

# NORFOLK AND WESTERN RAILWAY CO.

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SCIOTO DIVISION

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## TIME TABLE No. 22 (No. 21 Omitted)

EFFECTIVE 12:01 A. M.  
Sunday, May 4, 1941

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EASTERN STANDARD TIME



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

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

It is for the information of employees only.

## East Williamson to Portsmouth—Westward

Distance from Williamson	Time Table No. 22 EFFECTIVE Sunday, May 4, 1941		FIRST CLASS							
	STATIONS		23	3	9	15	19	1		
			Passenger Lv. Daily	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.	P. M.	P. M.		
1.43	{ E. Williamson..... W C T O }		12.55	1.28	10.40	11.34	.....	5.38		
.00		Williamson..... S	{ 1.05	S { 1.35	10.45	S { 11.40	3.25	5.45		
3.66	Chattaroy.....		1.15	S { 1.40		11.45				
7.21		Nolan..... W	1.21	1.46		11.52	S 3.32			
			1.26	1.51		11.57	S 3.40			
13.82	Naugatuck..... W Y F	1.36	2.01	POCAHONTAS DIVISION TRAIN	B 12.07PM	S 3.52	POCAHONTAS DIVISION TRAIN			
19.09	Kermit..... F	1.45	2.10		B 12.17	S 4.02				
22.71	Stonecoal..... W	1.50	2.15		12.22	F 4.08				
25.14	Crum.....					S 4.15				
32.11	Webb.....	2.02	2.27			12.37		S 4.30		
38.58	Glenhayes..... W	2.11	2.36			12.46		S 4.40		
45.23	See.....	2.20	2.45			12.55		4.50		
47.65	Fort Gay..... W S	2.26	2.49			S 1.00		S 4.57		
53.01	Hewlet.....	2.33	2.55			1.07		F 5.05		
59.82	Prichard..... W C	2.43	3.05			1.17		S 5.18		
65.03	Cyrus.....	2.49	3.11		1.23	F 5.24				
69.09	Neal.....	2.54	3.17		1.28	F 5.30				
73.02	Kenova..... Y W C T O S	3.10	S 3.30		S 1.40	S 5.45				
77.06	Rex.....	3.15	3.36		1.45	5.52				
80.88	Coal Grove..... W F	3.20	3.41		D 1.50	F 5.58				
84.97	Ironton Passenger Station... O X S	3.30	S 3.50		S 1.57	S 6.06				
91.11	Union.....	3.37	3.57		2.04	6.15				
96.33	Gennett..... W	3.42	4.02		2.09	6.25				
103.58	Wheelersburg..... W	3.51	4.11		2.18	F 6.36				
106.51	Sciotoville.....	3.55	4.15		2.22	F 6.40				
110.09	{ E. Portsmouth..... W C T O }	X			2.27	6.45				
112.23		Portsmouth..... X S	4.00 <sup>85</sup>	4.20		S 2.35	S 6.50			
			A. M.	A. M.	A. M.	P. M.	P. M.	P. M.		

**PASSENGER STOP NOTES:**

- B—Stop to discharge revenue passengers from beyond Williamson or receive revenue passengers for Kenova and beyond.
- D—Stop to discharge revenue passengers from beyond Kenova, or receive revenue passengers for beyond Portsmouth.

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

### East Williamson to Portsmouth—Westward

Distance from Williamson	Time Table No. 22	SECOND CLASS					Telegraph Offices	Telegraph Signals	Passing Spring, Clearance Length
	EFFECTIVE								
	Sunday, May 4, 1941	99	85						
STATIONS	Time Freight Lv. Daily	Time Freight Lv. Daily							
1.43	{ E. Williamson . . . . . W C T O } Williamson . . . . . Chattaroy . . . . . Nolan . . . . . W	P. M.	P. M.				D N	W Y	Yard
.00		5.30	11.50						
3.66		5.50	12.10AM						
7.21		5.58	12.18				D	Q F	7360
13.82	Naugatuck . . . . . W Y	6.12	12.31				D	N S	4600
19.09	Kermit . . . . .	6.25	12.39				D N	W F	
22.71	Stonecoal . . . . . W	6.35	12.46						E 7986 W 8450
25.14	Crum . . . . .								
32.11	Webb . . . . .	6.51	1.01						9485
38.58	Glenhayes . . . . . W	7.02	1.11						9460
45.23	See . . . . .	7.12	1.20						9230
47.65	Fort Gay . . . . . W						D	A V	
53.01	Hewlet . . . . .	7.23	1.32						9700
59.82	Prichard . . . . . W C	7.38	1.45				D N	A G	E13416 W15710
65.03	Cyrus . . . . .	7.47	1.54						9530
69.09	Neal . . . . .	7.57	2.01						9300
73.02	Kenova . . . . . Y W C T O	8.07	2.18				D N	K X	Yard
77.06	Rex . . . . .	8.20	2.28						6470
80.88	Coal Grove . . . . . W	8.27	2.33						Yard
84.97	Ironton Passenger Station . . . O X	8.40	2.41				See Note	S	Yard
91.11	Union . . . . .	8.51	2.52						8155
96.33	Gennett . . . . . W	9.02	3.02						6350
103.58	Wheelersburg . . . . . W	9.15	3.15				D	S J	3200
106.51	Sciotoville . . . . .								
110.09	{ E. Portsmouth . . . . . W C T O } Portsmouth . . . . . X	10.00	4.00 <sup>23</sup>				D N	G S	Yard
112.23		P. M.	A. M.				D N	K M	

NOTE—Ironton telegraph office open 1:00 P. M. to 9:00 P. M., daily except Sunday.

## Portsmouth to East Williamson—Eastward

Distance from Portsmouth	Time Table No. 22	FIRST CLASS						
	EFFECTIVE							
	Sunday, May 4, 1941	4	24	2	20	16	10	
STATIONS	Passenger Lv. Daily	Passenger Lv. Daily	Passenger Lv. Daily	Passenger Lv. Daily	Passenger Lv. Daily	Passenger Lv. Daily	Passenger Lv. Daily	
.00	Portsmouth..... S	A. M. 1.20	A. M. 1.30	A. M.	A. M. 10.50	P. M. 2.10	P. M.	
2.14	W C T O } E. Portsmouth.....	1.25	1.35		10.55	2.15		
5.72	Sciotoville..... X	1.29	1.40		F 11.00	2.21		
8.65	Wheelerburg..... W	1.34	1.45		F 11.06	2.26		
15.90	Gennett.....	1.44	1.55	POCAHONTAS DIVISION TRAIN	11.16	2.35	POCAHONTAS DIVISION TRAIN	
21.12	Union..... W	1.51	2.02		11.25	2.41		
27.26	Ironton Passenger Station... O X G	2.00	S 2.15		S 11.34	S 2.52		
31.35	Coal Grove..... W	2.06	F 2.23		F 11.40	V 2.58		
35.17	Rex.....	2.10	2.28		11.45	3.03		
39.21	Kenova..... Y W C T O S	2.20	S 2.45		S 11.55	S 3.20		
43.14	Neal.....	2.26	2.52		F 12.01 PM	3.25		
47.20	Cyrus.....	2.32	2.58		F 12.08	3.31		
52.41	Prichard..... W C	2.39	3.06		S 12.17	3.37		
59.22	Hewlet.....	2.49	3.16		F 12.28	3.46		
64.58	Fort Gay..... W G	2.56	S 3.25		S 12.38	S 3.55		
67.00	See.....	3.00	3.31		12.43	3.59		
73.65	Glenhayes..... W	3.10	3.41	S 12.55	4.08			
80.12	Webb.....	3.20	3.51	F 1.06	4.18			
87.09	Crum.....	3.25	4.05	S 1.18	.....			
89.52	Stonecoal..... W	3.33	4.05	F 1.24	4.33			
93.14	Kermit.....	3.39	K 4.11	S 1.35	C 4.40			
98.41	Naugatuck..... W Y G	3.48	K 4.21	S 1.45	C 4.50			
105.02	Nolan.....	3.58	4.31	S 1.57	4.59			
108.57	Chattaroy..... W	4.04	4.37	S 2.05	5.05			
112.23	Williamson..... S	{ 4.15 4.20	S { 4.50 5.00	7.30	S 2.15	S { 5.15 5.20	3.40	
113.66	W C T O } { E. Williamson.....	4.22	5.02	7.34	.....	5.23	3.44	
		A. M.	A. M.	A. M.	P. M.	P. M.	P. M.	

**PASSENGER STOP NOTES:**

- C—Stop to discharge revenue passengers from Kenova and beyond or to receive revenue passengers for beyond Williamson.
- G—Stop to discharge revenue passengers from Cincinnati, Columbus or beyond or take on revenue passengers for Bluefield or beyond.
- K—Stop to discharge revenue passengers from Kenova or beyond or take on revenue passengers for Williamson or beyond.
- V—Stop to discharge revenue passengers from beyond Portsmouth, or receive revenue passengers for beyond Kenova.

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

## Portsmouth to East Williamson—Eastward

Distance from Portsmouth	Time Table No. 22 EFFECTIVE Sunday, May 4, 1941		SECOND CLASS						
	STATIONS		86	84	94				
			Time Freight Lv. Daily	Time Freight Lv. Daily	Time Freight Lv. Daily Ex. Sunday				
			A. M.	P. M.	P. M.				
.00	Portsmouth.....								
2.14	<div style="text-align: right; margin-right: 5px;">X</div> <div style="text-align: right; margin-right: 5px;">W C T O</div> { E. Portsmouth..... }								
5.72		Sciotoville.....	7.30	8.45	10.00				
8.65		Wheelersburg.....	7.41	8.56	10.25				
15.90	Gennett.....	7.52	9.10	10.40					
21.12	Union.....	8.01	9.20	10.53					
27.26	Ironton Passenger Station... O X	8.10	9.30	11.10					
31.35	Coal Grove.....	8.18	9.38	11.22					
35.17	Rex.....	8.23	9.45	11.35					
39.21	Kenova.....	8.30	10.01	11.59					
43.14	Neal.....	8.40	10.08	12.10AM					
47.20	Cyrus.....	8.48	10.18	12.22					
52.41	Prichard.....	8.59	10.29	12.40					
59.22	Hewlet.....	9.13	10.44	1.00					
64.58	Fort Gay.....	9.25	10.58	1.25					
67.00	See.....								
73.65	Glenhayes.....	9.36	11.11	1.40					
80.12	Webb.....	9.46	11.24	1.55					
87.09	Crum.....								
89.52	Stonecoal.....	9.59	11.32	2.15					
93.14	Kermit.....	10.06	11.42	2.28					
98.41	Naugatuck.....	10.15	11.52	2.45					
105.02	Nolan.....	10.28	12.06AM	3.05					
108.57	Chattaroy.....	10.35	12.15	3.18					
112.23	Williamson.....								
113.66	<div style="text-align: right; margin-right: 5px;">W C T O</div> { E. Williamson..... }	12.15	1.00	4.00					
			P. M.	A. M.	A. M.				

