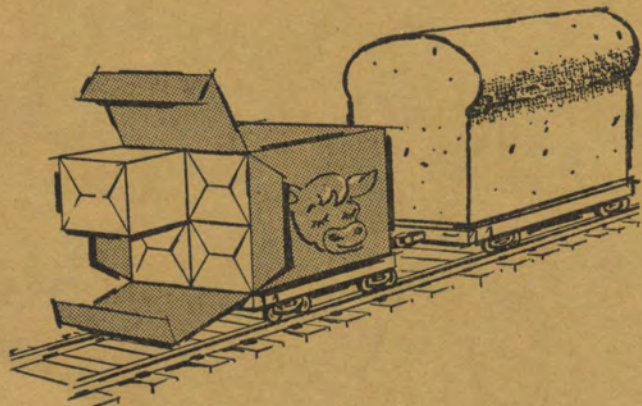


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**This May Be Freight  
to the Consignee**

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



**Make No Coupling  
in excess of**

**4 M.P.H.**

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**Rough Handling Hurts  
Our Reputation  
Drives Business from the Rails**

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**CAREFUL  
SWITCHING  
Means  
Job  
Security**

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**And the  
job you  
save  
may be  
your own!**

**NORFOLK AND WESTERN  
RAILWAY CO.**

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**SCIOTO DIVISION**

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**TIME TABLE No. 21**

(No. 20 Omitted)

**EFFECTIVE 12:01 A. M.**

**Sunday, October 27, 1963**

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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. 21 EFFECTIVE Sunday, October 27, 1963 STATIONS	FIRST CLASS		THIRD CLASS			Telegraph Offices	Passing Siding, Clearance Length
		3 Passenger Lv. Daily	25 Passenger Lv. Daily	77 Time Freight Lv. Daily	99 Time Freight Lv. Daily	85 Time Freight Lv. Daily		
		A. M.	P. M.	A. M.	P. M.	P. M.		
1.43	E. Williamson.....Y O	12.38	4.02	12.45	5.00	10.10	D N	Yard
.00	Williamson.....S	12.50	4.15					
7.21	Nolan.....S	1.05	4.20	12.58	5.17	10.23		
		1.15	4.30					
13.82	Naugatuck.....Y	1.23	4.39	1.07	5.27	10.32		
19.09	Kermit.....F	1.30	4.47	1.15	5.40	10.41	D N	
22.71	Stonecoal.....	1.36	4.54	1.22	5.50	10.51		{ E 7986 W8450
32.11	Webb.....F	1.48	5.06	1.35	6.10	11.08		9485
38.58	Glenhayes.....F	1.57	5.15	1.44	6.21	11.19		9460
45.23	See.....	2.05	5.24	1.52	6.31	11.29		9230
47.65	Fort Gay.....F	2.08	5.29				D	
53.01	Hewlet.....F	2.16	5.35	2.04	6.48	11.41		9700
59.82	Prichard.....F	2.25	5.45	2.13	7.02	11.55		{ E 13416 W15710
65.03	Cyrus.....	2.31	5.51	2.19	7.10	12.03AM		9530
69.09	Neal.....	2.35	5.55	2.25	7.16	12.09		Yard
73.02	Kenova.....Y O S	2.45	6.05	2.31	7.26	12.15	D N	Yard
80.88	Coal Grove.....	3.01	6.15	2.44	7.44	12.33		Yard
84.97	Ironton Passenger Station... O X S	3.07	6.23	2.52	7.51	12.40		Yard
91.11	Union.....	3.13	6.29	3.02	8.01	12.50		8155
96.33	Gennetts.....	3.18	6.34	3.09	8.11	1.00		6350
103.58	Wheelersburg.....	3.24	6.40	3.17	8.21	1.10		
106.51	Sciotoville.....	3.27	6.43				D	
110.09	E. Portsmouth.....T O X	3.31	6.47	3.30	9.00	1.30	D N	Yard
112.23	Portsmouth.....X S	3.45	7.05				D N	
		A. M.	P. M.	A. M.	P. M.	A. M.		

