, Lucasville, Sciotoville, Hanging Rock and Hillsboro.

130. Two Norfolk and Western freight trains in opposite directions not permitted to use Baltimore & Ohio Crossing, Chillicothe, at same time. To prevent it Watchman will place target in neutral position as soon as the engine of a train accepting same has passed. Engineers of all Norfolk and Western trains will assure themselves that this target is in horizontal position before accepting same.

131. Westward freight trains needing pusher from Main St., Columbus, will signal pusher by hand or two (2) short blasts of whistle, and if not needed will give pusher stop signal by hand or one (1) short blast of whistle. Pusher will be on lookout for such signals.

132. Westward freight trains desiring to use passing siding at Naugatuck will first obtain permission from operator by telephone located at east end of siding. When granted, trains will move under control, expecting to meet opposing trains. Note Rules 90-A and 98.

133. Westward freight trains will ascertain whether overdue westward passenger trains have left Portsmouth passenger station before pulling from East Portsmouth.

134. All trains will approach Arion Cut, Cincinnati Sub-Division, prepared to stop if track is obstructed.

135. When moving Kenova Sub-Division engines from round-house to eastward time freight yard at East Portsmouth, Conductors will first check register for overdue eastward first class trains. In case such trains have not been represented the Brakeman accompanying the engine should either deliver to Engineer a train order giving time on such overdue train or written instructions that the movement will be made under proper flag protection arranged for by the Conductor. Such arrangements are not to be made if delay to the passenger train will result.

136. Y-2 or Y-3 engines will not be operated on Twelve-Pole Line between Kenova and Naugatuck.

137. Rule 11 is modified to read as follows: A train finding a red fusee burning on or near its track must stop and extinguish the

fusee and then proceed with caution, prepared to stop short of train or obstruction.

A train finding a green fusee burning on or near its track will immediately reduce speed and run under control for a reasonable and safe distance expecting to be flagged by train ahead.

RAILROAD CROSSINGS.

138. 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 so to do by the Signalmen or Watchmen, nor until the way is clear.

FOR THE GOVERNMENT OF EMPLOYEES ACTING AS SIGNALMEN OR WATCHMEN.

- (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 above rules and regulations, and they must be obeyed.

RAILROAD GRADE CROSSINGS WITHOUT INTER-LOCKING DEVICES.

B. & O. at Chillicothe and Portsmouth.

All trains and engines must come to a full stop at crossings of other railroads, in compliance with the laws of the State of Ohio, and will not proceed until the arm or red lights of the fixed signals at the above-mentioned railroad crossings stand horizontally; when vertically, the trains or engines of other roads will proceed; when diagonally, no train or engine will proceed.

B. & O. at Hillsboro—All trains and engines must come to a full stop at this crossing, in compliance with the laws of the State of Ohio, and will not proceed until track is plainly seen to be clear.

At C. L. & N. crossing at Idlewild, the following instructions will govern the use of semaphore: The normal position of the arm is horizontal, and, when in this position, no train of either road shall use crossing. The position of the arm at an angle of forty-five (45) degrees shall give C. L. & N. trains the right to use the crossing. The signal arm in the vertical position shall give N. & W. trains the right to use the crossing. A red light on each end of the signal arm will be used to indicate its position.

Railroad crossing on eastward track at Gallia Street, Portsmouth, has been removed and a cross-over leading to Brick plant for use of B. & O. yard engines has been installed. Trains and engines will be governed as heretofore by the position of the target at this point approaching cross-over under control and stop when target is either in stop position (diagonal) or set for the B. & O. engine (vertical). When the signal is horizontal, N. & W. trains or engines may proceed.

"First Big Four Crossing," located about seventy-five (75) feet west of switch leading to Big Four interchange track, Ivorydale, Ohio, and "Second Big Four Crossing," located on Cincinnati Belt Line, five hundred (500) feet east of car inspector's shanty at Ivorydale, Ohio, are not interlocked.

All trains and engines must come to a full stop at these crossings in compliance with the laws of the State of Ohio and will not proceed until track is plainly seen to be clear.

RAILROAD CROSSINGS INTERLOCKED.