### East Portsmouth to Cincinnati—Westward

Distance from Portsmouth	Time Table No. 22 EFFECTIVE Sunday, May 4, 1941	FIRST CLASS			SECOND CLASS			Telegraph Offices	Telegraph Signals	Passing Siding, Clearance Length
		3	15	19	99	85				
		Passenger Lv. Daily	Passenger Lv. Daily	Passenger Lv. Daily	Time Freight Lv. Daily	Time Freight Lv. Daily				
STATIONS		A. M.	P. M.	P. M.	A. M.	A. M.				
2.14	W C T O } E. Portsmouth.....	4.20	2.27	6.45	12.45	5.45	D N	G S	Yard	
.00	X } Portsmouth.....	4.25 4.45	2.35 2.55	6.50 7.00	..... <sup>4</sup>	.....	D N	K M	.....	
1.12	Vera.....	4.47	2.57	7.03	1.00	6.00				
2.91	Book.....	4.50	3.00	7.05	1.05	6.05			3600	
9.38	McDermott.....W	5.00	3.10	S 7.17	1.18	6.18	D	M C	3600	
12.74	Brookside.....	5.05	3.15	7.22	1.25	6.25			2880	
15.35	Henley.....			F 7.27						
18.75	Otway.....	5.13	3.23	S 7.35	1.37	6.37	D N	O A	4690	
24.04	Rarden.....W	5.21	3.30	S 7.45	1.47	6.47	D	R A	4260	
27.37	Mineral Springs.....			F 7.50						
30.22	Beaver Pond.....	5.30	3.39	F 7.55	2.05	7.02			4000	
34.24	Peebles.....	5.36	T 3.44	S 8.02	2.17	7.12	D	U	3950	
38.32	Lawshe.....W	5.43	3.50	F 8.10	2.24 <sup>86</sup>	7.22	D N	N P	3485	
44.38	Seaman.....			S 8.21			D	M U		
45.59	Mt. Zion.....	5.54	4.02 <sup>84</sup>	8.24	2.50	7.46			3790	
48.99	Winchester.....W Y	5.59	M 4.07	S 8.30	2.59	7.55	D	W H	4540	
53.55	Macon.....	6.05	4.13	F 8.40	3.09	8.04			3680	
58.53	Sardinia.....O W Y S	6.11	S 4.18	S 8.46	3.17	8.12	D N	S D	3420	
62.88	White Oak.....	6.24	4.29	9.00 <sup>78</sup>	3.39	8.42 <sup>20</sup>			4000	
65.09	Mt. Oreb.....			S 9.06			D	M O		
68.97	Eastwood.....	6.33	4.36	F 9.12	3.51	8.53			4310	
72.81	Williamsburg.....W		T 4.40	S 9.17			D	M S		
75.53	Afton.....	6.42	4.44	F 9.22	4.06	9.05 <sup>52</sup>			3690	
81.98	Batavia.....	6.52	T 4.54	S 9.32	4.20	9.20	D	B	3930	
85.24	Gernon.....			F 9.38						
87.49	Perintown.....	7.00	5.01	F 9.42	4.30	9.30			3915	
93.16	Ancor.....	7.09	5.09	9.51	4.45	9.45			4540	
96.00	Newtown.....			F 9.56			D	N A	1100	
97.21	Y } Clare.....W C T O X Via P. R. R. and B. & O. R. R.	7.15	5.15	S 10.00	6.30	10.15	D N	B R	Yard	
111.24	} Cincinnati (U. Sta.)...W T O	7.45 A. M.	5.45 P. M.	10.30 P. M.	..... <sup>20</sup>	..... <sup>4</sup>	D N	G C	.....	

**PASSENGER STOP NOTES:**

M—Regular stop on Sunday; T—Stop other days.  
 T—Stop to let off revenue passengers from Kenova or beyond, and to take on for beyond Clare.  
 Note time of Columbus and Kenova Sub-Division trains between Vera and East Portsmouth.  
 At East Portsmouth the time for westward passenger trains applies at Hump yard office and for time freight trains at Gallia Street Tower.  
 At Sardinia and Peebles the time for westward trains applies at west switch of passing siding.

### Cincinnati to East Portsmouth—Eastward

Distance from Cincinnati	Time Table No. 22 EFFECTIVE Sunday, May 4, 1941	FIRST CLASS			SECOND CLASS		THIRD CLASS		FOURTH CLASS	
		20 Passenger Lv. Daily	16 Passenger Lv. Daily	4 Passenger Lv. Daily	86 Time Freight Lv. Daily	84 Time Freight Lv. Daily	76 Slow Freight Lv. Daily	78 Slow Freight Lv. Daily	52 Local Freight Lv. Tues., Thurs. and Saturdays	54 Local Freight Lv. Tues., Thurs. and Saturdays
	STATIONS	A. M.	A. M.	P. M.	A. M.	P. M.	A. M.	P. M.	A. M.	A. M.
.00	Cincinnati (Union Station).....W T O Via B. & O. R. R. and Penn. R. R.	7.10	11.00	10.15						
14.03	Clare.....W C T O X S	7.40 <sup>52</sup>	11.30	10.45	12.05	2.00	10.30	7.45	7.40 <sup>20</sup>	
15.24	Newtown.....Y S	7.43								
18.08	Ancor.....	7.48	11.36	10.51	12.15	2.10	10.42	7.56	7.55	
23.75	Perintown.....F	7.57	11.43	10.58	12.25	2.20	10.52	8.06	8.10	
26.00	Gernon.....F	8.02								
29.26	Batavia.....S	8.07	11.49	11.04	12.35	2.30	11.03	8.16	8.30	
35.71	Afton.....F	8.21	11.59	11.14	12.55	2.50	11.25	8.36	9.05 <sup>85</sup>	
38.43	Williamsburg.....W S	8.26	H 12.03PM							
42.27	Eastwood.....F	8.32	12.08	11.24	1.05	3.01	11.40	8.48	9.38	
46.15	Mt. Oreb.....S	8.38								
48.36	White Oak.....	8.42 <sup>85</sup>	12.16	11.32	1.15	3.11	11.52	9.00 <sup>19</sup>	10.05	
52.71	Sardinia.....O W Y S	8.54	S 12.25	S 11.42	1.30	3.26	12.10PM	9.18	10.20	10.00
57.69	Macon.....F	9.01	12.32	11.49	1.43	3.38	12.22	9.30		10.15
62.25	Winchester.....W Y S	9.09	H 12.38 <sup>76</sup>	11.55	1.52	3.49	12.38 <sup>16</sup>	9.41		10.35
65.65	Mt. Zion.....	9.13	12.42	11.59	2.00	4.02 <sup>15</sup>	12.50	9.50		10.42
66.86	Seaman.....S	9.17								
72.92	Lawshe.....W F	9.27	12.53	12.10AM	2.24 <sup>99</sup>	4.18	1.04	10.08		11.05
77.00	Peebles.....S	9.36	H 12.59	12.16	2.35	4.28	1.16	10.20		11.35
81.02	Beaver Pond.....F	9.43	1.05	12.23	2.44	4.37	1.27	10.31		11.50
83.87	Mineral Springs.....F	9.48								
87.20	Rarden.....W S	9.53	1.14	12.31	2.57	4.50	1.38	10.43		12.30PM
92.49	Otway.....S	10.02	1.21	12.38	3.08	5.01	1.49	10.54		1.06
95.89	Henley.....F	10.07								
98.50	Brookside.....	10.11	1.30 <sup>54</sup>	12.46	3.19	5.12	2.01	11.06		1.30 <sup>16</sup>
101.86	McDermott.....W S	10.17	1.36	12.52	3.26	5.20	2.10	11.14		1.50
108.33	Book.....	10.27	1.46	1.02	3.41	5.35	2.26	11.30		2.07
110.12	Vera.....	10.29	1.48	1.04	3.45	5.39	2.30	11.33		2.10
111.24	Portsmouth.....X S	10.40	S { 1.55	S { 1.10						
		10.50	S { 2.10	S { 1.20						
113.38	{ E. Portsmouth.....X W C T O }	10.55	2.15	1.25	4.15	6.00	3.00	11.50		2.25
		A. M.	P. M.	A. M.	A. M.	P. M.	P. M.	P. M.	A. M.	P. M.

Eastward freight trains may proceed Vera to East Portsmouth on the time of delayed eastward first-class trains.  
 Eastward first-class trains run with train under control between these points.  
 At Batavia and Winchester the time shown for eastward trains applies at east switch of passing siding.

**PASSENGER STOP NOTES:**

H—Stop to discharge revenue passengers from beyond Clare.