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

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

Portsmouth to East Williamson—Eastward

Distance from Portsmouth	Time Table No. 21 EFFECTIVE Sunday, October 27, 1963 STATIONS	FIRST CLASS		THIRD CLASS				
		4 Passenger Lv. Daily	26 Passenger Lv. Daily	86 Time Freight Lv. Daily	94 Freight Lv. Daily	78 Time Freight Lv. Daily	84 Time Freight Lv. Daily	92 Time Freight Lv. Daily
		A. M.	A. M.	A. M.	A. M.	P. M.	P. M.	P. M.
.00	Portsmouth.....X S	2.10	11.30					
2.14	E. Portsmouth.....T O X	2.16	11.35	3.00	7.00	6.00	8.30	9.00
5.72	Sciotoville.....	2.21	11.40					
8.65	Wheelersburg.....	2.24	11.43	3.15	7.17	6.10	8.45	9.15
15.90	Gennetts.....	2.30	11.49	3.24	7.29	6.18	8.54	9.27
21.12	Union.....	2.35	11.54	3.31	7.38	6.25	9.01	9.36
27.26	Ironton Passenger Station... O X S	2.49	12.06PM	3.40	8.08	6.34	9.10	9.46
31.35	Coal Grove.....	2.54	12.10	3.47	8.33	6.41	9.17	9.54
39.21	Kenova.....Y O S	3.17	12.31	4.03	9.15	6.57	9.33	10.30
43.14	Neal.....	3.23	12.36	4.09	9.21	7.03	9.39	10.36
47.20	Cyrus.....	3.28	12.40	4.15	9.27	7.09	9.45	10.42
52.41	Prichard.....	3.34	12.47	4.25	9.37	7.19	9.55	10.52
59.22	Hewlet.....F	3.42	12.55	4.35	9.47	7.29	10.05	11.02
64.58	Fort Gay.....F	3.48	1.02					
67.00	See.....	3.51	1.05	4.46	9.59	7.39	10.16	11.14
73.65	Glenhayes.....	4.00	1.15	4.55	10.10	7.47	10.25	11.25
80.12	Webb.....F	4.09	1.25	5.06	10.21	7.57	10.36	11.36
89.52	Stonecoal.....	4.22	1.38	5.16	10.33	8.07	10.46	11.48
93.14	Kermit.....F	4.29	1.45	5.23	10.43	8.12	10.53	11.58
98.41	Naugatuck.....Y	4.37	1.54	5.32	10.53	8.20	11.02	12.08AM
105.02	Nolan.....	4.47	2.03	5.43	11.07	8.30	11.13	12.22
112.23	Williamson.....S	5.07	2.20					
		5.22	2.25					
113.66	E. Williamson.....Y O	5.24	2.27	6.30	11.30	8.45	11.55	1.15
		A. M.	P. M.	A. M.	A. M.	P. M.	P. M.	A. M.