Railroad crossings of Penna. Lines at "CX" Tower, Joyce Ave. Yard, P. C. C. & St. L. and B. & O., near Joyce Avenue; T. & O. C. at Bannon; H. V. at Valley Crossing; Penna. Lines at Circleville; B. & O. at Renick; D. T. & I. R. R. at Glen Jean and Ironton; N. C. & O. R. at Hanging Rock; P. C. C. & St. L. at Clare; B. & O. at Bond Hill, are protected by interlocking apparatus. Trains and engines will approach these crossings under full control, expecting to find Home signal at danger and derailleurs open, and will not proceed until clear Home signal is given.

Between the hours of 6:00 P. M. and 6:00 A. M., the interlocking plants at Hanging Rock and Tower "A" at Ironton will not be in operation. Switches will be lined up for movement of Norfolk and Western trains. Stop and stay signals at these plants during these hours will be regarded as stop and proceed signals, but should they be in "Stop" position, derails must be examined to see that they are in proper position for use.

TONNAGE RATINGS AND WEATHER REDUCTIONS FOR LOCOMOTIVES

EAST WILLIAMSON OR KENOVA TO EAST PORTSMOUTH

| CLASS OF ENGINES | Class of Service | Rating A | Rating B | Rating C | Rating D | Rating F | Rating G | Rating H |
|------------------|------------------|----------|------------|------------|------------|-----------|------------|------------------|
| | | Normal | 40° to 32° | 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. | 30% red. | |
| Y-2 or 3 | Slow | 7000 | 6650 | 6300 | 5950 | 5600 | 5250 | 4900 |
| | Time | 2500 | 2375 | 2250 | 2125 | 2000 | 1875 | 1750 |
| Z1a | Slow | 5500 | 5225 | 4950 | 4675 | 4400 | 4125 | 3850 |
| | Time | 2500 | 2375 | 2250 | 2125 | 2000 | 1875 | 1750 |
| M-2 | Slow | 3600 | 3420 | 3240 | 3060 | 2880 | 2700 | 2520 |
| | Time | 2500 | 2375 | 2250 | 2125 | 2000 | 1875 | 1750 |
| M or W | Slow | 2800 | 2660 | 2520 | 2380 | 2240 | 2100 | 1960 |
| | Time | 1950 | 1853 | 1755 | 1658 | 1560 | 1463 | 1365 |
| Two M or W | Slow | 5500 | 5225 | 4950 | 4675 | 4400 | 4125 | 3850 |
| | Time | 2500 | 2375 | 2250 | 2125 | 2000 | 1875 | 1750 |

CAR LIMITS—Slow freights, 80 cars. Time freights, 60 cars.

EAST PORTSMOUTH TO JOYCE AVENUE

| CLASS OF ENGINES | Class of Service | Rating A | Rating B | Rating C | Rating D | Rating F | Rating G | Rating H |
|------------------|------------------|----------|------------|------------|------------|-----------|------------|------------------|
| | | Normal | 40° to 32° | 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. | 30% red. | |
| Y-2 or 3 | Slow | 6500 | 6175 | 5850 | 5525 | 5200 | 4875 | 4550 |
| | Time | 2500 | 2375 | 2250 | 2125 | 2000 | 1875 | 1750 |
| Z1a | Slow | 5250 | 4988 | 4725 | 4463 | 4200 | 3938 | 3675 |
| | Time | 2500 | 2375 | 2250 | 2125 | 2000 | 1875 | 1750 |
| M-2 | Slow | 3100 | 2945 | 2790 | 2635 | 2480 | 2325 | 2170 |
| | Time | 2500 | 2375 | 2250 | 2125 | 2000 | 1875 | 1750 |
| M or W | Slow | 2750 | 2613 | 2475 | 2338 | 2200 | 2063 | 1925 |
| | Time | 1900 | 1805 | 1710 | 1615 | 1520 | 1425 | 1330 |
| Two M or W | Slow | 5500 | 5225 | 4950 | 4675 | 4400 | 4125 | 3850 |
| | Time | 2500 | 2375 | 2250 | 2125 | 2000 | 1875 | 1750 |

CAR LIMITS—Slow freights, 85 cars. Time freights, 60 cars.

When combinations of power other than those shown are used add single ratings.

In case of snow or other extraordinary conditions, Dispatchers will be governed thereby, making such further reductions as conditions require to keep trains moving.