### East Portsmouth to Columbus—Westward

Distance from Portsmouth	Time Table No. 22 EFFECTIVE Sunday, May 4, 1941		FIRST CLASS		SECOND CLASS		Telegraph Offices	Telegraph Signals	Passing Siding, Clearance Length	
	STATIONS		33 Passenger Lv. Daily	35 Passenger Lv. Daily	99 Time Freight Lv. Daily	85 Time Freight Lv. Daily				
			A. M.	P. M.	A. M.	A. M.				
2.14	{ E. Portsmouth..... Portsmouth..... Vera..... }	W C T O			12.15	6.00		D N	G S	Yard
.00		X	4.40	2.50				D N	K M	
1.12			4.42	2.52	12.30	6.10				
9.51	Lucasville.....	F	4.54	S 3.04			D	U C		
10.62	Dugan.....		4.56	3.06	12.52	6.25				6230
13.34	Clifford.....	W			12.57	6.30				
18.71	Sargents.....		5.07	3.16	1.08	6.37				6700
22.78	Piketon.....	F	5.12	S 3.23	1.17	6.47	D	N		
27.72	Waverly.....	Y X W F	5.22	S 3.32	1.28	6.55			E9100 W9225	
32.13	Omega.....	F	5.27	F 3.37	1.36	7.03				
36.26	Higby.....		5.33	F 3.43	1.44	7.12				8880
44.66	Lunbeck.....	W	5.43	3.53	2.00	7.29				8150
46.88	Renick.....	W X Y	5.45	3.55	2.06	7.35	D N	X D		5900
47.84	Chillicothe.....	X O S	5.55	S 4.03						
53.26	Delano.....	W	6.02	4.10	2.18	8.05				8580
58.15	Kingston.....	F	6.10	S 4.17	2.28	8.15	D	K N		4060
64.39	Dorney.....	W C	6.18	F 4.25	2.42	8.26			E 7685 W16188	
67.25	Circleville.....	O X S	6.25	S 4.30			D N	V I		
70.08	Ritts.....		6.30	4.35	2.52	8.40				8300
76.05	Ashville.....			S 4.43			D	A		
78.42	Dix.....		6.43	4.47	3.09	8.58				8655
84.25	Miner.....		6.49	4.54	3.20	9.09				8600
88.23	Valley Crossing.....	W X Y X	6.56	5.00	3.30	9.20	D N	S K		
95.37	{ Joyce Avenue..... Columbus..... }	X T O W C	7.08	5.10	6.00	10.30	D N	C W	Yard	
98.20			7.20 A. M.	5.25 P. M.			A. M. A. M.	D N	R N	

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



## Columbus to East Portsmouth—Eastward

Distance from Columbus	Time Table No. 22 EFFECTIVE Sunday, May 4, 1941	FIRST CLASS		SECOND CLASS			
	STATIONS	36 Passenger Lv. Daily	34 Passenger Lv. Daily	86 Time Freight Lv. Daily	84 Time Freight Lv. Daily		
		A. M.	P. M.	A. M.	P. M.		
.00	Columbus.....	11.00	10.30	.....	.....		
2.83	Joyce Ave..... W C T O X	11.08	10.37	12.30	3.00		
	YX						
9.97	Valley Crossing..... X	11.18	10.46	1.01	3.30		
	W						
13.95	Miner.....	11.23	10.51	1.11	3.40		
19.78	Dix.....	11.32	10.58	1.21	3.51		
22.15	Ashville..... F	11.36	.....	.....	.....		
28.12	Ritts.....	11.44	11.08	1.35	4.06		
30.95	Circleville..... O X S	11.51	S 11.14	1.45	.....		
33.81	Dorney..... W C F	11.56	11.18	2.01	4.18		
40.05	Kingston..... F	12.06PM	11.25	2.12	4.32		
44.94	Delano..... W	12.13	11.31	2.23	4.43		
50.36	Chillicothe..... X O S	12.27	S 11.50	2.35	.....		
51.32	Renick..... W X Y	12.30	11.52	2.50	4.54		
53.54	Lunbeck..... W	12.33	11.55	2.55	4.58		
61.94	Higby..... F	12.43	12.06AM	3.11	5.15		
66.07	Omega..... F	12.49	F 12.12	.....	.....		
70.48	Waverly..... W S	12.57	F 12.19	3.30	5.34		
75.42	Piketon..... Y X F	1.05	.....	.....	.....		
79.49	Sargents.....	1.11	12.31	3.45	5.48		
84.86	Clifford..... W	.....	.....	.....	.....		
87.58	Dugan.....	1.20	12.42	4.02	6.01		
88.69	Lucasville..... S	1.23	.....	.....	.....		
97.07	Vera.....	1.35	12.54	4.25	6.20		
98.20	Portsmouth..... X	1.45	1.00	.....	.....		
100.34	{ E. Portsmouth..... X W C T O }	.....	.....	5.00	6.45		
		P. M.	A. M.	A. M.	P. M.		

Eastward freight trains may proceed from Vera to East Portsmouth on the time of delayed eastward first-class trains.  
 Eastward first-class trains run with train under control between these points.

## LENORE BRANCH

**Westward**

**Between Naugatuck and Delbarton**

**Eastward**

Distance from Naugatuck	Telegraph Offices	Telegraph Signals	FOURTH CLASS		Time Table No. 22 EFFECTIVE Sunday, May 4, 1941 STATIONS	FOURTH CLASS		Passing Siding Clearance Length
				163 Local Freight Lv. Daily Ex. Sunday			164 Local Freight Lv. Daily Ex. Sunday	
.00	D	N S	.....	A. M. 7.55	Naugatuck..... W Y	A. M. 11.50	.....	4600
4.47	D	B Q	.....	8.20	Lenore..... W Y	11.35	.....	
8.17			.....		Tekram.....		.....	
12.97			.....		Millstone..... W Y		.....	Yard
15.47			.....	9.20 A. M.	Delbarton.....	10.55 A. M.	.....	

No. 164 will not leave Delbarton until No. 163 has arrived there.  
 Lenore Branch regular trains are not required to observe Rule No. 99.  
 Extra trains on Lenore Branch run expecting to find regular trains unprotected.

## WAYNE BRANCH

**Westward**

**Between Kenova and East Lynn**

**Eastward**

Distance from Kenova	Telegraph Offices	Telegraph Signals	FOURTH CLASS		Time Table No. 22 EFFECTIVE Sunday, May 4, 1941 STATIONS	FOURTH CLASS		Passing Siding Clearance Length
				161 Local Freight Ar. Mondays Wednesdays and Fridays			160 Local Freight Lv. Mondays Wednesdays and Fridays	
.00	D N	K X	.....	P. M. 12.45	Kenova..... YWCTO	A. M. 8.40	.....	Yard
1.25			.....	12.36	Ceredo.....	8.44	.....	
6.51			.....	12.20	Buffalo Creek.....	9.00	.....	
12.30			.....	12.03PM	Lavalette.....	9.17	.....	2100
18.80			.....	11.43	Ardel.....	9.37	.....	
24.68	D	M I	.....	11.25	Wayne..... W	9.55	.....	2550
25.84			.....		Elmwood.....		.....	
27.33			.....		Dean.....		.....	
30.86			.....		Armilda.....		.....	
32.79			.....	10.55 A. M.	East Lynn..... T	10.35 A. M.	.....	

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

### HILLSBORO BRANCH

Westward

Between Sardinia and Hillsboro

Eastward

Telegraph Office	Telegraph Signals	Passing Siding, Clearance Length	Distance from Hillsboro	FOURTH CLASS		STATIONS	FOURTH CLASS		Distance from Sardinia
				135 Local Freight Lv. Daily Ex. Sunday	184 Local Freight Ar. Daily Ex. Sunday				
				A. M.		X T W	A. M.		
D	H B			8.40	{ Hillsboro..... }		8.25		18.85
			9.41		East Danville.....				9.44
			12.27		Taylorsville.....				6.58
			15.12		Mowrystown.....				3.73
D N	S D		18.85	9.35 A. M.	Sardinia.....	O W Y	7.30 A. M.		

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

# SCIOTO DIVISION

## SPECIAL INSTRUCTIONS

### STANDARD TIME

1. Standard Time Rule No. 2, Book of Rules, is modified to the extent that watch inspection certificates shall be renewed semi-annually between the first and fifteenth of April and October, instead of every three months.

(a) Clocks showing Standard Time and Time Comparison Register Books (Form C. T. 258) are located as follows:

- East Williamson—Telegraph Office.
- Williamson—Passenger Station.
- Kenova—Yard Office and Engine House.
- East Portsmouth—Hump and East Yard Offices and Callers' Office.
- Portsmouth—Dispatcher's Office.
- Portsmouth—Passenger Station, Trainmen's Room.
- Joyce Avenue—Yard Office and Engine House.
- Columbus—Telegraph Office.
- Clare—Yard Office and Engine House.
- Berry—Yard Office.
- Cincinnati Union Terminal Co.—Telegraph Office and Engine House. (See Rule No. 3, Book of Rules.)

### REGISTERING

2. Conductors only will examine registers and will fill out and deliver Conductor's Check of Train Register, Form C. T. 24-A, to each engineer. (Note Rules 83 and 590, Book of Rules.)

Register books and blanks Form C. T. 24-A are located, and trains will register, or be registered, as follows:

- (a) Passenger trains will register at Williamson, Portsmouth, Columbus, and Cincinnati.
- (b) Other trains at East Williamson, East Portsmouth, Joyce Avenue, and Clare.
- (c) Trains originating or terminating at Naugatuck, and Lenore Branch trains, at Naugatuck.
- (d) Trains originating or terminating at Kenova, and Wayne Branch trains, at Kenova.
- (e) Trains originating or terminating at Sardinia, and Hillsboro Branch trains, at Sardinia.
- (f) Dispatcher will transmit to Yardmasters at East Williamson, East Portsmouth, Joyce Avenue and Clare register of passenger trains which must be repeated back and entered in train order book.

### BULLETIN BOARDS

3. Bulletin Boards are located as follows:
- East Williamson—Yard Office and Engine House.
  - Williamson—Passenger Station.
  - Kenova—Yard Office and Engine House.
  - East Portsmouth—Hump and East Yard Offices and Callers' Office.
  - Portsmouth—Passenger Station, Trainmen's Room.
  - Chillicothe—Freight Station.
  - Circleville—Freight Station.
  - Joyce Avenue—Yard Office and Engine House.
  - Columbus—Union Station Telegraph Office.
  - Sardinia—Station.
  - Berry—Enginemen's and Trainmen's Room.
  - Clare—Yard Office and Engine House.
  - Cincinnati Union Terminal Co.—Telegraph Office and Engine House.