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

East Portsmouth to Cincinnati—Westward

Distance from Portsmouth	Time Table No. 21 EFFECTIVE Sunday, October 27, 1963 STATIONS	FIRST CLASS		THIRD CLASS			Telegraph Offices	Passing Siding Clearance Length
		3	25	99	85	77		
		Passenger Lv. Daily	Passenger Lv. Daily	Time Freight Lv. Daily	Time Freight Lv. Daily	Time Freight Lv. Daily		
2.14	E. Portsmouth . . . . . T O X	A. M. 3.35	P. M. 6.47	A. M. 12.30	A. M. 4.15	A. M. 5.30	D N	Yard
.00	Portsmouth . . . . . X S	3.45	7.05				D N	
1.12	Vera . . . . .	4.12	7.13	12.40	4.25	5.40		
2.91	Book . . . . .	4.15	7.16	12.50	4.28	5.43		6122
9.38	McDermott . . . . .	4.25	7.25	1.02	4.38	5.53		3530
12.74	Brookside . . . . .	4.30	7.30	1.24	4.44	5.59		6160
18.75	Otway . . . . .	4.38	7.38	1.38	4.53	6.08		
24.04	Rarden . . . . .	4.44	N 7.44	1.50	5.02	6.17		6054
34.24	Peebles . . . . . T	4.58	F 7.56	2.15	5.17	6.32	D	2765
38.32	Lawshe . . . . .	5.06	8.02	2.25	5.26	6.41		6099
44.38	Seaman . . . . .		8.10					
45.59	Mt. Zion . . . . .	5.16	8.12	2.50	5.46	7.01		6016
48.99	Winchester . . . . . Y T	5.21	F 8.17	2.59	5.52	7.07		
53.55	Macon . . . . .	5.26	8.23	3.09	6.00	7.15		4429
58.53	Sardinia . . . . . Y S	5.33	F 8.30	3.17	6.08	7.23	D	5964
65.09	Mt. Oreb . . . . .		K 8.38					
68.97	Eastwood . . . . .	5.46	K 8.42	3.51	6.23	7.38		6102
72.81	Williamsburg . . . . .		K 8.47					
75.53	Afton . . . . .	5.54	8.51	4.06	6.33	7.48		5999
81.98	Batavia . . . . .	6.03	K 9.00	4.20	6.42	7.57	D	3961
93.16	Ancor . . . . .	6.16	9.13	4.45	7.00	8.15		6898
96.00	Newtown . . . . .		9.18					
97.21	Clare . . . . . Y O X	6.23	9.23	5.30	7.30	8.45	D N	Yard
111.24	Cincinnati (U. Sta.) Loop O S	6.55	S 9.55					
		A. M.	P. M.	A. M.	A. M.	A. M.		

PASSENGER STOP NOTES:

- K—Stop to let off passengers.
- N—Stop to let off revenue passengers.
- T—Stop to let off revenue passengers from Kenova or beyond, and to take on for Cincinnati, including Norwood and Winton Place.

Note time of Columbus and Kenova Subdivision trains between Vera and East Portsmouth. At East Portsmouth the time for westward passenger trains applies at Hump Yard Office and for time freight trains at Gallia Street Tower.

Cincinnati to East Portsmouth—Eastward

Distance from Cincinnati	Time Table No. 21 EFFECTIVE Sunday, October 27, 1963 STATIONS	FIRST CLASS		THIRD CLASS				FOURTH CLASS	
		26	4	94	78	84	86	52	54
		Passenger Lv. Daily	Passenger Lv. Daily	Freight Lv. Daily	Time Freight Lv. Daily	Time Freight Lv. Daily	Time Freight Lv. Daily	Local Freight Lv. Daily, Except Sunday	Local Freight Lv. Daily, Except Sunday
.00	Cincinnati (U. Sta.) . . . . . Loop O	A. M. 8.45	P. M. 11.15	A. M.	P. M.	P. M.	P. M.	A. M.	A. M.
	Via B. & O. R. R. and Penn. R. R.								
14.03	Clare . . . . . O X	9.15	11.45	12.01	2.00	2.30	9.00	6.15	
15.24	Newtown . . . . . Y	9.17							
18.08	Ancor . . . . .	9.20	11.50	12.10	2.10	2.40	9.10	6.25	
29.26	Batavia . . . . . F	9.32	12.01AM	12.30	2.25	3.00	9.30	6.47	
35.71	Afton . . . . .	9.40	12.11	12.50	2.43	3.20	9.50	7.16	
38.43	Williamsburg . . . . . F	9.43							
42.27	Eastwood . . . . .	9.48	12.18	1.00	2.52	3.30	10.00	7.50	
46.15	Mt. Oreb . . . . . F	9.52							
52.71	Sardinia . . . . . Y F	10.01	F 12.31	1.20	3.05	3.47	10.17	8.30	10.30
57.69	Macon . . . . .	10.07	12.37	1.30	3.14	3.56	10.26		10.45
62.25	Winchester . . . . . Y F	10.12	12.41	1.38	3.20	4.03	10.33		11.00
65.65	Mt. Zion . . . . .	10.16	12.45	1.45	3.25	4.09	10.39		11.15
66.86	Seaman . . . . .	10.18							
72.92	Lawshe . . . . .	10.26	12.54	2.00	3.35	4.20	10.50		11.30
77.00	Peebles . . . . . F	10.32	1.02	2.15	3.47	4.35	11.05		11.45
87.20	Rarden . . . . . N	10.44	1.14	2.33	4.01	4.50	11.20		12.15PM
92.49	Otway . . . . .	10.50	1.20	2.41	4.08	4.58	11.28		12.30
98.50	Brookside . . . . .	10.58	1.28	2.50	4.16	5.05	11.36		12.54
101.86	McDermott . . . . .	11.03	1.33	2.58	4.21	5.13	11.44		1.22
108.33	Book . . . . .	11.12	1.41	3.10	4.30	5.25	11.56		1.40
110.12	Vera . . . . .	11.15	1.44	3.15	4.35	5.30	12.01AM		1.45
111.24	Portsmouth . . . . . X S	11.25	S 1.50						
		11.30	2.10						
113.38	E. Portsmouth . . . . . T O X	11.35	2.16	5.00	5.00	6.00	1.00		2.10
		A. M.	A. M.	A. M.	P. M.	P. M.	A. M.	A. M.	P. M.