JOYCE AVENUE TO EAST PORTSMOUTH

| CLASS OF ENGINES | Class of Service | Rating A | Rating B | Rating C | Rating D | Rating F | Rating G | Rating H | |
|------------------|------------------|----------|------------|------------|------------|-----------|------------|------------------|------|
| | | Normal | 40° to 32° | 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. | 30% red. | | |
| Y-2 or 3 | Slow | {Lds. | 5000 | 4750 | 4500 | 4250 | 4000 | 3750 | 3500 |
| | | {Mts. | 2500 | 2375 | 2250 | 2125 | 2000 | 1875 | 1750 |
| | Time | | 2500 | 2375 | 2250 | 2125 | 2000 | 1875 | 1750 |
| | | | | | | | | | |
| Z1a | Slow | {Lds. | 4000 | 3800 | 3600 | 3400 | 3200 | 3000 | 2800 |
| | | {Mts. | 2000 | 1900 | 1800 | 1700 | 1600 | 1500 | 1400 |
| | Time | | 2500 | 2375 | 2250 | 2125 | 2000 | 1875 | 1750 |
| | | | | | | | | | |
| M-2 | Slow | 2500 | 2375 | 2250 | 2125 | 2000 | 1875 | 1750 | |
| | Time | 2500 | 2375 | 2250 | 2125 | 2000 | 1875 | 1750 | |
| M or W | Slow | 2000 | 1900 | 1800 | 1700 | 1600 | 1500 | 1400 | |
| | Time | 1800 | 1710 | 1620 | 1530 | 1440 | 1350 | 1260 | |

CAR LIMITS—Slow freights, 125 cars. Time freights, 60 cars.

Tonnage Ratings and Weather Reductions for Locomotives—Continued.

EAST PORTSMOUTH TO CLARE Without Pusher or Doubling Hill

| CLASS OF ENGINES | Class of Service | Rating A | Rating B | Rating C | Rating D | Rating F | Rating G | Rating H |
|------------------|------------------|----------|------------|------------|------------|-----------|------------|------------------|
| | | Normal | 40° to 32° | 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. | 30% red. | |
| One M or W | Slow | 875 | 831 | 788 | 744 | 700 | 656 | 613 |
| | Time | 750 | 713 | 675 | 638 | 600 | 563 | 525 |
| Two M or W | Slow | 1750 | 1663 | 1575 | 1488 | 1400 | 1312 | 1225 |
| | Time | 1500 | 1425 | 1350 | 1275 | 1200 | 1125 | 1050 |

With Pusher or to Double Hill

| | | | | | | | | |
|------------|------|------|------|------|------|------|------|------|
| One M or W | Slow | 1750 | 1663 | 1575 | 1488 | 1400 | 1312 | 1225 |
| | Time | 1500 | 1425 | 1350 | 1275 | 1200 | 1125 | 1050 |
| Two M or W | Slow | 2350 | 2233 | 2115 | 1998 | 1880 | 1763 | 1645 |
| | Time | 2250 | 2138 | 2025 | 1913 | 1800 | 1688 | 1575 |

CAR LIMITS—Slow and time freights, 42 cars.

PEEBLES TO EAST PORTSMOUTH

| CLASS OF ENGINES | Class of Service | Rating A | Rating B | Rating C | Rating D | Rating F | Rating G | Rating H |
|------------------|------------------|----------|------------|------------|------------|-----------|------------|------------------|
| | | Normal | 40° to 32° | 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. | 30% red. | |
| One M or W | Slow and Time | 1700 | 1615 | 1530 | 1445 | 1360 | 1275 | 1190 |
| Two M or W | Slow and Time | 3200 | 3040 | 2880 | 2720 | 2560 | 2400 | 2240 |

CAR LIMITS—60 cars.

EAST PORTSMOUTH TO EAST WILLIAMSON VIA OLD LINE

| CLASS OF ENGINES | Class of Service | Rating A | Rating B | Rating C | Rating D | Rating F | Rating G | Rating H | |
|------------------|------------------|----------|------------|------------|------------|-----------|------------|------------------|------|
| | | Normal | 40° to 32° | 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. | 30% red. | | |
| Z1a | Slow and Time | Lds. | 2000 | 1900 | 1800 | 1700 | 1600 | 1500 | 1400 |
| | | Mts. | 1900 | 1805 | 1710 | 1615 | 1520 | 1425 | 1330 |
| M-2 | Slow and Time | 1250 | 1188 | 1125 | 1063 | 1000 | 938 | 875 | |
| M or W | Slow and Time | 1000 | 950 | 900 | 850 | 800 | 750 | 700 | |

CAR LIMITS—Slow freights, 90 cars.