### SPEED RESTRICTIONS

LOCATION AND CONDITIONS	Class of Service and Miles Per Hour		
	Passenger Trains	Freight Trains Time	Slow
4. (a) Over interlocked grade crossings. Except B. & O. crossings at G S Tower Portsmouth, Renick and Chillicothe, and P. R. R. crossing C W Tower Joyce Avenue.....	50	40	30
(b) Engines in backward motion, with or without cars: On tangents.....	20	20	20
On curves.....	25	25	25
(c) Between Williamson and See.....	15	15	15
Between See and Kenova.....	50	50	40
	60	50	40

### SPEED RESTRICTIONS—Continued

LOCATION AND CONDITIONS	Class of Service and Miles Per Hour		
	Passenger Trains	Freight Trains Time	Slow
(d) Lenore Branch:			
Between Naugatuck and Lenore...	30	30	30
Between Lenore and Delbarton...	20	20	20
(e) Wayne Branch:			
Between Kenova and Wayne.....	30	30	30
Between Wayne and East Lynn....	20	20	20
(f) Over Ohio River Bridge and viaduct at Kenova with careful handling of train to avoid shock.....	35	25	25
(g) Trains exchanging mail without stopping at Ashville, Kingston, Ft. Gay, Kermit, McDermott, Otway, Peebles and Winchester.....	20	..	..
(h) On westward track over Scioto River Bridge 1104 at Glen Jean—Class A, K-3, Y-4, Y-5 and Y-6 engines.....	20	20	20
(i) On tracks of Union Station, Columbus.....	10	10	10
(j) Between Vera and Clare.....	60	40	40
Except:			
Between Vera and Henley.....	45	40	40
Between Peebles and Seaman, through Williamsburg, and between Afton and Clare.....	50	40	30
Over Interlocking at Vera Junction, Cincinnati Line.....	20	20	20
Over Interlocking at P. R. R., Connection Clare.....	10	..	..
(k) Between Clare and Ivorydale.....	25	25	25
(l) Over Bridge 2002, second west of Vera, Cincinnati Sub-Division, Class A, Y, Z and K-3 engines.....	15	15	15
(m) Over street and road crossings between Woodburn Avenue and Paxton Road, inclusive.....	15	15	15
(n) On Hillsboro Branch.....	25	25	25
(o) Speed Limit Signals at approach to curves.			

A disc track signal 20 inches in diameter, painted yellow and bearing two sets of black figures with a black horizontal line between them, as defined by Time Table Rule No. 10, is located at the approach to curves over which speed must be reduced.

At points where two or more successive curves over which speed must be reduced are located one thousand (1,000) feet or less apart, one signal will be used to cover them. In such cases a metal plate 6 inches by 7 inches, painted yellow and bearing one heavy black figure, is attached to the right-hand side of the signal post just below the disc to indicate the number of curves the signal covers.

The two sets of figures on the disc indicate the maximum speed (miles per hour) of trains over curves protected by the signal, as follows:

Top figures—Maximum speed for passenger trains.

Bottom figures—Maximum speed for freight and mixed trains.

Passenger trains handled or assisted by freight engines, other than Class A, will observe freight train speed shown on the disc.

Passenger trains handled or assisted by Class A engines will reduce speed to 5 miles per hour less than passenger train speed shown on the disc.

Time freight trains handled by Class K-1, K-2 or K-3 engines may observe passenger train speed shown on the disc provided the time table maximum speed for freight trains is not exceeded.

Time freight trains handled by Class A engines may use a speed of 5 miles per hour less than passenger train speed shown on the disc provided the time table maximum speed for freight trains is not exceeded.

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

- 5. Nos. 19 and 20 at Goodman, Borderland, Maher, Tripp, Saltpetre, Hubbardstown, North Kenova, South Point, Hanging Rock, Haverhill, Franklin Furnace, Arion and White Oak.
- Nos. 35 and 36 at Duvalls, Locks and Wakefield.
- All trains at Winton Place, B. & O. station.
- All trains regular stop at Norwood, P. R. R. station.
- No. 20 regular stop at Winton Place, B. & O. station.

## GENERAL

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

7. Rule 86(c), Book of Rules, is amended to read as follows:

Second class trains may stand within yard limits, between the outer switches of passing tracks, and within the limits of track signals bearing the words "water" or "coal" at water or coaling stations without protecting against trains of the same or inferior class following, and freight extras, third and fourth class trains may stand within such limits without protecting against freight extras, third and fourth class trains following, except in foggy or stormy weather when Rule 99 must be observed.

(a) The second paragraph of Rule 99(b) is amended to read as follows:

This gives all trains except first class and those running on train order schedule, the right to stand within yard limits, between the outer switches of passing tracks and within the limits of track signals bearing the words "water" or "coal" at water or coaling stations outside of passing track limits, without protecting against following trains, as specified in Rule 86(c) and the third paragraph of Rule 99(b), except in foggy or stormy weather when Rule 99 must be observed.

(b) Rule 86(c) and the second and third paragraphs of Rule 99(b) do not apply to trains handling camp cars occupied by men, circus or carnival trains, and such trains must be protected in all cases as prescribed by Rule 99 at each of the points specified.

(c) Rule 103(c) of Book of Rules is modified as follows:

Within yard limits, trains and engines, except first class and those running on a train order schedule, must run with caution and under control until the track or automatic signal is plainly seen to be clear.

Trains and engines entering the main track within yard limits must be protected against movements on the main track unless it is plainly seen that there are no approaching movements.

Trains and engines have the right to move within yard limits by direction of the Yardmaster.

Movements against the current of traffic within yard limits in other than interlocking plants, must be protected against opposing movements.

8. Light weight locomotives, clam shell cranes, ditching machines and occupied camp cars, when handled in other than locals or work trains, must be placed at the rear.

Pile driver outfits must be placed at the rear of solid coal trains, and at the head end of the other trains, except that when the head end is coal loads, pile driver outfits must be placed immediately behind the coal loads.

Wooden flat cars, whether loaded or empty, must be handled on the rear of trains other than locals or work trains, and when empty must not be handled in trains requiring a pusher.

Trains hauling wooden underframe camp cars, or occupied camp cars of any description (except the camp car belonging to pile driver outfits), or light loaded wooden flat cars, and requiring a pusher, must place the pusher engine ahead of such cars.

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

**Freight Service:** (a) Locomotives, classes K-1, K-2, K-3, M-2 and E-2, when equipped with 9,000-gallon tenders or larger, may be coupled next to the train when being double-headed by locomotives classes A, K-1, K-2, K-3, Y-2, Y-3, Y-4, Y-5, Y-6 and Z.

(b) Locomotives, classes E-3, M, V and W may be coupled next to the train when being double-headed by locomotives classes E-2, E-3, K-1, K-2, K-3 and M-2.

(c) Locomotives, class G may be coupled next to the train when being double-headed by locomotives classes V and W.

**Passenger Service:** (d) 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 regularly assigned engine and crew should be coupled in front.

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

10. Rule 16 (a) at the top of Page 23, Book of Rules, defining the indication of "C" signal, is modified to read, "A disc 20 inches in diameter, painted yellow, bearing two sets of black figures, one set above the other with a black horizontal line between them, will be located at the approach to curves over which speed must be reduced."

11. Transferred to STANDARD TIME.

12. The following definition is adopted and added to the definitions appearing on Pages 11 and 150, Book of Rules:

**Medium Speed**—One-half the maximum authorized speed, but not to exceed 30 miles per hour.

That part of the third sentences of Rules 801 (a), (b) and (c) and the definitions of signal aspects shown on Pages 177, 178, 184 and 185 reading "Proceed prepared to stop at next signal," are changed to read, "Prepare to stop at next signal. Trains exceeding medium speed must at once reduce to that speed."

13. All motor car operators must inspect their motor cars and trailer cars daily for defects or improper adjustments which might cause accidents. They will be held responsible for accidents occurring on account of lack of proper inspection. Foremen of gangs will be held responsible for the daily inspection of cars used by their forces.

14. The following sentence is added to the first paragraph of Rule 906, Book of Rules:

Speed of 10 miles per hour must not be exceeded in any case, and must be reduced below that figure if conditions necessitate.

The following sentence is added to the second paragraph of Rule 906, Book of Rules:

It must not be used for a passenger train following any train, or for any train following a passenger train, without first stopping the train for which it is to be used.

15. The fourth paragraph of Rule 206, Book of Rules, is revised to read as follows:

"In transmitting and repeating train orders by telephone, the numbers of trains and engines in the address must be plainly pronounced and then repeated, number by number. All stations and numerals in the body of an order must first be plainly pronounced and names then spelled, letter by letter, thus: Aurora, A-u-r-o-r-a; and numbers repeated, number by number, thus: One Fourteen, One One Four."

16. The last paragraph of Rule No. 90, Book of Rules, is changed as follows:

"The engineman of each freight train will give signal 14 (n) at least one mile before reaching a meeting or waiting point. Should the engineman fail to give signal 14(n) as herein prescribed, the conductor, fireman and head brakeman must take immediate action to stop the train."

17. The second paragraph of Rule 427, Book of Rules, is supplemented to read as follows:

"When cars are set off or left standing, air brakes must be released and hand brakes applied. When practicable, such cars must be coupled to other cars on the siding, and if on an incline or heavy grade the wheels must be blocked."

18. During extremely cold weather, it has been found that observance of Rule 34 of Form MP 229 does not meet the requirements in connection with supplying steam to heat passenger trains satisfactorily.