PASSENGER STOP NOTES:

- N—Stop to let off revenue passengers.

East Portsmouth to Columbus—Westward

Distance from Portsmouth	Time Table No. 21 EFFECTIVE Sunday, October 27, 1963 STATIONS	FIRST CLASS	THIRD CLASS		Telegraph Office	Passing Siding, Clearance Length		
		33	99	85				
		Passenger Lv. Daily	Time Freight Lv. Daily	Time Freight Lv. Daily				
2.14	E. Portsmouth..... T O X	A. M.	A. M.	A. M.	D N	Yard		
.00	Portsmouth..... X	4.05			D N			
1.12	Vera.....	4.08	1.55	5.15				
9.51	Lucasville..... F	4.18			D			
10.62	Dugan.....	4.20	2.10	5.30		6230		
18.71	Sargents.....	4.28	2.22	5.42		6700		
22.78	Piketon..... F	4.34	2.28	5.48	D			
27.20	Glen Jean.....							
27.72	Waverly..... S	4.42	2.35	5.55		E9350 W9225		
32.13	Omega..... F	4.47	2.42	6.02				
36.26	Higby..... F	4.52	2.48	6.08				
46.88	Renick..... X Y	5.02	3.05	6.25	D N	5900		
47.84	Chillicothe..... X S	5.08	3.10	6.30				
53.26	Delano.....	5.16	3.21	6.41		8580		
58.15	Kingston..... F	5.23	3.30	6.50	D	4060		
64.39	Dorney.....	5.30	3.38	6.58		E 7685 W16188		
67.25	Circleville..... X F	5.39	3.44	7.04	D N			
70.08	Ritts.....	5.43	3.49	7.09		8300		
76.05	Ashville..... F	5.51			D			
78.42	Dix.....	5.55	4.04	7.24		8655		
84.25	Miner.....	6.00	4.13	7.33		8600		
88.23	Valley Crossing..... X							
90.33	Bannon..... YX	6.07	4.25	7.45	D N			
95.37	Joyce Avenue..... T O	6.18	6.15	8.30	D N	Yard		
98.20	Columbus.....	6.30 A. M.	A. M.	A. M.				