VIA BIG SANDY LINE

| CLASS OF ENGINES | Class of Service | Rating A | Rating B | Rating C | Rating D | Rating F | Rating G | Rating H | |
|------------------|------------------|----------|------------|------------|------------|-----------|------------|------------------|------|
| | | Normal | 40° to 32° | 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. | 30% red. | | |
| Y-2 or 3 | Slow | Lds. | 5500 | 5225 | 4950 | 4675 | 4400 | 4125 | 3850 |
| | | Mts. | 2200 | 2090 | 1980 | 1870 | 1760 | 1650 | 1540 |
| | Time | 2500 | 2375 | 2250 | 2125 | 2000 | 1875 | 1750 | |
| Z1a | Slow | Lds. | 4400 | 4180 | 3960 | 3740 | 3520 | 3300 | 3080 |
| | | Mts. | 2200 | 2090 | 1980 | 1870 | 1760 | 1650 | 1540 |
| | Time | 2500 | 2375 | 2250 | 2125 | 2000 | 1875 | 1750 | |
| M-2 | Slow | Lds. | 2900 | 2755 | 2610 | 2465 | 2320 | 2175 | 2030 |
| | | Mts. | 2200 | 2090 | 1980 | 1870 | 1760 | 1650 | 1540 |
| | Time | 2500 | 2375 | 2250 | 2125 | 2000 | 1875 | 1750 | |
| M or W | Slow | Lds. | 2200 | 2090 | 1980 | 1870 | 1760 | 1650 | 1540 |
| | | Mts. | 1750 | 1663 | 1575 | 1488 | 1400 | 1312 | 1225 |
| | Time | 1750 | 1663 | 1575 | 1488 | 1400 | 1312 | 1225 | |

CAR LIMITS—Slow freights, 110 cars. Time freights, 60 cars.

CLARE TO PEEBLES

| CLASS OF ENGINES | Class of Service | Rating A | Rating B | Rating C | Rating D | Rating F | Rating G | Rating H |
|------------------|------------------|----------|------------|------------|------------|-----------|------------|------------------|
| | | Normal | 40° to 32° | 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. | 30% red. | |
| One M or W | Slow and Time | 850 | 808 | 765 | 723 | 680 | 638 | 595 |
| Two M or W | Slow and Time | 1700 | 1615 | 1530 | 1445 | 1360 | 1275 | 1190 |

CAR LIMITS—60 cars.

COMPANY SURGEONS

- Dr. S. S. Gale Chief Surgeon Roanoke, Va.
- Dr. W. R. Whitman Asst. Chief Surgeon Roanoke, Va.
- Dr. G. B. Irvine Surgeon Williamson, W. Va.
- Dr. G. T. Conley Asst. Surgeon Williamson, W. Va.
- Dr. W. H. Price Surgeon Chattoaugy, W. Va.
- Dr. J. C. Lawson Surgeon Nolan, W. Va.
- Dr. O. H. Jennings Asst. Surgeon Naugatuck, W. Va.
- Dr. Milton Ford Asst. Surgeon Kermit, W. Va.
(P. O., Warfield, Ky.)
- Dr. R. M. Akers Asst. Surgeon Kermit, W. Va.
- Dr. A. W. Bromley Surgeon Fort Gay, W. Va.
- Dr. T. D. Burgess Surgeon Fort Gay, W. Va.
- Dr. G. R. Burgess Asst. Surgeon Wayne, W. Va.
- Dr. J. W. Rife Surgeon Kenova, W. Va.
- Dr. Roscoe Stotts Asst. Surgeon Kenova, W. Va.
- Dr. W. F. Marting Surgeon Ironton, Ohio.
- Dr. O. U. O'Neill Asst. Surgeon Ironton, Ohio.
- Dr. J. W. Hutchens Asst. Surgeon Sciotoville, Ohio.
- Dr. S. S. Halderman Surgeon Portsmouth, Ohio.
- Dr. D. A. Berndt Surgeon Portsmouth, Ohio.
- Dr. Jas. S. Rarden Asst. Surgeon Portsmouth, Ohio.

COMPANY SURGEONS—Continued.