The steam pressure figures shown in Rule 34 of Form MP 229 are hereby increased so the rule will read as follows:

"RULE No. 34—When coupling to steam-heated trains, enginemen shall apply the maximum pressure of 120 pounds, and when the steam has circulated through the train pipe this pressure should be reduced to ten pounds per car; for instance, if there are five cars, the total pressure would be 50 pounds, and so on. If this is not sufficient to heat the cars, upon notice from conductors, the pressure is to be increased by not exceeding the maximum of 120 pounds."

19. Rule 410, Book of Rules, is withdrawn.

20. Rule 692, Book of Rules, is hereby supplemented as follows:

"After foremen and others in charge of motor cars receive a line-up on trains from dispatchers or telegraph operators, they will give this information to the members of their force, together with advice of the movements to be made and the work to be performed, before occupying the main track or engaging in work thereon."

21. Rule 908, Book of Rules, is modified and supplemented as follows:

"At signals indicating STOP, where telephones are located, enginemen and trainmen will communicate with leverman for instructions. They must not pass a derail under Stop signal unless they personally assure themselves that it is off the rail. If they receive a hand signal as provided in Rule 905, they may proceed."

"In case of repairs or any unusual condition in connection with the signals or interlocking which may affect a derail, the maintainer, repairman or other authorized person in charge will take such action as may be necessary properly to secure the derail off the rail."

22. "In registering the indication of automatic and interlocking plant signals, as required by Rule 34, the following words should be used, irrespective of the type of the signal:

"Red Block," "Yellow Block," "Clear Block."

23. When a helper engine is used in a train, if, for any reason the leading engine is detached from the train and again recoupled the engineer of the leading engine should, before starting the train, make a 20-pound reduction of his brake pipe pressure with the automatic brake valve, returning the brake valve handle to lap position, to determine whether or not the brake valves of additional engines are cut out.

Before train is started after the leading engine has been detached and recoupled, the engineer of each helper engine must register with the fireman the position of the cut-out valve on their engine.

24. Employees must familiarize themselves with and observe the rules and special instructions of the Bureau of Explosives covering the handling of explosives and other dangerous articles. The attention of employees in train and yard service is directed specially to the condensed rules appearing on explosive and dangerous placards which are attached to cars containing such shipments.

25. That part of Rule No. 16 (a) on Page 23, Book of Rules, specifying the location of track signal bearing the word SLOW, is modified to read as follows:

"Located one mile from points at which speed is restricted by special instructions."

26. When automatic signals are out of service over a section of line for any reason, a train order reading as follows will be put out to trains and operators affected.

"Automatic signals between \_\_\_\_\_ and \_\_\_\_\_ are out of service. Trains be governed by manual block and train rules. At interlocking plants be governed by signals or instructions from leverman."

While manual block is being used the train order signal at stations affected will also be used as a block signal, and shall indicate Stop except when changed to Proceed for approaching trains when no orders are on hand and the block is clear. Permissive cards, Form CT 168, will be issued as provided in Rule No. 707 when trains are to enter a block that is occupied. On double track, trains or engines will not cross over to or obstruct the opposite track without permission from the dispatcher.

27. Where spring switches are in service, trailing movements may be made through these switches from the siding to the main track without opening or closing them by hand. In case a train is stopped on the switch while making such movement and it is necessary to back into the siding, the back-up movement must not be started until the switch is changed by hand for the siding. When switching is performed over these switches, or it is necessary to make a facing point movement over them to enter the siding, they must be operated by hand.

Speed is limited to 20 miles per hour while any part of a train is moving through a spring switch in movement from siding to the main track.

Trains or engines approaching the facing end of spring switches on single track, or when running against the current of traffic on double track, and finding the automatic signal or dwarf signal located immediately in front of the switch in "STOP" position, will stop and examine the switch to see that it is properly lined up before passing over it.

## LOCAL

100. Automatic Block Signals are in use between Williamson and C. W. Tower, Joyce Ave., and between Vera and Berry.

(a) At N. Y. C. Crossing, Bannon; C. & O., Valley Crossing; P. R. R., Circleville; B. & O., Renick; D. T. & I. Crossings at Glen Jean and Ironton, and Madison Road, Norwood, there is a section of "dead rail." Light engines stopping on these dead sections will not affect the Automatic Signals, which would result in a false indication. Therefore, stop, if necessary, should be made on either side of the crossing.

(b) Eastward stop and stay signal 6768, just west of Circleville freight house and eastward stop and stay signal 6562, at Water Street, Chillicothe, shall be observed as stop and proceed signals by passenger trains, light engines and short trains that can clear between street crossings.

101. (a) Rule No. 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 at restricted speed.

(b) "A train finding a green fusee burning on or near its track will immediately reduce speed and run at restricted speed for a reasonable and safe distance."

102. Rule No. 105-A is modified to the extent that trains using double passing siding beyond crossover need not protect such movement by flag, when it is known the siding is clear of obstruction or opposing trains.

103. Form H, last paragraph, Page 81, Book of Rules, is modified to the extent that on double track protected by automatic signals, copies of work train orders issued under Example H (1) on Page 79, will not be given to other trains.

On single track, copies of work train orders will be given to all trains, except first class.

104. At following stations, trains will get a clearance card:

Columbus—First-class trains.

East Williamson—Westward trains.

G. S. Tower—Cincinnati Sub-Division westward freight trains.

Portsmouth—Passenger trains.

Kenova and Sardinia—Trains originating.

Clare—Eastward trains.

105. Mallet engines used in placing coal on coal trestles must not be placed beyond summit of incline.

(a) On account of close overhead clearance, engines should not pass under tipple when shifting at plant of the Ohio Gravel Co., east of Newtown, Ohio.

(b) Trains and engines having to cross from eastward main or passing siding to westward main or passing siding at Dorney will secure permission from Operator at Circleville before changing switches to make the move.

(c) The movement of trains in both directions entering passing sidings at Stonecoal is controlled by the operator at Kermit. Trains moving from either main track to or from the storage tracks, or desiring to move from the storage tracks to either passing siding, shall first secure permission from the operator before changing crossover switches.

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

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

108. Paragraph (a), Rule No. 437, is supplemented as follows:

(a) Conductor must make record in his train book of the caboose gauge pressure when leaving terminals and approaching Stonecoal, Kenova, Glen Jean, Peables, Mt. Zion, Sardinia, Eastwood and Afton.

(b) Paragraph (d), Rule No. 437, will be complied with when train is stopped for coal or water, when clearing on passing sidings, and at other points where engine is detached.

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

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

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

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

112. Class A, K or Y engines must not be used on Wayne and Lenore branches.

(a) Engines heavier than Class W must not be used over Twelve Pole bridge east of Wayne.

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

114. The ash hoist east of coal tipple at Prichard will not clear engines and trains using coal wharf track No. 1. Trains using this track will use the crossover west of ash hoist.

115. Trains using Naugatuck passing siding must expect to find cars thereon.

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

117. Eastward freight trains will not pass Kenova Passenger Station and westward freight trains will not pass Ironton Passenger Station while passenger trains are making station stop.

118. 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.

119. At Tower "B," Ironton, when operator is not on duty and interlock plant is not in operation, switches will be lined up for N. & W. movements over crossing and the stop and stay signals at the plant will be regarded as stop and proceed signals, but when in stop position derails must be examined and known to be in proper position for use.

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

121. The track between Clare, Idlewild and Berry is operated as a block for all trains and engines, controlled by operator at Berry, under direction of the Terminal Trainmaster.

(b) Between Clare and Cincinnati, passenger trains are operated over the P. R. R., B. & O. and Cincinnati Union Terminal Companies. Between Idlewild and Court Street Station, Cincinnati, trains and engines are operated over P. R. R. Train and enginemmen operating over tracks of these companies will provide themselves with, and be governed by, their Books of Rules and Time Tables.

122. Engines heavier than Class M-1 must not be used on Hillsboro Branch.

123. Williamsburg tank is an emergency water station and trains stopping at this point will not be protected by Rule No. 99-B.

124. The main track of the Norfolk and Western and the P. R. R., between Columbus and C W Tower, Joyce Avenue, are used jointly as a section of double track; west or southward trains approaching Columbus use the Norfolk and Western track; east or northward trains, leaving Columbus, use the P. R. R. track. Yard engines keep clear of passenger trains of both railroads on double track, and protect themselves while using crossovers.

(a) Train and Enginemmen operating over the P. R. R. must provide themselves with and be governed by P. R. R. Time Tables and Books of Rules.

125. Mallet or Class K engines must not use Chillicothe house track east of Second Street, or the bridge over Cleveland Avenue, Columbus.

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

127. Westward trains will have the right to move through Dugan passing siding without protecting against eastward movements. Any eastward trains using this passing siding must protect against westward movements.

128. Telegraph offices not open continuously are open as follows:

Bannon.....	8:00 A. M. to	4:00 P. M. Daily
Ashville.....	8:00 A. M. to	5:00 P. M. Ex. Sunday
Kingston.....	8:00 A. M. to	5:00 P. M. Ex. Sunday
Waverly.....	8:00 A. M. to	5:00 P. M. Daily
Piketon.....	8:00 A. M. to	5:00 P. M. Ex. Sunday
Lucasville.....	8:00 A. M. to	5:00 P. M. Ex. Sunday
Sciotoville.....	7:15 A. M. to	4:15 P. M. Ex. Sunday
Ironton.....	1:00 P. M. to	9:00 P. M. Ex. Sunday
Wayne.....	8:00 A. M. to	5:00 P. M. Ex. Sunday
Ft. Gay.....	8:00 A. M. to	5:00 P. M. Daily
Naugatuck.....	7:50 A. M. to	4:50 P. M. Ex. Sunday
Nolan.....	7:10 A. M. to	4:10 P. M. Ex. Sunday
Lenore.....	8:00 A. M. to	5:00 P. M. Ex. Sunday
McDermott.....	7:15 A. M. to	4:15 P. M. Ex. Sunday
Rarden.....	7:45 A. M. to	4:45 P. M. Ex. Sunday
Peebles.....	7:00 A. M. to	4:00 P. M. Ex. Sunday
Seaman.....	7:30 A. M. to	4:30 P. M. Ex. Sunday
Winchester.....	7:30 A. M. to	4:30 P. M. Ex. Sunday
Hillsboro.....	7:00 A. M. to	4:00 P. M. Ex. Sunday
Mt. Oreb.....	8:00 A. M. to	5:00 P. M. Ex. Sunday
Williamsburg.....	7:45 A. M. to	4:45 P. M. Ex. Sunday
Batavia.....	7:15 A. M. to	4:15 P. M. Ex. Sunday
Newtown.....	7:40 A. M. to	4:40 P. M. Ex. Sunday

(a) Straight non-telegraph agencies are open as follows:

Duvalls.....	8:15 A. M. to	5:15 P. M. Ex. Sunday & Holiday
Omega.....	7:30 A. M. to	4:30 P. M. Ex. Sunday & Holiday
Waverly.....	6:30 P. M. to	9:30 P. M. Daily
	11:30 P. M. to	2:30 A. M. Daily
Wakefield.....	4:30 A. M. to	6:30 A. M. Daily
	8:00 A. M. to	5:00 P. M. Ex. Sunday
Wheelerburg.....	7:30 A. M. to	4:30 P. M. Ex. Sunday & Holiday
Coal Grove.....	7:45 A. M. to	4:45 P. M. Ex. Sunday
Prichard.....	8:00 A. M. to	5:00 P. M. Ex. Sunday & Holiday
Delbarton.....	8:00 A. M. to	5:00 P. M. Ex. Sunday & Holiday

Chattaroy.....	8:00 A. M. to 12:15 P. M. Ex. Sunday
	1:45 P. M. to 5:30 P. M. Ex. Sunday
Crum.....	8:00 A. M. to 5:00 P. M. Ex. Sunday
Glenhays.....	8:15 A. M. to 5:15 P. M. Ex. Sunday & Holiday
Mowrystown.....	6:15 A. M. to 3:15 P. M. Ex. Sunday & Holiday

Note—Ceredo, W. Va., and Macon, Ohio, are commission agencies.

#### YARD LIMITS

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

130. Spring switches are located as follows:

Nolan.....	East End and West End Passing Siding
Stonecoal.....	East End Eastward Passing Siding. Signal controlled from Kermit
Stonecoal.....	West End Westward Passing Siding. Signal controlled from Kermit
Webb.....	East End and West End Passing Siding
Glenhays.....	East End and West End Passing Siding
See.....	West End Passing Siding
Hewlet.....	West End Passing Siding
Prichard.....	East End Eastward Passing Siding. Signal controlled from Prichard
Prichard.....	West End Westward Passing Siding. Signal controlled from Prichard
Rex.....	East End and West End Passing Siding
Union.....	West End Passing Siding
Gennetts.....	West End Passing Siding
Dugan.....	West End Passing Siding
Waverly.....	East End Eastward Passing Siding. Signal controlled from Glen Jean
Waverly.....	West End Westward Passing Siding
Higbys.....	West End Passing Siding
Lunbeck.....	East End and West End Passing Siding
Delano.....	West End Passing Siding
Dorney.....	East End Eastward Passing Siding
Dorney.....	West End Westward Passing Siding. Signal controlled from Circleville
Ritts.....	West End Passing Siding
Dix.....	West End Passing Siding
Joyce Avenue.....	East End Running Track East of JO Tower

#### SYMBOLS FOR OUTSIDE TELEPHONE CIRCUITS

A—Automatic	M—Message
B—Block	P—Plant
D—Dispatcher	Y—Yard

131. Outside telephones at unattended points, the symbol letters above indicating circuits to which they are connected, with suitable instructions regarding their use posted in booths, or boxes, are located as follows:

Place	Location	Circuits
Williamson.....	At West End Crossover.....	B
Chattaroy.....	At Section Tool House.....	B
Chattaroy.....	Outside Depot.....	D
Borderland.....	At Crossover.....	D&B
Nolan.....	East and West Passing Siding Switches.....	D&B
Nolan.....	At Section Tool House.....	D
Nelco.....	At Crossover.....	D
Naugatuck.....	At East Switch Passing Siding.....	B
Naugatuck.....	At Section Tool House.....	B
Naugatuck.....	At Lenore Branch Junction.....	D&B
Lenore.....	Outside Depot.....	B
Lenore.....	At Section Tool House.....	B
Millstone.....	At East End Yard.....	B
Delbarton.....	Swing Door Depot Window.....	B
Panco.....	At Crossover.....	B
Tunnel No. 1.....	East and West End Stop and Stay Signals.....	P
Grey Eagle.....	Buck Creek Branch Junction Switch at Crossover.....	D&B
Tunnel No. 3.....	East and West End Stop and Stay Signals.....	P
Stonecoal.....	At West End Storage Tracks.....	D&B
Stonecoal.....	East End Westward Passing Siding Switch.....	D&B
Stonecoal.....	East End Eastward Passing Siding Switch.....	D&B
Stonecoal.....	West End Westward Passing Siding Switch.....	D&B
Crum.....	At Crossover.....	B
Tunnel No. 4.....	East End.....	B&P

Place	Location	Circuits	Place	Location	Circuits
Tunnel No. 4	West End	P	Wakefield	Outside Depot	B&M
Tunnel No. 6	At East End	B	Sargents	East and West End Passing Siding	B
Tunnel Nos. 6 and 7	At Automatic Signals Between Tunnels	B		Switches	D&B
Tunnel No. 7	At West End	B	Bridge 1096	On Pole West End of Bridge	D&M
Webb	At Spur Track	B	Piketon	Outside Depot	B
Webb	East and West Passing Siding Switches	D&B	Glen Jean	East End Scioto River Bridge 1104	B
Glenhayes	East and West Passing Siding Switches	D&B	Glen Jean	Eastward Stop and Stay Signal	B
Saltpetre	Outside Section Tool House	B	Waverly	Outside Depot	B
See	East and West Passing Siding Switches	D&B	Waverly	Eastward Distant Signal	D&B
Fort Gay	Outside Depot	B	Waverly	Water Tank	B
Hewlet	East and West End Passing Siding	B	Waverly	West End Passing Siding	B
	Switches	D&B	Omega	Outside Depot	B
Hubbardstown	At Section Tool House	B	Higbys	East and West End Passing Siding	B
Prichard	East End Westward Passing Siding	D&B		Switches	D&B
Prichard	East End Eastward Passing Siding	D&B	Pride	Section Tool House	B
Prichard	Outside Depot	B	Locks	Section Tool House	B
Prichard	West End Westward Passing Siding	D&B	Lunbeck	East and West End Passing Siding	B
Prichard	West End Eastward Passing Siding	D&B		Switches and at Westbound Standpipe	D&B
Cyrus	East and West Passing Siding Switches	D&B	Renick	At Pump House	B&M
Cyrus	At Section Tool House	B	Chillicothe	Southern Avenue	B
Neal	East and West End Passing Siding	B	Renick	East and Westward Stop and Stay	B
	Switches	D&B		Signals	B
Kenova	East End No. 1 Crossover	P	Chillicothe	East End Passenger Shed	M
Kenova	West End No. 1 Crossover	P	Chillicothe	Water Street Crossing	B
Kenova	At Transformer Bank between Crossovers	P	Chillicothe	At West End Bridge 1121	D&M
	1 and 3	P	Delano Hill	800 Feet West of C. & O. Overhead	B
Kenova	East End No. 3 Crossover	P		Bridge	D&B
Kenova	East End of Wye Track	P	Delano	East and West End Passing Siding	B
Kenova	East End No. 25 Crossover	P		Switches	D&B
Kenova	Watchman's Shanty West End Bridge	P	Delano	Section Tool House	B
Kenova	Eastward Stop and Stay Signal	P	Kinnickinnick	East End Bridge	M
	N. Kenova	P	Kingston	Barrow Pit East of Depot	M
Buffalo Creek	Section Tool House	M	Kingston	Outside Depot	B
Lavalette	East Switch	M	Kingston	Signal Line West of Depot	M
Ardel	East Switch	M	Elmwood Farm	At Crossover	D&B
Wayne	Outside Depot	M	Dorney	East End Eastward Passing Siding	M
Rex	East and West Passing Siding Switches	D&M	Dorney	East End Westward Passing Siding	D&B
Narrows	East of Coal Grove at Breakdown	M	Dorney	West End Bridge 1133	D&B
Coal Grove	West End of Crossover	M	Dorney	Coaling Station	D&B
Ironton	West End Ice Creek Siding	M	Dorney	West End Eastward Passing Siding	D&B
Ironton	East End Yard	M	Dorney	West End Westward Passing Siding	D&B
Ironton	At Crossover—Old Yard Office	M	Circleville	Westward Home Signal	B
Ironton	Westward Stop and Stay Signal	M	Circleville	Eastward Home Signal	B
Ironton	Opposite Passenger Station	P	Circleville	Eastward Distant Signal	B
Ironton	Eastward Stop and Stay Signal—	P	Circleville	Tomato Track	M
	Elm Street	M	Ritts	East and West End Passing Siding	B
Hanging Rock	At East End of Crossover	D&M		Switches	D&B
Hanging Rock	At Section Tool House	M	Cromley	Signal Line Switch	M
Union	East and West End Passing Siding	B	Ashville	Outside Depot	D
	Switches	D&M	Ashville	1/2 Mile West at Signal Line Switch	M
Haverhill	Outside Pump House	M	Dix	East and West End Passing Siding	B
Gennetts	East and West End Passing Siding	B		Switches	D&B
	Switches	D&M	Duvalls	Outside Depot	M
Whealersburg	Outside Depot	M	Duvalls	West of Duvalls MP 690 at Signal	B
Star Yard	On Pole East End Storage Track	A		Switch	M
East Portsmouth	East End Pull-In Switchman's Shanty	A	Lockbourne	At Section Tool House	M
East Portsmouth	On Pole at West Avenue—New Boston	A	Miner	East and West End Passing Siding	B
GS Tower	East and Westward Stop and Stay Signals	A		Switches	D&B
Portsmouth	Offnere Street on Pole	A	Valley Crossing	Westward Home Signal 6967	P
Portsmouth	Waller Street Watchman's Shanty on	A	Valley Crossing	Westward Home Signal 6969	P
	Pole	A	Valley Crossing	Eastward Home Signal 6970	P
Portsmouth	12th Street on Pole	A	Valley Crossing	Eastward Home Signal 6968	P
Portsmouth	16th Street on Pole	A	Watkins	East End Yard	Y
Portsmouth	East End Depot Shed	A	Watkins	No. 5 Switch—Light Side	Y
Portsmouth	Center Depot Shed	A	Watkins	No. 6 Switch—Heavy Side	Y
Portsmouth	West End Depot Shed	A	Bannon	Westward Stop and Stay Signal	P
Portsmouth	Switch 13	A	Bannon	North End of Plant	P
Portsmouth	Spring Lane Crossing	A	Bannon	South End of Plant	P
Portsmouth	Signal R-14	A	Bannon	Eastward Stop and Stay Signal	P
Portsmouth	Signal R-10	A	Bannon	West End of Yard	Y
Vera	Westward Stop and Stay Signal L-8	A	Main St., Columbus	Gwin Mill Spur	M
Vera	Eastward Stop and Stay Signal R-6—Cols.	A	JO Tower	PH Transfer	P
	District	A	JO Tower	Signal R-4	P
Vera	Eastward Stop and Stay Signal R-6—	A	JO Tower	No. 3 Crossover	P
	Cincinnati District	A	JO Tower	Signal R-12	P
George	At Crossover	B	JO Tower	No. 18 Switch	P
Lucasville	Outside Depot	D	JO Tower	No. 4 Switch on Lead	P
Dugan	East and West Passing Siding Switches	D&B	JO Tower	No. 4 Switch—Dreamland Yard	P
Clifford	Water Station	B	JO Tower	No. 7 Switch—Dreamland Yard	P



Place	Location	Circuits
Joyce Avenue	East End Shop Track	Y
Vera	Westward Stop and Stay Signal L-8	A
Vera	Eastward Stop and Stay Signal R-6	A
	Cincinnati District	A
Book	East End Passing Track	D
Book	West End Passing Track	D&M
Rushtown	2,000 feet West of MP C-101	D&M
Rushtown Cut	On Watch Box	D
McDermott	East and West End Passing Siding	D
	Switches	D
Arion Cut	On Watch Box	D
Brookside	East and West End Passing Siding	D
	Switches	D
Henley	On Station Shed	D&M
Otway	East and West End Passing Siding	D
	Switches	D
Youngs	On Pole	D&M
Rarden	East and West End Passing Siding	D
	Switches	D
Mineral Springs	Outside Depot	D&M
Beaver Pond	East and West End Passing Siding	D
	Switches	D
Plum Run	On Pole at Highway Crossing	M
Pebbles	East and West End Passing Siding	D
	Switches	D
Peterson's Br. 2036	At Signal C-372	D&M
Lawshe	East and West End Passing Siding	D
	Switches	D
West Fork	At Signal C-651	D&M
Seaman	Outside Depot	D
Seaman	At Power House	D
Mt. Zion	East and West End Passing Siding	D
	Switches	D
Winchester	On Pole at Section Tool House	D
Winchester	West Switch Passing Siding	D
Macon	East and West End Passing Siding	D
	Switches	D
Sardinia	East Switch of Passing Siding	D
Sardinia	Stop and Stay Signal West of Depot	D
White Oak	East and West End Passing Siding	D
	Switches	D
Mt. Oreb	Outside Depot	D
Eastwood	East and West End Passing Siding	D
	Switches	D
Williamsburg	Outside Depot	D
Afton	East and West End Passing Siding	D
	Switches	D
Batavia Hill	MP 27	D&M
Batavia	On Depot Platform	D
Batavia	East and West End Passing Siding	D
	Switches	D
Gernon	On Platform	D&M
Perintown	East and West End Passing Siding	D
	Switches	D
Beechwood	Davis Bottoms MP 16	D&M
Old Gravel Pit	East Switch	D
Ancor	East and West End Passing Siding	D
	Switches	D
Richmond Junction	Barrow Pit	D&M
Newtown	New Gravel Pit	D&M
Newtown	Outside Depot	D&M
Clare	East Leg of Wye	M
Clare	Westward Stop and Stay Signal	M
Clare	Switchman's Shanty	Y
Clare	West End Yard—Red Bank	Y
Hyde Park	Crossing Shanty	Y
Norwood	East End Yard	Y
Idlewild	Outside Yard Office	Y
Norwood	Sherman Avenue	Y
Bond Hill	B. & O. Ohio Division Transfer	Y
Berry	East End Yard	Y
Berry	Oil House—Engineer's Building	Y
Ivorydale	Big Four Transfer	Y
Ivorydale	B. & O. Toledo Division Transfer	Y
Ivorydale	Ross Estate	Y

## RAILROAD CROSSINGS

132. 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.

(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

(h) B. & O., at Findlay Street, Portsmouth, when fixed signal arm or red lights stand horizontally—N. & W. trains proceed; when diagonally—B. & O. trains proceed. Signal at this crossing will be handled by Trainmen and will be left as used.

(i) At P. R. R., Idlewild, the normal position of fixed signal arm and red lights is at an angle of 45 degrees which authorizes P. R. R. trains and engines to proceed; when vertical, N. & W. trains and engines proceed.

N. & W. Trainmen will handle this signal and after using crossing will restore signal to normal position.

(j) At B. & O. crossing, Hillsboro, and Big Four crossing at Ivorydale, trains and engines shall not proceed until track is plainly seen to be clear.

### RAILROAD CROSSINGS INTERLOCKED

(k) Crossings of P. R. R. at C W Tower, Joyce Avenue, Circleville and Clare; N. Y. C. at Bannon; C. & O. at Valley Crossing; B. & O. at Chillicothe, Renick, Gallia Street, Portsmouth, and Bond Hill; D. T. & I. at Glen Jean and Ironton, interlocking machines are installed and maintained. Trains and engines approaching and using these crossings shall be governed by Interlocking Rules and Special Instructions.

## LOCOMOTIVE RATING AND SCALE OF REDUCTIONS

### 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
		Normal	31° to 24°	23° to 16°	15° to 8°	7° to Zero	Zero to 8° Below
		5% red.	10% red.	15% red.	20% red.	25% red.	
Y-5 or 6	Slow	14000	13300	12600	11900	11200	10500
	Time	6000	5700	5400	5100	4800	4500
Y-2, 3 or 4	Slow	12500	11875	11250	10625	10000	9375
	Time	5600	5320	5040	4760	4480	4200
A	Slow	11000	10450	9900	9350	8800	8250
	Time	5600	5320	5040	4760	4480	4200
Z	Slow	8000	7600	7200	6800	6400	6000
	Time	3800	3610	3420	3230	3040	2850
K-3	Slow	7300	6935	6570	6205	5840	5475
	Time	3700	3515	3330	3145	2960	2775
K-1 or 2	Slow	6700	6365	6030	5695	5360	5025
	Time	3100	2945	2790	2635	2480	2325
M-2	Slow	5500	5225	4950	4675	4400	4125
	Time	2500	2375	2250	2125	2000	1875

### EAST PORTSMOUTH TO JOYCE AVENUE

CLASS OF ENGINES	Class of Service	Rating A	Rating B	Rating C	Rating D	Rating F	Rating G
		Normal	31° to 24°	23° to 16°	15° to 8°	7° to Zero	Zero to 8° Below
		5% red.	10% red.	15% red.	20% red.	25% red.	
Y-5 or 6	Slow	12500	11875	11250	10625	10000	9375
	Time	5600	5320	5040	4760	4480	4200
Y-2, 3 or 4	Slow	11000	10450	9900	9350	8800	8250
	Time	5200	4940	4680	4420	4160	3900
A	Slow	9600	9120	8640	8160	7680	7200
	Time	5200	4940	4680	4420	4160	3900
Z	Slow	6700	6365	6030	5695	5360	5025
	Time	3500	3325	3150	2975	2800	2625
K-3	Slow	6000	5700	5400	5100	4800	4500
	Time	3400	3230	3060	2890	2720	2550
K-1 or 2	Slow	5600	5320	5040	4760	4480	4200
	Time	2900	2755	2610	2465	2320	2175
M-2	Slow	4600	4370	4140	3910	3680	3450
	Time	2400	2280	2160	2040	1920	1800

### JOYCE AVENUE TO EAST PORTSMOUTH

CLASS OF ENGINES	Class of Service	Rating A	Rating B	Rating C	Rating D	Rating F	Rating G	
		Normal	31° to 24°	23° to 16°	15° to 8°	7° to Zero	Zero to 8° Below	
		5% red.	10% red.	15% red.	20% red.	25% red.		
Y-2, 3, 4, 5 or 6	Slow Time	Lds.	6700	6365	6030	5695	5360	5025
		Mts.	3900	3705	3510	3315	3120	2925
		Time	5150	4900	4650	4400	4125	3875
A	Slow Time	Lds.	6700	6365	6030	5695	5360	5025
		Mts.	3900	3705	3510	3315	3120	2925
		Time	5150	4900	4650	4400	4125	3875
Z	Slow Time	Lds.	4900	4655	4410	4165	3920	3675
		Mts.	2600	2470	2340	2210	2080	1950
		Time	3400	3230	3060	2890	2720	2550
K-3	Slow Time	Lds.	4400	4180	3960	3740	3520	3300
		Mts.	2600	2470	2340	2210	2080	1950
		Time	3400	3230	3060	2890	2720	2550
K-1 or 2	Slow Time	Lds.	3700	3515	3330	3145	2960	2775
		Mts.	2200	2090	1980	1870	1760	1650
		Time	3100	2945	2790	2635	2480	2325

### EAST PORTSMOUTH TO EAST WILLIAMSON

CLASS OF ENGINES	Class of Service	Rating A	Rating B	Rating C	Rating D	Rating F	Rating G	
		Normal	31° to 24°	23° to 16°	15° to 8°	7° to Zero	Zero to 8° Below	
		5% red.	10% red.	15% red.	20% red.	25% red.		
Y-5 or 6	Slow Time	Lds.	6700	6365	6030	5695	5360	5025
		Mts.	3900	3705	3510	3315	3120	2925
		Time	5300	5050	4775	4525	4250	3975
Y-2, 3 or 4	Slow Time	Lds.	6500	6175	5850	5525	5200	4875
		Mts.	3900	3705	3510	3315	3120	2925
		Time	5300	5050	4775	4525	4250	3975
A	Slow Time	Lds.	6500	6175	5850	5525	5200	4875
		Mts.	3900	3705	3510	3315	3120	2925
		Time	5300	5050	4775	4525	4250	3975
Z	Slow Time	Lds.	4900	4650	4410	4165	3920	3675
		Mts.	2600	2470	2340	2210	2080	1950
		Time	3800	3610	3420	3230	3040	2850
K-3	Slow Time	Lds.	4400	4180	3960	3740	3520	3300
		Mts.	2600	2470	2340	2210	2080	1950
		Time	3500	3325	3150	2975	2800	2625
K1 or 2	Slow Time	Lds.	3700	3515	3330	3145	2960	2775
		Mts.	2000	1900	1800	1700	1600	1500
		Time	3100	2945	2790	2635	2480	2325

**EAST PORTSMOUTH TO CLARE**

**Without Doubling Hill**

CLASS OF ENGINES	Class of Service	Rating A	Rating B	Rating C	Rating D	Rating F	Rating G
		Normal	31° to 24°	23° to 16°	15° to 8°	7° to Zero	Zero to 8° Below
			5% red.	10% red.	15% red.	20% red.	25% red.
Y-5 or 6	Time and Slow	3100	2945	2790	2635	2480	2325
Y-2, 3 or 4	Time and Slow	2700	2565	2430	2295	2160	2025
A	Time and Slow	2450	2328	2206	2084	1962	1840
Z	Time and Slow	1775	1685	1600	1510	1420	1330
K-3	Time and Slow	1625	1545	1465	1380	1300	1220
K-1 or 2	Time and Slow	1485	1410	1335	1260	1190	1115

**To Double Hill**

Y-5 or 6	Slow	4600	4370	4140	3910	3680	3450
Y-2, 3 or 4	Slow	4000	3800	3600	3400	3200	3000
A	Slow	3500	3325	3150	2975	2800	2625
Z	Slow	2655	2520	2390	2255	2125	1990
K-3	Slow	2410	2290	2170	2050	1930	1805
K-1 or 2	Slow	2200	2090	1980	1820	1760	1650

**CLARE TO EAST PORTSMOUTH**

CLASS OF ENGINES	Class of Service	Rating A	Rating B	Rating C	Rating D	Rating F	Rating G
		Normal	31° to 24°	23° to 16°	15° to 8°	7° to Zero	Zero to 8° Below
			5% red.	10% red.	15% red.	20% red.	25% red.
Y-5 or 6	Slow and Time	2900	2755	2610	2465	2320	2175
Y-2, 3 or 4	Slow and Time	2550	2423	2295	2168	2040	1913
A	Slow and Time	2300	2185	2070	1955	1840	1725
Z	Slow and Time	1700	1615	1530	1445	1360	1275
K-3	Slow and Time	1535	1460	1380	1305	1230	1155
K-1 or 2	Slow and Time	1400	1330	1260	1190	1120	1050

**SPECIAL RATINGS**

**FOR**

**BULL DOG RUN—Williamson to Portsmouth**

CLASS OF ENGINES	Rating A	Rating B	Rating C	Rating D	Rating F	Rating G
	Normal	31° to 24°	23° to 16°	15° to 8°	7° to Zero	Zero to 8° Below
		5% red.	10% red.	15% red.	20% red.	25% red.
Y-5 or 6	10000	9500	9000	8500	8000	7500
Y-2, 3 or 4	8000	7600	7200	6800	6400	6000
Z	6000	5700	5400	5100	4800	4500
K-3	6000	5700	5400	5100	4800	4500
K-1 or 2	4000	3800	3600	3400	3200	3000

**FLAT YARD TRAINS—Portsmouth to Columbus**

Y-5 or 6	7600	7200	6840	6460	6080	5700
Y-2, 3 or 4	7200	6840	6480	6120	5760	5400
Z	5000	4750	4500	4250	4000	3750
K-3	4500	4275	4050	3825	3600	3375
K-1 or 2	3800	3610	3420	3230	3040	2850

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

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

**COMPANY SURGEONS**

- Dr. W. R. Whitman . . . Chief Surgeon . . . . . Roanoke, Va.
- Dr. M. A. Johnson, Jr. . . Asst. Chief Surgeon. Roanoke, Va.
- Dr. H. C. Hayes . . . . . Oculist . . . . . Williamson, W. Va.
- Dr. H. A. Green . . . . . Oculist . . . . . Portsmouth, Ohio.
- Dr. Ivor G. Clark . . . . . Oculist . . . . . Columbus, Ohio.
- Dr. Horace W. Reid . . . Oculist . . . . . Cincinnati, Ohio.
- Dr. H. C. Feyler . . . . . Dental Surgeon . . . Portsmouth, Ohio.
- Dr. G. B. Irvine . . . . . Surgeon . . . . . Williamson, W. Va.
- Dr. G. T. Conley . . . . . Assistant . . . . . Williamson, W. Va.
- Dr. G. W. Easley . . . . . Assistant . . . . . Williamson, W. Va.
- Dr. E. E. McClellan . . . Assistant . . . . . Williamson, W. Va.
- Dr. H. D. Hatfield . . . . Consultant . . . . . Huntington, W. Va.
- Dr. W. H. Price . . . . . Surgeon . . . . . Chattaroy, W. Va.
- Dr. J. C. Lawson . . . . . Surgeon . . . . . Nolan, W. Va.
- Dr. R. M. Akers . . . . . Surgeon . . . . . Kermit, W. Va.
- Dr. E. P. Stepp . . . . . Assistant . . . . . Kermit, W. Va.
- Dr. A. W. Bromley . . . Surgeon . . . . . Fort Gay, W. Va.
- Dr. L. S. Hayes . . . . . Assistant . . . . . Fort Gay, W. Va.
- (P. O., Louisa, Ky.)
- Dr. R. F. Farley . . . . . Surgeon . . . . . Delbarton, W. Va.
- Dr. A. G. Wilkinson . . Surgeon . . . . . Wayne, W. Va.
- Dr. J. W. Rife . . . . . Surgeon . . . . . Kenova, W. Va.
- Dr. Roscoe Stotts . . . Assistant . . . . . Kenova, W. Va.
- Dr. W. F. Marting . . . Surgeon . . . . . Ironton, Ohio.
- Dr. O. U. O'Neill . . . . Assistant . . . . . Ironton, Ohio.
- Dr. J. W. Hutchens . . . Surgeon . . . . . Sciotoville, Ohio.
- Dr. D. A. Berndt . . . . . Surgeon . . . . . Portsmouth, Ohio.
- Dr. Jos. S. Rardin . . . . Surgeon . . . . . Portsmouth, Ohio.
- Dr. A. L. Berndt . . . . . Surgeon . . . . . Portsmouth, Ohio.
- Dr. A. P. Hunt . . . . . Assistant . . . . . Portsmouth, Ohio.
- Dr. T. F. Betts . . . . . Surgeon . . . . . Otway, Ohio.
- Dr. R. B. Ellison . . . . Surgeon . . . . . Peebles, Ohio.
- Dr. F. C. Leeds . . . . . Surgeon . . . . . Winchester, Ohio.
- Dr. G. S. Lamkin . . . . Surgeon . . . . . Sardinia, Ohio.
- Dr. J. C. Larkin . . . . . Surgeon . . . . . Hillsboro, Ohio.

**COMPANY SURGEONS—Continued**

Dr. G. S. VanHorn... Surgeon.....Batavia, Ohio.  
 Dr. C. R. Campbell... Surgeon.....Cincinnati, Ohio.  
 (P. O., Madisonville, O.)  
 Dr. H. E. Wedig... Surgeon.....Newtown, Ohio.  
 Dr. Robt. Carothers... Surgeon.....Cincinnati, Ohio.  
 Dr. Ralph Carothers... Assistant.....Cincinnati, Ohio.  
 Dr. Thomas Hulick... Surgeon.....Cincinnati, Ohio.  
 (Evanston)  
 Dr. D. C. Coleman... Surgeon.....Lucasville, Ohio.  
 Dr. R. M. Andre... Surgeon.....Waverly, Ohio.  
 Dr. I. P. Seiler... Surgeon.....Piketon, Ohio.  
 Dr. Ralph W. Holmes... Surgeon.....Chillicothe, Ohio.  
 Dr. Loy E. Hoyt... Assistant.....Chillicothe, Ohio.  
 Dr. C. C. Hatfield... Surgeon.....Kingston, Ohio.  
 Dr. Lloyd Jonnes... Surgeon.....Circleville, Ohio.  
 Dr. B. R. Bales... Surgeon.....Circleville, Ohio.  
 Dr. R. S. Hosler... Surgeon.....Ashville, Ohio.  
 Dr. W. H. Teachnor... Surgeon.....Columbus, Ohio.  
 Dr. R. G. Smith... Assistant.....Columbus, Ohio.  
 Dr. R. G. Noble... Consultant.....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

**FIRST AID TO INJURED—Continued**

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

**R. H. SMITH,**

Vice President and General Manager,  
 ROANOKE, VA.

**C. H. TABOR,**

General Superintendent,  
 Western General Division,  
 BLUEFIELD, W. VA.

**J. R. TALBOTT,**

Superintendent Transportation,  
 ROANOKE, VA.

**H. C. WYATT,**

Superintendent,  
 PORTSMOUTH, OHIO.