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

Columbus to East Portsmouth—Eastward

Distance from Columbus	Time Table No. 21 EFFECTIVE Sunday, October 27, 1963 STATIONS	FIRST CLASS	THIRD CLASS					
		34	94	84	86			
		Passenger Lv. Daily	Freight Lv. Daily	Time Freight Lv. Daily	Time Freight Lv. Daily			
		P. M.	A. M.	P. M.	P. M.			
.00	Columbus.....	11.30						
2.83	Joyce Ave..... T O	11.36	12.01	2.30	9.00			
7.87	Bannon..... YX	11.43	12.11	2.40	9.10			
9.97	Valley Crossing..... X							
13.95	Miner.....	11.49	12.41	3.10	9.40			
19.78	Dix.....	11.55	12.51	3.20	9.50			
22.15	Ashville..... F	11.59						
28.12	Ritts.....	12.05AM	1.01	3.30	10.00			
30.95	Circleville..... X F	12.10	1.24	3.35	10.05			
33.81	Dorney.....	12.15	1.31	3.42	10.12			
40.05	Kingston..... F	12.22	1.41	3.52	10.22			
44.94	Delano.....	12.28	1.49	4.00	10.30			
50.36	Chillicothe..... X S	12.37	1.59	4.10	10.40			
51.32	Renick..... X Y	12.39	2.20	4.13	10.43			
61.94	Higby..... F	12.50	2.33	4.26	10.56			
66.07	Omega..... F	12.55						
70.48	Waverly..... S	1.02	2.43	4.36	11.06			
71.00	Glen Jean.....							
75.42	Piketon..... F	1.08						
79.49	Sargents.....	1.12	2.56	4.49	11.19			
87.58	Dugan.....	1.19	3.08	5.01	11.31			
88.69	Lucasville..... F	1.21						
97.07	Vera.....	1.29	3.25	5.15	11.45			
98.20	Portsmouth..... X	1.40						
100.34	E. Portsmouth..... T O X	A. M.	4.30 A. M.	5.30 P. M.	12.30AM A. M.			

## SCIOTO DIVISION

### SPECIAL INSTRUCTIONS

#### STANDARD TIME

1. Clocks showing Standard Time and Time Comparison Register Books (Form C. T. 258) are located as follows:  
Williamson—Telegraph Office.  
Williamson—Passenger Station.  
Kenova—Yard Office.  
East Portsmouth—Hump and East Yard Offices and Caller's Offices.  
Portsmouth—Dispatcher's Office.  
Portsmouth—Passenger Station, Trainmen's Room.  
Joyce Avenue—Yard Office.  
Clare—Yard Office and Engineman's register room.  
Berry—Yard Office.  
Cincinnati Union Terminal Co.—Crew Dispatcher's Office.  
(See Rule No. 3, Book of Rules.)

#### REGISTERING

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

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

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

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

(c) Lenore Branch trains at Millstone.

(d) Trains originating or terminating at Kenova, and Wayne Branch trains, at Kenova.

(e) Teays Spur trains at Teays Wye.

(f) Atomic spur trains at Teays. Trains and engines operating on Atomic Energy spur beyond sign located 400 ft. north of switch to Kolinski yard will proceed at restricted speed expecting to find track occupied by Atomic Energy Commission on-track equipment.

(g) Trains 52-54 and Hillsboro Branch trains at Sardinia.

(h) 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.

(i) The movement of extra trains on Lenore Branch east of Millstone, Wayne, Hillsboro Branches, Teays Spur and Atomic Spur will be handled as follows:

Extra trains using these Branches will be governed by registers located at Junctions. The first extra train on the branch has right thereto without protecting. Other extra trains must protect against trains registered on branch, except where arrangements are made by Conductors, and when such arrangements are made they must be in writing, and the Conductor and Engineman each be given a copy; where such arrangements are made by telephone they must be written out and repeated from written copy, and every precaution taken to guard against error or misunderstanding.

(j) Trains, other than the regular shifter, must protect themselves in using Nolan Spur and Buck Creek Branch.

#### BULLETIN BOARDS

3. Bulletin Boards are located as follows:

Williamson—Yard Office.  
Williamson—Passenger Station.  
Kenova—Yard Office.  
East Portsmouth—Hump and East Yard Offices and Caller's Office.  
Portsmouth—Passenger Station, Trainmen's Room.  
Chillicothe—Freight Station.  
Watkins—Yard Office.  
Joyce Avenue—Yard Office.  
Berry—Enginemen's and Trainmen's Room.  
Clare—Yard Office and Engineman's register room.  
Cincinnati Union Terminal Co.—Crew Dispatchers' Office.

### SPEED RESTRICTIONS

LOCATION AND CONDITIONS	Class of Service and Miles Per Hour	
	Passenger Trains	Freight or Mixed Trains
4. (a) Over interlocked grade crossings. Except D. T. & I. crossing at Ironton. . . . .	50	40
Except B. & O. crossings at Renick and Chillicothe. . . . .	50	45
Chillicothe. . . . .	35	35
Except B. & O. crossing at GS Tower, Portsmouth. . . . .	20	20
(b) Between Williamson and See. . . . .	50	50
Between See and Kenova. . . . .	60	50
Between Kenova and Portsmouth. . . . .	78	65
Between Portsmouth and Joyce Avenue. . . . .	78	65
(c) Lenore Branch: Between Naugatuck and Lenore. . . . .		30
Beyond Lenore. . . . .		20
(d) Wayne Branch: Between Kenova and Wayne. . . . .		20
Between Wayne and East Lynn. . . . .		15
Except when handling 250-ton derrick. . . . .		10
(e) Over Ohio River Bridge and viaduct at Kenova with careful handling of train to avoid shock. . . . .	25	25
(f) Trains exchanging mail without stopping at Ashville, Kingston, Ft. Gay, Kermit, McDermott, Otway, Peebles and Winchester. . . . .	20	
(g) On tracks of Union Station, Columbus. . . . .	10	10
(h) Between Vera and Henley. . . . .	50	45
Between Henley and Peebles. . . . .	60	50
Between Peebles and Seaman. . . . .	50	50
Between Seaman and Afton. . . . .	65	50
Between Afton and Clare. . . . .	60	50
Over interlocking at Vera Junction, Cincinnati Line. . . . .	20	20
Over interlocking at PRR connection, Clare. . . . .	10	
(i) Between Clare and Ivorydale. . . . .	25	25
(j) Over street and road crossings between Woodburn Avenue and Paxton Road, inclusive. . . . .	15	15
(k) On Hillsboro Branch. . . . .	18	18
(l) On Nolan Spur and Buck Creek Branch. . . . .	15	15
(m) On Teays Spur and Atomic Spur. . . . .	15	15
(n) All trains are restricted to speed of thirty (30) miles per hour over eastward track between G. S. interlocking tower and Star Yard. All trains are restricted to speed of twenty (20) miles per hour over eastward and westward tracks between GS interlocking tower and Vera.		
(o) Diesel electric passenger engines Nos. 500 to 521, inclusive, are equipped with high speed gear ratios. Trains handled by these engines must not be operated at a speed in excess of 78 MPH.		
Other diesel electric engines in either passenger or freight service must not be operated at a speed in excess of sixty-five (65) miles per hour, speed limit signals at approach to curves and rules requiring greater restrictions to govern.		
(p) Speed of trains over grade crossings within the corporate limits of the City of Columbus is restricted to forty-five (45) miles per hour.		
(q) Speed of trains within the corporate limits of the village of South Point, Ohio, is restricted to forty (40) miles per hour.		
(r) Rule 105(b), Book of Rules is modified to permit speed of forty-five (45) miles per hour for all trains, through turnouts at ends of double track east and west ends of Tunnels 1, 3 and 4, Kenova District, turnouts at ends of double track at Mile Post N-642 plus 780 feet, west of Omega, and at Mile Post N-652 plus 50 feet, Columbus District.		

(s) Rule 105(b) Book of Rules is modified to permit a speed of thirty-five (35) miles per hour for all trains, through turnouts at ends of double track at Mile Post N-655 plus 1535 ft. and Mile Post N-656 plus 4860 ft., Chillicothe, Columbus District.

(t) Rule 105(b), Book of Rules, is modified to permit speed of forty (40) miles per hour for all trains through double crossovers at Mile Post N-570, South Point.

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

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

(w) Test mile signs, for checking speedometers on engines, have been placed at the following locations:

Kenova District. . . . . For westward trains, Mile Post 480 to 481, between Nolan and Naugatuck.  
For eastward trains, Mile Post 595 to 594, between Franklin Furnace and Wheelersburg.  
For eastward trains, Mile Post Na-56 to Na-55, at Neal.  
Columbus District. For westward trains, Mile Post 619 to 620, between Dugan and Clifford.  
For eastward trains, Mile Post 688 to 687, between Duvalls and Dix.  
Cincinnati District. For westward trains, Mile Post C-101, plus 800 ft., to C-100, plus 800 ft., between Rushtown and Book.  
For eastward trains, Mile Post C-14, plus 2,900 ft., to C-15, plus 2,900 ft., between Ancor and Perintown.

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

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

All regular trains eastward stop at Winton Place and Norwood P. R. R. station.

All regular trains westward stop at Winton Place and Norwood P. R. R. station to discharge passengers.

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

### GENERAL

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

7. The speed of freight trains handling light-weight engines, clam shells, cranes, ditching machines, derrick cars, pile driver outfits or other similar equipment is restricted to 45 miles per hour, and when such equipment is handled in other than local or work trains, it must be placed at the rear. Such equipment moving on revenue billing and derrick cars when handled in other than local, wreck or work trains, must be placed in train with boom trailing. Similar maintenance-of-way equipment will be handled in the same manner when practicable.

Occupied camp cars when handled in other than local or work trains must be placed at the rear, and when handled in trains requiring a pusher, the pusher must be placed ahead of such cars.

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

9. When handling two or more diesel switch engines, or other units equipped with swivel type couplers, a car with conventional type couplers should be placed between each of the units having swivel type couplers.

10. Instructions for operating dual control switch machines are posted inside the telephone box near each of these machines. The machines must not be operated until the instructions are clearly understood.

11. In order to further designate position light Stop and Stay signals, an additional plate bearing the letter "S" has been attached to the number plates of all position light Stop and Stay signals, other than dwarf signals.

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

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

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

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

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

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

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

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

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

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

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

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

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

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





## Tonnage Ratings and Weather Reductions for Engines — Continued

DIESEL-ELECTRIC—1600-2500 HP—PER UNIT

DISTRICT	Class of Service	Rating A	Rating B	Rating C	Rating D	Rating E	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.
Portsmouth to Clare (Without Doubling)	Slow	1440	1370	1295	1225	1150		1080
	Time	1330	1265	1195	1130	1065		1000
Double Hill	Slow	2880	2735	2590	2450	2305		2160

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

Clare to Portsmouth	Mts.	1225	1165	1105	1040	980	920
*Time		1285	1220	1155	1090	1030	965

\*Normal tonnage rating for No. 78 is 1,100 tons per unit—Clare to Portsmouth.

When combinations of units 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, Jr., System Surgeon... Roanoke, Va.  
 Dr. R. A. Salton... Assistant Surgeon... Williamson, W. Va.  
 Dr. F. J. Burian... Assistant Surgeon... Williamson, W. Va.  
 Dr. R. J. Tehou... Assistant Surgeon... Williamson, W. Va.  
 Dr. H. C. Hays... Ophthalmologist... Williamson, W. Va.  
 Dr. W. H. Price... Surgeon... Chattaroy, W. Va.  
 Dr. J. E. Johnson... Surgeon... P. O. Williamson, W. Va.  
 Dr. G. P. Carter... Assistant Surgeon... Fort Gay, W. Va.  
 Dr. F. F. Shely... Assistant Surgeon... Fort Gay, W. Va.  
 Dr. Glen Johnson... Surgeon... Wayne, W. Va.  
 Dr. W. F. Marting... Surgeon... Ironton, Ohio  
 Dr. G. N. Spears... Assistant Surgeon... Ironton, Ohio  
 Dr. Sidney Schnitt... Surgeon... Ceredo, W. Va.  
 Dr. C. R. Jarrell... Surgeon... Huntington, W. Va.  
 Dr. R. W. Lewis... Surgeon... Portsmouth, Ohio  
 Dr. O. F. Apel, Jr... Surgeon... Portsmouth, Ohio  
 Dr. A. L. Berndt... Surgeon... Portsmouth, Ohio  
 Dr. Clyde Fitch... Assistant Surgeon... Portsmouth, Ohio  
 Dr. L. M. Schoettle... Assistant Surgeon... Portsmouth, Ohio  
 Dr. F. W. Gillig... Ophthalmologist... Portsmouth, Ohio  
 Dr. C. L. Pitcher... Ophthalmologist... Portsmouth, Ohio  
 Dr. S. W. Miller... Radiologist... Portsmouth, Ohio  
 Dr. C. H. Allen... Consulting Internist... Portsmouth, Ohio  
 Dr. W. H. Stone... Dental Surgeon... Portsmouth, Ohio  
 Dr. R. B. Ellison... Surgeon... Peebles, Ohio  
 Dr. R. C. Wenrick... Surgeon... Hillsboro, Ohio and Winchester, Ohio  
 Dr. C. H. Maly... Surgeon... Sardinia, Ohio  
 Dr. G. S. Lamkin... Surgeon... Sardinia, Ohio  
 Dr. C. G. Foor... Assistant Surgeon... Hillsboro, Ohio  
 Dr. H. E. Wedig... Surgeon... Cincinnati, Ohio (Newtown)  
 Dr. F. H. Mayfield... Neurosurgeon... Cincinnati, Ohio  
 Dr. Ralph G. Carothers... Orthopedic Surgeon... Cincinnati, Ohio  
 Dr. C. O. Carothers... Orthopedic Surgeon... Cincinnati, Ohio  
 Dr. H. W. Reid... Ophthalmologist... Cincinnati, Ohio  
 Dr. J. F. Lyons... Assistant Surgeon... Cincinnati, Ohio  
 Dr. W. A. Moore... Assistant Surgeon... Cincinnati, Ohio  
 Dr. Rudolph Zodikoff... Assistant Surgeon... Cincinnati, Ohio  
 Dr. W. F. Sohngen... Assistant Surgeon... Cincinnati, Ohio  
 Dr. H. F. Schneider... Surgeon... Cincinnati, Ohio

Dr. Henry E. Wedig, Jr., Assistant Surgeon... Cincinnati, Ohio (Newtown)  
 Dr. R. M. Andre... Surgeon... Waverly, Ohio  
 Dr. M. E. Moore... Surgeon... Piketon, Ohio  
 Dr. N. H. Holmes... Assistant Surgeon... Chillicothe, Ohio  
 Dr. C. N. Hoyt... Assistant Surgeon... Chillicothe, Ohio  
 Dr. E. H. Artman... Assistant Surgeon... Chillicothe, Ohio  
 Dr. R. E. Lightner... Surgeon... Kingston, Ohio  
 Dr. R. G. Smith... Surgeon... Circleville, Ohio  
 Dr. Ned B. Griner... Assistant Surgeon... Circleville, Ohio  
 Dr. R. S. Hosler... Surgeon... Ashville, Ohio  
 Dr. G. J. Heer... Assistant Surgeon... Columbus, Ohio  
 Dr. Ivor G. Clark... Ophthalmologist... Columbus, Ohio  
 Dr. William T. Paul... Assistant Surgeon... Columbus, Ohio

### FIRST AID TO INJURED

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

### SPEED TABLE

TIME Going 1 Mile		MILES Per Hour	TIME Going 1 Mile		MILES Per Hour	TIME Going 1 Mile		MILES Per Hour
Min.	Sec.		Min.	Sec.		Min.	Sec.	
5	00	12.00	1	26	41.86	58	62.07	
4	00	15.00	1	24	42.86	57	63.14	
3	00	20.00	1	22	43.90	56	64.29	
2	50	21.18	1	20	45.00	55	65.45	
2	40	22.50	1	18	46.15	54	66.66	
2	30	24.00	1	16	47.37	53	67.92	
2	24	25.00	1	15	48.00	52	69.23	
2	20	25.72	1	14	48.65	51	70.59	
2	15	26.67	1	13	49.31	50	72.00	
2	10	27.69	1	12	50.00	49	73.47	
2	05	28.80	1	11	50.70	48	75.00	
2	00	30.00	1	10	51.43	47	76.59	
1	55	31.30	1	09	52.17	46	78.26	
1	50	32.73	1	08	52.94	45	80.00	
1	45	34.29	1	07	53.73			
1	42	35.29	1	06	54.55			
1	40	36.00	1	05	55.38			
1	38	36.73	1	04	56.25			
1	36	37.50	1	03	57.14			
1	34	38.29	1	02	58.06			
1	32	39.13	1	01	59.02			
1	30	40.00	1	00	60.00			
1	28	40.91		59	61.02			

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

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

H. L. SCOTT,  
Superintendent Transportation,  
ROANOKE, VA.

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

A. S. TABOR,  
Superintendent,  
PORTSMOUTH, OHIO