- Dr. J. N. Ellison Surgeon Portsmouth, Ohio.
- Dr. J. F. Gordon Asst. Surgeon Otway, Ohio.
- Dr. H. F. Clark Surgeon Rarden, Ohio.
- Dr. G. F. Thomas Surgeon Peebles, Ohio.
- Dr. R. L. Chambers Asst. Surgeon Sardinia, Ohio.
- Dr. J. C. Larkin Asst. Surgeon Hillsboro, Ohio.
- Dr. G. S. VanHorn Surgeon Batavia, Ohio.
- Dr. C. R. Campbell Surgeon Newtown, Ohio.
- Dr. Robt. Carothers Asst. Surgeon Cincinnati, Ohio.
- Dr. Thomas Hulick Surgeon Cincinnati, Ohio.
(Evanston)
- Dr. O. C. Andre Surgeon Waverly, Ohio.
- Dr. I. P. Seiler Asst. Surgeon Piketon, Ohio.
- Dr. Ralph W. Holmes Surgeon Chillicothe, Ohio.
- Dr. Loy E. Hoyt Asst. Surgeon Chillicothe, Ohio.
- Dr. C. C. Hatfield Asst. Surgeon Kingston, Ohio.
- Dr. Howard Jones Surgeon Circleville, Ohio.
- Dr. B. R. Bales Asst. Surgeon Circleville, Ohio.
- Dr. R. S. Hosler Asst. Surgeon Ashville, Ohio.
- Dr. W. H. Teachnor Asst. Surgeon Columbus, Ohio.
- Dr. R. G. Noble Asst. 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 Master, or some official of the Company, and summon the Surgeon of the Company most easily obtained.

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

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

SPEED TABLE.

| TIME Going 1 Mile | | MILES Per Hour | TIME Going 1 Mile | | MILES Per Hour | TIME Going 1 Mile | | MILES Per Hour |
|-------------------|------|----------------|-------------------|------|----------------|-------------------|------|----------------|
| Min. | Sec. | | Min. | Sec. | | Min. | Sec. | |
| 5 | 00 | 12.00 | 1 | 34 | 38.29 | 1 | 06 | 54.55 |
| 4 | 00 | 15.00 | 1 | 32 | 39.13 | 1 | 05 | 55.38 |
| 3 | 00 | 20.00 | 1 | 30 | 40.00 | 1 | 04 | 56.25 |
| 2 | 50 | 21.18 | 1 | 28 | 40.91 | 1 | 03 | 57.14 |
| 2 | 40 | 22.50 | 1 | 26 | 41.86 | 1 | 02 | 58.06 |
| 2 | 30 | 24.00 | 1 | 24 | 42.86 | 1 | 01 | 59.02 |
| 2 | 24 | 25.00 | 1 | 22 | 43.90 | 1 | 00 | 60.00 |
| 2 | 20 | 25.72 | 1 | 20 | 45.00 | | 59 | 61.02 |
| 2 | 15 | 26.67 | 1 | 18 | 46.15 | | 58 | 62.07 |
| 2 | 10 | 27.60 | 1 | 16 | 47.37 | | 57 | 63.14 |
| 2 | 05 | 28.80 | 1 | 15 | 48.00 | | 56 | 64.29 |
| 2 | 00 | 30.00 | 1 | 14 | 48.65 | | 55 | 65.45 |
| 1 | 55 | 31.30 | 1 | 13 | 49.31 | | 54 | 66.66 |
| 1 | 50 | 32.73 | 1 | 12 | 50.00 | | 53 | 67.92 |
| 1 | 45 | 34.29 | 1 | 11 | 50.70 | | 52 | 69.23 |
| 1 | 42 | 35.29 | 1 | 10 | 51.43 | | 51 | 70.59 |
| 1 | 40 | 36.00 | 1 | 09 | 52.17 | | 50 | 72.00 |
| 1 | 38 | 36.73 | 1 | 08 | 52.94 | | 49 | 73.47 |
| 1 | 36 | 37.50 | 1 | 07 | 53.73 | | 48 | 75.00 |

W. J. JENKS,
General Manager,
ROANOKE, VA.

D. E. SPANGLER,
General Superintendent Transportation,
ROANOKE, VA.

H. C. WELLER,
General Superintendent, Western General Division,
BLUEFIELD, W. VA.

J. E. CRAWFORD,
Assistant General Manager,
ROANOKE, VA.

E. S. MOORE,
Superintendent Transportation,
ROANOKE, VA.

D. F. PETERS,
Superintendent,
PORTSMOUTH, OHIO: