

# THE BALTIMORE AND OHIO RAILROAD COMPANY

WESTERN LINES

“SAFETY ABOVE EVERYTHING”



## OHIO DIVISION

### Time Table No. 34

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

**Sunday, April 24, 1938**

**T. C. SMITH,**  
*Superintendent*

**A. A. IAMS,**  
*General Superintendent*

**J. D. CLARKE,**  
*Superintendent Freight Transportation*

**J. A. LATCHFORD,**  
*Superintendent Passenger Transportation*

**C. R. ELKINS,**  
*Superintendent Transportation*

**F. B. MITCHELL,**  
*General Manager*

**D. F. STEVENS,**  
*General Superintendent Transportation*

# These little SPUDS went to market



**I**T seems very simple for a woman to drop in at her grocer's and say:

"I'll have a peck of potatoes — 25 pounds of flour — a pound of coffee — half a dozen oranges — a package of corn flakes — and how's your lettuce today?"

But did you ever wonder how all these things find their way to the corner grocer?

Instead of one woman, think of twenty-five million who do the buying for their families.

Instead of a peck of potatoes, think of three and a half million *tons* delivered to all the corner grocers in a year.

Think of 8,600,000 *tons* of wheat flour — 1,790,000 *tons* of oranges and grapefruit — 868,000 *tons* of cereal and you begin to see the amount of food moved by the railroads every year.

Coming back to the potatoes — the average

distance this humble food travels by rail, between the fields where it is raised and the counter where it is sold, is 741½ miles.

And the only thing which can make potato-raising profitable for many people is the fact that their potatoes can get to a market several hundred miles away.

If that transportation were not easy — potatoes would pile up unused in the country — while city people paid fancy prices for the few that could be hauled in.

This in a simple way demonstrates the indispensable part the railroads play in helping the man who raises food to find a market — and the consumer to enjoy the pick of the nation's food at a reasonable price.

The rate at which this service is rendered is low — no other form of transportation could handle the tonnage at close to the price if in fact it could handle it at all.

ASSOCIATION OF  
**AMERICAN RAILROADS**  
WASHINGTON, D. C.



# THE BALTIMORE AND OHIO RAILROAD COMPANY

## Relief Department

W. M. KENNEDY, Superintendent

### MEDICAL AND SURGICAL SERVICE

#### COMPANY'S SURGEONS

Parkersburg, W. Va.—	DR. R. B. MILLER, Wood Co. Bk. Bldg. DR. THOS. L. HARRIS, 600½ Market St. DR. B. O. ROBINSON, 615½ Market St. DR. OKEY J. CASTO. DR. R. W. CORBITT. DR. HOWARD H. VEON, Oculist.
Guysville, O.—	DR. L. D. ROBINSON.
Athens, O.—	DR. C. S. McDUGALL.
Chillicothe, O.—	DR. RALPH W. HOLMES. DR. GLEN NISELY. DR. D. A. PERRIN. DR. V. H. KEMPER. DR. GEORGE S. MYTINGER, Oculist.
Greenfield, O.—	DR. R. J. JONES. DR. WM. C. MARTINDILL.
Leesburg, O.—	DR. H. H. LOWE.
New Vienna, O.—	DR. WM. T. MATTHEWS.
Blanchester, O.—	DR. GILBERT E. GARVIN.
Hillsboro, O.—	DR. JOHN C. LARKIN.
Loveland, O.—	DR. JOHN M. COLEMAN
Wellston, O.—	DR. E. T. DANDO. DR. HAROLD W. GILLEN.
Jackson, O.—	DR. JOHN McCLUNG.
Oak Hill, O.—	DR. GOMER E. JONES. DR. MARLIN R. WEDEMEYER.
South Webster, O.—	DR. A. K. BEUMLER.
Sciotoville, O.—	DR. JOHN W. HUTCHENS.
Portsmouth, O.—	DR. O. R. MICKLETHWAIT. DR. D. A. BERNDT.
Frankfort, O.—	DR. W. B. SMITH.
Cincinnati, O.—	DR. L. J. FEID, 8th St. and State Ave. DR. L. J. FEID, JR., 1812-14 Union Central Life Building. DR. EMIL R. SWEPSTON, 1812-14 Union Central Life Building. DR. R. C. HEFLEBOWER, Oculist, 22 W. 7th Street. DR. HERMAN KECK, Oculist, 22 W. 7th Street.
Norwood, O.—	DR. THOS. R. DICKSON, Main & Elm Sts.

#### HOSPITALS.

Athens, O.	—Sheltering Arms.
Chillicothe, O.	—Chillicothe Hospital.
Cincinnati, O.	—St. Mary's Hospital.
Greenfield, O.	—Greenfield Hospital.
Portsmouth, O.	—Portsmouth General, Mercy.

#### FIRST AID EMERGENCY CASES.

First aid emergency cases, with a booklet of instructions enclosed, will be carried on trains and located at every important shop and station. They shall be in direct charge of conductors of freight trains, baggagemen of passenger trains, or conductor

if no baggageman, enginemen of helpers, agents at stations and master mechanic at shops who are responsible for the compliance with the General Notice in reference thereto.

#### EXAMINING POINTS.

CHILLICOTHE—Thursday, 2:00 P. M. to 3:00 P. M.  
 CINCINNATI—Winton Place Station, Toledo Division.  
 Monday and Thursday 9:00 A. M., to 12:00 noon.  
 PARKERSBURG—Tuesday & Friday, 9:00 A. M. to 12:00 noon.

#### MEDICAL EXAMINERS' TERRITORIES.

Belpre to Midland City, exclusive.	} Dr. H. W. Nimal, Parkersburg, W. Va.
Midland City to Cincinnati, both inclusive.	
	} Dr. F. H. Hutchinson, Cincinnati, Ohio.

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

#### Rules Governing Services of COMPANY'S SURGEONS.

1. Telegraphic calls for surgeons will have precedence over other business, except train orders.
2. In cases of injuries to passengers or employees requiring surgical aid, the Surgeon of the Company who can reach the point the quickest will be immediately called by the officer in charge and the case put in his exclusive control. If impossible to secure immediate attendance of Company's Surgeon, other surgical aid should be promptly secured to attend until the arrival of the Company's Surgeon.
3. Upon the arrival of the Company's Surgeon, he shall assume charge of the situation, making proper arrangements with the surgeon already in attendance for continuance, or discontinuance, of services.
4. When a number of persons are injured the services of competent surgeons in the vicinity should at once be secured and every attention given the injured. Company's Surgeons should be immediately notified giving number of persons injured and what will probably be required for their relief.
5. The Company will not be responsible for the employment of other surgeons than those above named, and no obligation of any kind, beyond the service required while awaiting the arrival of the Company's Surgeon, or subsequently arranged for by him, will be assumed for the Company.
6. The officer in charge will arrange to have the injured persons removed from the scene of the accident as promptly as possible, providing an ambulance or other conveyance, and sending a man, or men, with the injured persons, when necessary; any expense incurred to be billed direct to the Company, or paid by the person in charge, who will present a statement and receive voucher.
7. No important surgical operation should be performed previous to the arrival of the Company's Surgeon, except such as may be required for the immediate safety of the patient.
8. While Company's Surgeons will be assigned to duty within prescribed limits, they will be expected to go out of such limits whenever required.
9. Employees will be expected, whenever able, to visit the Company's Surgeon's office for treatment.
10. When an injured employee selects a surgeon other than the one appointed, the Company will be relieved of any obligation to pay for his service, and such surgeon will look to the employee for his compensation.

E. V. MILHOLLAND, M. D.

Medical and Surgical Director.

# SPECIAL INSTRUCTIONS.

## 1. SUPERIORITY OF TRAINS.

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

## 2. LOCATION OF STANDARD CLOCKS.

Parkersburg,	Chillicothe,	Stock Yards Round
Athens Freight House,	Midland City,	House, Cincinnati.
Hamden,	Wellston,	Union Terminal
West Jet.,	Jackson,	Engine House—
	Portsmouth	Cincinnati.
	Round House.	GC Telegraph
		Office, Cincinnati.

## LOCATION OF WATCH INSPECTORS.

Cincinnati, O.	Southam Watch Co., Room 112 Dixie Terminal Bldg.	
Blanchester, O.	H. C. Reed,	
Chillicothe, O.	F. E. Willis,	
Athens, O.	D. C. Cornwell Co.,	
Parkersburg, W. Va.	F. R. Frazee,	
Wellston, O.	Benjamin & Co.	
Portsmouth, O.	A. Zoellner.	

## 3. REGISTER AND BULLETIN BOARD STATIONS.

### Registers.

GC Telegraph Office, Cincinnati,	Meadow Run Wye
Union Terminal engine house, Cincinnati (For Passenger Engine Crews.)	Wellston,
Stock Yards Round House, Cincinnati	Jackson,
Blanchester, (Hillsboro, Sub. Division Trains,)	Bloom Jet.,
Hillsboro,	Portsmouth,
Midland City,	Hamden, trains originating and terminating.
Chillicothe,	Parkersburg.

### Bulletin Boards.

Cincinnati Union Terminal engine house, and GC Telegraph Office,	Wellston,
Stock Yards Round House,	Jackson,
Midland City,	Portsmouth,
Chillicothe Union Station, and Round House.	Athens,
	Parkersburg, OB Tele- graph office & Yard office.

First class eastward trains at Chillicothe will register with Form C. Enginemen of all trains need not examine register at Hamden, Wellston, Meadow Run, Jackson and Bloom Jet.

All trains are relieved from examining register at Midland City provided their superiority is not affected by time table or train orders, or it is known that all superior trains or trains of the same class due have arrived before passing from double to single track. Conductors of all trains at Midland City, will then hand off register slip Form C to operator who will register train.

## 4. FORM A.

Rule 83-C is modified to the extent that trains will receive clearance card Form 13 at Cincinnati Union Terminal instead of Form A.

All trains except Chillicothe Sub-Division first class will secure Form A at Midland City.

Rule 37 is modified as follows: In non-manual block territory, line 3 of Form A will not be used.

In automatic signal territory when it is necessary for signalman to use part R, he will draw line thru the words "as per line 3 part A."

During open hours of telegraph office Portsmouth, conductors of all trains and enginemen on light engines will comply with Rule 83-C.

It will not be necessary for scheduled trains to secure Form A before departing from Portsmouth during closed hours of telegraph office.

During closed hours of the telegraph office Portsmouth, Form A will be obtained by conductors of extra trains or enginemen on light engines by contacting dispatcher on telephone located in Round House, who will instruct an operator to issue same.

All trains will stop at Bloom Junction, register and obtain Form A.

Rule 706-A, is modified to provide, that conductors and enginemen will carry with them a supply of Form A with carbon paper, and where telephone booths or boxes are not provided with the forms, Form A will be made and copy mailed to Superintendent.

## 5. SPEED RESTRICTIONS.

The following definitions must be observed:—

**NORMAL SPEED**—The maximum speed permitted by time table for main track movements.

**MEDIUM SPEED**—One-half the normal speed, not to exceed 30 miles per hour.

**SLOW SPEED**—One-quarter the normal speed, not to exceed 15 miles per hour.

**RESTRICTED SPEED**—Proceed, prepared to stop short of train, obstruction, or anything that may require the speed of train to be reduced.

These definitions do not supersede nor modify the following speed restrictions.

## LIMITS

	CLASS OF SERVICE		
	Passenger and Express trains.	Pass. trains handled by freight engs. & fast freight trains.	Slow freight, Local, Pick-up and Work Trains
Parkersburg Sub-Division .....	60	45	35
Chillicothe Sub-Division .....	60	45	35
Portsmouth Sub-Division .....	35	25	25
Carbondale Sub-Division .....	10	10	10
Hillsboro Sub-Division .....	40	30	30
(EXCEPT AS NOTED BELOW)			
Maximum speed of excursion or other special trains made up of open platform equipment, and passenger trains handling equipment with freight car trucks will be 10 miles per hour less than the maximum speed of other passenger trains.			
When other than passenger trains are run on first class schedule the train orders will specify the maximum speed. Trains handling steam cranes, locomotive cranes, pile-drivers, ditchers and similar equipment will not exceed a speed of 30 miles per hour on Chillicothe and Parkersburg sub-divisions and 25 miles per hour on other sub-divisions. Trains, the make-up of which includes dead engines, will not exceed a speed of 25 miles per hour on Chillicothe and Parkersburg sub-divisions and 20 miles per hour on other sub-divisions.			
Trains handling dead engines WITHOUT SIDE RODS will not exceed a speed of 20 miles per hour.			
Entering or leaving sidings and thru crossovers .....	10	10	10
Engines running backward on curves .....	15	15	15
Engines running backward on tangents .....	20	20	20
Where Form A or orders are received .....	25	25	25
Bridge 194-14, east of Belpre Depot .....	40	40	40
First curve east and first curve west of Coolville ..	45	30	30
Bolen's curve one and one-half miles west of Frost .	50	45	35
Fourth curve east of Athens .....	55	35	35
Over street crossings Athens .....	15	15	15
One-fourth mile east of west switch at Grosvenor	40	30	30
Eastward trains between New Marshfield and one mile east of Luhrig .....	55	30	30
Over R. R. Crossing Dundas .....	50	35	30
First road Xing east and west of Hamden Depot ..	25	25	25
Over second and third fills east of Richland tunnel	50	40	35
Over first curve west of Richland Tunnel .....	40	30	30
Byers Jet., Westward trains moving from single track to Westward main track .....	35	30	30
Byers Jet., Eastward trains moving from Westward main track to single track .....	35	30	30
Byers Jet., Trains entering or leaving Toledo Div.	15	15	15
West Jet. Normal and reverse movement single track to Eastward main track .....	50	40	30
West Jet. Normal and reverse movement Westward main track to single track .....	35	35	30
Through city limits of Chillicothe .....	15	15	15
RK Junction—Westward trains moving from single track to Westward main track .....	35	35	35
RK Junction—Eastward trains moving from Westward main track to single track .....	35	35	35
RK Junction—Trains entering or leaving Toledo Division track, just east of RK Junction ...	15	15	15
RK Junction to Musselman—Westward main track (Toledo Division) .....	40	40	40
Musselman—Through crossovers .....	25	25	25
Over street crossings Greenfield .....	15	15	15
Entering double track at Midland City .....	35	25	25
First road crossing west of Midland City Depot	35	25	25
Through Blanchester .....	30	30	30
Westward trains on Eastward track between Pleasant Plain and Loveland around curves	45	45	35
Westward track, second curve west Cozaddale and fourth and fifth curves east of Loveland .....	55	35	35
Through Loveland and over Pennsylvania Crossing	15	15	15
Eastward & Westward tracks just west of Symmes	45	25	25
Eastward and Westward tracks at Miami Grove ..	55	35	35
West'd tr'k first curve east of East Madisonville	55	45	35
Westward trains on Eastward track between Maderia and East Madisonville around curves	45	45	35
Eastward trains on Westward track between Maderia and Remington around curves .....	45	45	35
Between Meadow Run Wye and Roads .....	20	20	20

## SPECIAL INSTRUCTIONS—CONTINUED.

### SPEED RESTRICTIONS—Continued.

Between Roads and Jackson .....	25	20	20
Between Gepharts and Scioto Furnace .....	25	25	20
Star Yard to Gallia St., Portsmouth .....	20	20	20
Through Portsmouth .....	10	10	10

Speed of Light Engines with or without Caboose	Sub-Divisions			
	Main Line	Ports- mouth	Hills- boro	Carbon- dale
Passenger engines.....	50	30	35	20
Freight engines.....	40	20	25	15
Engines without engine truck..	20	20	20	15
Where speed restrictions are lower than above, all light engines will run five miles per hour less than the speed restriction, except where the speed restriction is 20 miles per hour or less, no further restrictions will apply.				
<b>Speed of Relief Trains</b>				
Engine in forward motion.....	35	20	20	15
Engine in backward motion Tangent.....	20	20	20	15
Engine in backward motion Curve.....	15	15	15	15
With crane ahead of engine.....	20	20	20	15

Rule 105-A, is modified as follows:  
When trains are moving against the current of traffic they will not exceed a speed of thirty (30) miles per hour while passing over facing point switches not interlocked.

Freight trains that have been stopped a sufficient time to permit inspection, will not, when starting, exceed a speed of eight miles per hour until the caboose has passed the point at which the engine stood, unless a proceed signal is given from the rear end before the caboose reaches that point.

#### 6. BRAKEMEN, FLAGMEN AND FLAGGING.

Rule 99 is modified to this extent:—Third Class Trains on Hillsboro Sub-Div. between Blanchester and Hillsboro are relieved from protecting the rear of their train. When other trains are run on this Sub-Div., regular trains will be protected by train order.

At all points where movements of trains are governed by flag or light signals given by switch tenders, following indications will govern: Green signal for eastward movement; yellow signal for westward movement.

The movement of all third class, extra trains and yard engines must be preceded by flagman while moving around Tenth St. curve, Portsmouth.

#### 7. EXPLOSIVES.

Cars loaded with inflammable articles, acids, dynamite, powder, and other explosives, and oil tanks, loaded or empty, will be handled in accordance with Bureau of Explosives pamphlet No. 9 and Supplements thereto.

#### 8. EXTRA TRAINS.

After receiving Form A, trains not scheduled may be dispatched with current of traffic as extras between Oakley & Midland City.

#### 9. FIXED SIGNALS.

Automatic block signals are equipped with number boards, semi-automatic block signals and head block signals are not equipped with number boards.

In color position light automatic block signal territory, where a track is signaled in one direction only, when a train is stopped by an automatic signal indicating STOP (Diagram 190-Q Revised August 31, 1936) a member of the crew will examine switches, if any, including both ends of crossover between main tracks in the immediate vicinity of the signal involved, and if such switches are found in proper position, train will proceed in accordance with Paragraph B, Rule 509.

Rule 27 is modified that at an interlocking station where a train is stopped, due to the imperfect display of the home signal, and the day signal is plainly seen to indicate PROCEED the train will be governed by the day indication displayed. When sufficient lights in a color position light signal are displayed to determine correct indication of signal such indication will govern and the fact reported to the train dispatcher.

Rule 221 is modified as follows:—

"At all train order stations in automatic block signal territory, while an operator is on duty, the train order signal shall indicate STOP when trains are to be stopped for train orders. When there are no orders, the signal must indicate PROCEED.

When a train order is received the operator must, before repetition, display the signal to indicate STOP and reply to the train dispatcher, STOP DISPLAYED."

Rules 362 and 363 are modified to permit passenger trains to pass a stop signal to do platform work at stations at which they stop, except that no train will pass a stop signal far enough

to run by the clearance of the passing siding switch where an opposing train would enter siding, or pass clearance at end of double track where an opposing train would enter double track without first receiving hand signal from operator. Before leaving, conductor and engineman will receive Form A, part A, line 3.

Rules 501-B and 601-B are revised as follows:

INDICATION—Prepare to stop at next signal.

Train exceeding medium speed, must at once reduce to that speed. NAME—Approach Signal.

Rules 501-AA, 509-A and 509-B are modified to permit tonnage freight trains to pass a Stop and Proceed signal having a circular disk bearing the letter "P" attached, at a speed not exceeding fifteen miles per hour, expecting to find a train in the block, broken rail, obstruction or a switch not properly set.

It must be understood that the circular disk with the letter "P" has no significance except in combination with a Stop and Proceed indication as shown in Rule 501-AA and figures 3 and 10, Diagram 190-Q, revised, August 31, 1936.

A tonnage train as mentioned above is defined as one having 80% or more of the authorized slow freight engine rating or having in excess of 90 cars including the caboose.

Before entering territory where tonnage signals are in use, the conductor will notify the engineman as to the gross tonnage and the number of cars there will be in the train within such territory. Tonnage signals are located as follows:

AT OR BETWEEN	TRACK	SIGNAL No.
East End Torch Hill.....	Single.....	1841
East of Coolville.....	Single.....	1818
East End New Marshfield.....	Single.....	1523
New Marshfield.....	Single.....	1515
New Marshfield.....	Single.....	1514
West End New Marshfield.....	Single.....	1506
Between Hamden and Dundas.....	Single.....	1296
East End Lesmil.....	Single.....	1249
West End Lesmil.....	Single.....	1244
East of Richland.....	Single.....	1228
Richland.....	Single.....	1216
West of Vigo.....	Single.....	1093
Between Chillicothe and Anderson ..	Single.....	943
Between Roxabel and Harpers.....	Single.....	835
Between Roxabell and Harpers.....	Single.....	821
East Switch Harpers.....	Single.....	809
West Switch Harpers.....	Single.....	800
Between East Monroe and Greenfield	Single.....	717
Between East Monroe and Greenfield	Single.....	702
Between East Monroe and Greenfield	Single.....	689
East Switch Leesburg.....	Single.....	647
East Switch Highland.....	Single.....	621
Between New Vienna and Highland.....	Single.....	589
Between Farmers and New Vienna.....	Single.....	548
West Switch Martinsville.....	Single.....	498
East of Cozaddale.....	Eastward.....	324
Cozaddale.....	Eastward.....	310
East of Hills.....	Eastward.....	296
East of Mile Post 28.....	Eastward.....	284
East of Mile Post 27.....	Eastward.....	272
East of Allendale.....	Westward.....	W-176-01
One Mile East of Maderia.....	Westward.....	W-176-46
East of Maderia.....	Westward.....	W-177-42
Maderia.....	Eastward.....	E-178-40
West of Maderia.....	Eastward.....	E-179-18
East of Madisonville.....	Eastward.....	E-180-41
Madisonville.....	Eastward.....	E-181-28
East of Oakley.....	Westward.....	W-183-01

#### Railroad Crossings.

STATIONS	RAILROAD	Position of Signal indicating clear route for Ohio Division Trains.
Grosvenor.....	N. Y. C.....	Interlocking.
Dundas.....	C. & O.....	Interlocking.
Byers Junction.....	Toledo Div.....	Dual Control Sws.
West Junction.....	Toledo Div.....	Interlocking.
Chillicothe.....	N. & W.....	Interlocking.
RK Junction.....	Toledo Div.....	Dual Control Sws.
Musselman.....	Toledo Div.....	Interlocking.
Loveland.....	Penna.....	Interlocking.
Grand Crossing.....	C. & O.....	Vertical.
Spur, crossing Main Track, one-fourth mile east of Jackson	D. T. & I.....	Gate clear of track.
Bloom Jct.....	D. T. & I.....	Vertical.
Wheeling Steel Corp. New Boston.....	N. & W.....	Vertical.
Gallia St. Portsmouth	N. & W.....	Interlocking.
*Findlay St. Portsmouth	N. & W.....	Vertical.
Mile west of Hillsboro	N. & W.....	Gate clear of track.

## SPECIAL INSTRUCTIONS—CONTINUED.

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

Signals at Junction of the D. T. & I. at Bloom Junction and D. T. & I. Junction one quarter mile east of Jackson, when set in vertical position, indicates clear route for B. & O. When set in horizontal position, clear route for D. T. & I. to enter or leave D. T. & I. tracks. Signals will be operated by D. T. & I. trainmen. Both signals are normal when set for B. & O.

### 10. SPACING TRAINS.

Rule 109-C is in effect between Blanchester and Hillsboro, and between Hamden and Sciotoville.

Rules 301 to 377 inclusive, are in effect when trains are operating against current of traffic, except between RK Junction and Musselman.

Rules 501 to 515 inclusive, are in effect between Belpre and Byers Junction, West Junction and RK Junction, Musselman and Oakley.

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

Rules D-251 to D-254 inclusive and D-261 to D-264 inclusive are in effect between RK Junction and Musselman.

Rules 509 and 509 (a) of the Rules and Regulations of the Operating Department are modified as follows:

Color Position Light Signal Territory, as per Diagram 190-Q revised August 31, 1936, extends from Belpre to Loveland.

Color Position Light Signal Territory between Belpre and Byers Junction, West Junction and RK Junction, Musselman and Midland City.

In single track, color position light signal territory, hand-operated derails have been placed at clearance points of all sidings, except passing sidings, and after being used must be restored to normal position and locked.

Signals located at the fouling point of passing sidings are known as head block signals.

When a train is stopped by a head block signal indicating "Stop" the conductor will communicate with the train dispatcher, and upon receiving an order from him that there is no opposing train within the block, the train will then proceed at restricted speed.

Train receiving a "Stop" indication at intermediate signals after having received an order from the train dispatcher that no opposing train is occupying the block, will stop and then proceed at restricted speed.

When a train is stopped by a "Stop" signal where communication is lost or not provided, if superiority permits, the train may proceed, preceded by a flagman to the next point of communication or to a signal governing in the same direction where the indication is more favorable than "Stop" and then be governed by the indication shown.

When a train is stopped by a "Stop and Proceed" signal it may proceed at once at restricted speed.

Head block and interlocked home signals are not equipped with number boards and numbers. All other signals are so equipped.

Trains entering main track or using crossover from siding to main track, or on double track, will be governed by Special Instructions 30 of current time table and Rule 99.

Signal circuits are arranged for eastward traffic as superior movement. Westward trains arriving at the west end of passing sidings and occupying main track to meet an opposing train automatically sets the signals governing eastward trains at "Stop" to the next passing siding west and trainmen should immediately operate a push button located in small box on the side of relay box adjacent to the head block signal. Trains moving out at west end of passing siding to make an eastward movement on main track must operate a push button located in small box on side of relay box adjacent to eastward signal at the end of siding to restore operation of eastward signal.

Color Position Light Signal Territory between Byers Junction and West Junction.

Switches and signals at end of double track and Toledo Division connection at Byers Jet., are controlled from West Junction tower.

Switches at end of double track and leading to Toledo Division main at Byers Jet., are equipped with dual controlled mechanisms. These switches will not be hand-thrown without first getting permission from the operator at West Junction. After use, such switches will be restored to their normal position and locked.

When eastward or westward trains are stopped by home signals at Byers Jet., the conductor or engineman will immediately examine all dual control switches pertaining to their movement, communicate with the operator at West Jet., by telephone (located at Byers Jet.,) and be governed by instructions of the operator. Before passing stop signal, trainman will place and

keep selector levers of the dual control switch machines in manual position until last car of train has passed over same. Before leaving, see that hand thrown levers are in normal position and selector levers in power position.

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

Westward trains stopped at end of double track at Byers Jet., by home signal, will proceed with the current of traffic after receiving Form A, Part R from the operator at West Jet.

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

- 1—Place and keep selector lever of all dual control switch machines in "hand-throw" position until the last car has passed over same. Before leaving, place "hand-throw" lever in normal position and selector lever in power position.
- 2—Where the signal protects facing point switch at the entrance to double track, train will proceed with current of traffic, expecting to find a train in the block, broken rail, or switch improperly set.
- 3—Where signal governs from the end of double track and train is headed toward the single track section, after waiting 10 minutes, computed from the time of its arrival, train will, when preceded by a flagman, move to the next point of communication, or to the next block signal displaying a more favorable indication than "Stop."

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

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

### Color Position Light Signal Territory between R. K. Junction and Musselman.

The main track of the Ohio Division and the main track of the Toledo Division between RK Junction and Musselman are operated as a double track railroad, each track of which is used for trains in either direction by signal indication.

Interlocked switches at RK Junction and Musselman are equipped with dual controlled mechanisms and are controlled by the operator at Musselman or by hand-thrown levers. They will be operated by hand only after receiving permission from the operator at Musselman.

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

When home signals at RK Junction display stop indication the instructions covering similar conditions at Byers Junction will apply.

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

Trains holding orders to meet between RK Junction and Musselman, and operating east or west of these points on the Ohio Division, receiving proceed indication on home signal at RK Junction or Musselman, will be relieved of identifying trains to be met. Rule 83 is modified accordingly.

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

A flashing red light near the bottom of either of the westward home signal masts at Musselman is an indication that there are train orders to be delivered at that point. Westward trains observing a flashing red light will acknowledge same without first seeing the display of red flag or red light on train order board at the tower. In all other respects, Rule 23 of Special Instructions of current time-table will govern.

Rules 86, 87 and 89 are modified to the extent that unless otherwise instructed trains will clear Nos. 1 and 2 as follows:

Fast freight trains.....	15 minutes
Local freights and pick-ups with 20 cars or less.....	15 minutes
Local freights and pick-ups with more than 20 cars.....	30 minutes
Slow freights and drags.....	30 minutes
Yard engines handling cuts on main track.....	30 minutes
Yard engines and other light engines.....	15 minutes
Light road and yard engines at Chillicothe making crossover movements.....	5 minutes

## SPECIAL INSTRUCTIONS—Continued.

### 11. HELPER, SWITCH AND YARD ENGINES.

When passenger trains are passing through yards or stations, engines engaged in switching on next parallel track will stop.

### 12. TELEPHONES.

### 13. AIR BRAKES, HAND BRAKES, TESTING, ETC.

Instructions governing the operation and testing of air brakes and train air signal equipment, and the operation of electric headlights and electric lighting of passenger cars, are in Form 1118-D Revised which will govern.

When helper engine is used on rear end of freight trains, the air brakes must be coupled up to helper engine and operated from leading engine. If necessary to cut helper engine off without stopping train, the angle cock will be closed on rear end of the last car or caboose, the uncoupling lever raised and signal given to helper engine to stop helping. When the helper engine drops back far enough to pull the hose apart the brakes on helper engine will act and stop the engine, so that the helper engine will not collide with the train should an air hose burst just after cutting off.

Air will be cut into helper engines used on rear of passenger train and train stopped to cut helper off.

### 14. WATER AND FUEL.

Rule 115 is modified that it will not be necessary to detach engines to take water or fuel, unless in the judgment of engineer it is necessary.

### 15. OPERATING TRAINS BY SIGNAL INDICATION.

### 16. JOINT OR SPECIAL USE OF TRACKS.

Cincinnati Union Terminal Company Rules of the Operating Department are in effect between Terminal Junction and Union Terminal and between Union Terminal and Storrs Junction.

Cincinnati Terminal Sub-Division time table is in effect between Oakley and Terminal Junction; between Oakley and Storrs Junction, via Oklahoma track.

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

Eastward trains using passing siding at Belpre will not foul switch leading to Newark Division just west of station until permission is received from operator.

The Sherman track west of Chillicothe, will extend from the crossover west of Main Street, Chillicothe to the west end of former classification yard track No. 1 to Camp Sherman. That portion of the Sherman track lying west of the crossovers will be used as the eastward siding and the portion lying east of the crossovers extending to Main Street crossover at Chillicothe will be used as the westward siding. Trains will use the respective sidings while moving in the proper direction but must secure permission from the operator over the siding telephone before pulling through the sidings in the opposite direction.

Rule 5 is modified as follows: The north sidings at Mineral and Hamden will be known and used as eastward sidings and the south sidings as westward sidings. The north sidings at Canaanville, New Marshfield, Zaleski and Farmers will be known and used as westward sidings and the south sidings as eastward sidings.

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

### 17. MAIL.

### 18. TRAIN ORDER STATIONS—IRREGULAR HOURS.

Stations open less than twenty-four hours.

Torch Hill.....	6:00 A.M. to 10:00 P.M.
*Mineral.....	8:00 A.M. to 5:00 P.M.
Hamden.....	7:30 A.M. to 4:30 P.M.
*Lyndon.....	7:15 A.M. to 4:15 P.M.
*Leesburg.....	8:00 A.M. to 4:00 P.M.
Leesburg.....	5:01 P.M. to 1:01 A.M.
New Vienna.....	7:30 A.M. to 4:30 P.M.
*Martinsville.....	6:45 A.M. to 3:45 P.M.
*Maderia.....	6:30 A.M. to 3:30 P.M.
*Blanchester (Hillsboro Br. Trains)	8:00 A.M. to 5:00 P.M.
*Lynchburg.....	8:00 A.M. to 5:00 P.M.
*Hillsboro.....	8:00 A.M. to 5:00 P.M.
*Wellston.....	8:00 A.M. to 5:00 P.M.
*Meadow Run.....	8:00 P.M. to 5:00 A.M.
*Jackson.....	7:00 A.M. to 4:00 P.M.
*Oak Hill.....	7:00 A.M. to 4:00 P.M.
*Black Fork Junction.....	7:00 A.M. to 4:00 P.M.
*Fire Brick.....	7:00 A.M. to 4:00 P.M.
*Scioto Furnace.....	7:00 A.M. to 4:00 P.M.
†Portsmouth.....	11:00 P.M. to 7:00 A.M.
*Daily except Sunday.	†Daily except Saturday.

### 19. MAXIMUM WEIGHT LIMITS—CARS.

Parkersburg to Oakley.....	240,000 lbs.
Carbondale Sub-Division.....	240,000 lbs.
Hamden to Portsmouth.....	210,000 lbs.
Hillsboro Sub-Division.....	240,000 lbs.

For Operation of Engines—See Booklet Form 1594 Special No. 10, effective January 1, 1937.

### 20. RESTRICTIONS AT RAILROAD CROSSINGS AND DRAWBRIDGES.

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

### 21. WHISTLE SIGNALS.

Rule 14 (da) and (ea) will apply on Hillsboro sub-division at Blanchester and Portsmouth sub-division at Hamden.

Operating Rule 14 (l) is amended as follows:

Sound	Indication
— — o o	Approaching public crossings at grade to be prolonged or repeated until the crossing is reached.

When trains are running against the current of traffic, whistle signals will be sounded as shown below to cover recall of flagman:

Sound	Indication
— — — — ooo	Flagman may return from west or south on double track.
— — — — ooo	Flagman may return from east or north on double track.

Should the engineman of a passenger train on which the engine is scheduled to run through the next terminal in advance find, after leaving the last stop that a relief engine will be required at the terminal, they will sound two short blasts of the whistle three times with a short pause between each of the two blasts; thus oo oo oo. This signal is to be given when approaching and passing the first open office after it is known that a relief engine will be required. Operators hearing this signal will at once order relief engine from the terminal or station in advance where relief engines are provided and will then notify the Train Dispatcher.

### 22. MARKERS.

### 23. TRAIN ORDERS

Rules 209, 210 and 211 of the Rules and Regulations of the Operating Department are modified that at train order offices, where typewriters are available, they may be used in copying train orders. However, CAPITAL letters must, in all cases be used in forming the words. There must be no erasures, alterations or interlineations and figures must not be surrounded by brackets, circles or other characters. Type must be clean in order that a clear impression will be made. In all cases the operator repeating the order to the train dispatcher will sign his name with a stylus in the space provided for that purpose.

To secure uniformity of train orders, following form of order has been adopted to notify certain trains to take siding in making a meeting point:

"No.....Engine.....take siding and meet No.....Engine.....at....."

On single track, whether manual block rules are in effect or not, when a middle order, so called, is addressed to the operator at the intermediate train order office, there will be a train order signal displayed, at that office in every case and Rule 208 govern until the order has been delivered by the operator to trains affected until all have arrived from one direction. The operator is not relieved from such delivery, even though the time of a wait order has elapsed, unless the order addressed to the operator has been annulled by the Train Dispatcher.

On single track where Rules 301 to 377, inclusive, are in effect, to admit a train that is not carrying passengers into a block within which a work extra is working and is not clear of the block, a copy of the work extra's working order must be addressed and delivered to such trains at the entrance of the block and they may be admitted under permissive indication on Form A.

As provided by Rule 211, train order, Form 19, may be used, to restrict the superiority of trains, except that Form 31 will be used when an order is issued at the point where superiority is restricted, and also in territory where Rules 301 to 377, inclusive, are in effect, where superiority is restricted at an advance or intermediate siding within the block by order issued at the telegraph office at the entrance to the block.

Rule 317 is modified that train order Form T will be used for the following movement only.

When a train order is to be delivered to a train at an interlocking station where the home signals are also used as block and train order signals, the signalman will:

## SPECIAL INSTRUCTIONS—Continued.

A—Display the home signal at "stop" for the track and in the direction of the train to which the orders are addressed and will also place reminders on the machine levers that control train movements into the block.

B—Display a red flag, and in addition a red light at night, in the places provided for that purpose at the station to indicate that there are orders to be delivered.

C—When a train approaches for which there are no orders, these signals may be cleared or removed only in accordance with Rule 36 of the Rules and Regulations of the Operating Department.

This combination of signals must be acknowledged by the engineman by one short and two long sounds of the engine or motor whistle.

### AUTOMATIC SIGNAL TERRITORY

In automatic block signal territory, the signalman, upon hearing the acknowledging whistle, will, if the rights of the train are not restricted at that station, cause the home signal to display the correct block indication. The engineman having acknowledged the display of the train order signal, will, upon proper observance of the home signal, proceed at slow speed to the interlocking station only, unless there otherwise directed by train order or clearance card Form A. After receiving orders the speed of the train will then be governed by the block indication received at the home signal.

The above rule will also govern in delivering train orders at Torch Hill, Mineral, Zaleski, Leesburg, New Vienna and Martinsville.

### NON-AUTOMATIC SIGNAL TERRITORY

In non-automatic block signal territory, the signalman, upon hearing the acknowledging whistle, will, if the rights of the train are not restricted at that station, cause the home signal to display "permissive" indication. The engineman having acknowledged the display of the train order signal, will then proceed at slow speed to the interlocking station only, unless there otherwise directed by train order or clearance card Form A. After receiving orders, the speed of the train will be governed in accordance with the block indication shown on clearance card Form A.

### 24. PROTECTION OF MOVEMENTS OVER HIGHWAYS AT GRADE.

In the movement of engines with or without cars while switching over highway grade crossings within yard limits, also commercial and station sidings, mine, industrial, or passing sidings; unless there is a crossing watchman at his post, or the gates are down, a member of the crew will protect highway traffic at crossing by preceding each movement over the crossing and see that all highway traffic has been stopped before signaling the engineman to proceed.

The same protection will be given whenever a light engine is making a movement either forward or backward over highway crossing at grade (except when running from one station to another as a straight-away movement); also whenever a train or engine takes a siding and obscures the view from the highway of an approaching train.

When necessary to cut a train at a highway grade crossing, the ends of the cut, where practicable, shall be not less than fifty feet from the center line of the crossing and a member of the crew will remain at the crossing to protect highway traffic as indicated above, until the cars have again been coupled.

If necessary to cut a train at more than two highway crossings and there are not sufficient members of the crew available to protect highway traffic at each crossing, the ends of the cuts at the crossings which cannot be protected should, where practicable, be left standing not less than one hundred and fifty feet from center line of the crossing. A member of the crew should station himself in position to insure that all highway traffic has been stopped before signaling the engineman to make the movement.

When a car or cars are set off or placed on any track they must be left standing not less than one hundred and fifty feet from the center line of a highway crossing when the space permits.

### 25. INTERLOCKING.

Rule 684 is revised to read: When necessary to disconnect a switch, derail or movable frog, they shall first be spiked and signal maintainer must give to the operator "Out of Service" form, in duplicate, specifying the part or parts affected. This form must be signed by each operator on duty, and one copy filed by the signal maintainer.

The "Out of Service" form must in a like manner be used when it is necessary to disconnect a detector bar, signal or circuit. Signals governing over routes affected shall be secured so as to display the most restrictive indication.

A siren has been installed on the signal bridge at the interlocking plant at Midland City.

The following code signals will be observed within interlocking limits:

Sound	Indication
—	All trains within interlocking limits will stop immediately.
O O	Resume normal movement after receiving the proper signal or permission from the signalman.
O O O	Whistle or siren test.
O O O O	Call signal maintainer or repairman.

26.

27.

### HOURS OF SERVICE LAW.

The Hours of Service Law requires that no employee in train service shall be permitted to be continuously on duty for more than sixteen consecutive hours, nor be permitted to be on duty more than sixteen hours in the aggregate in any twenty-four hour period, except in cases of casualty, unavoidable accident or Act of God.

After being on duty sixteen consecutive hours, he must not be required or permitted to again resume duty without having been off duty ten consecutive hours, and, after being on duty sixteen hours in the aggregate in any twenty-four hour period, he shall not be required or permitted to again go on duty without having at least eight consecutive hours off duty.

Any employee concerned who may be ordered for duty before his legal rest period has expired must report the fact to the proper officer before going on duty.

Train and engine crews after being on duty twelve hours will notify the dispatcher, by telegraph, from first open telegraph office, the time they will be on duty fourteen hours.

The time of employees performing more than one (1) period of service, within a twenty-four hour period, will be considered consecutive unless the employees are given a definite release period of at least two (2) consecutive hours off duty between any two (2) periods of service.

Rule 934, of the Rules and Regulations of the Operating Department, is modified that when such inspection by engineman would occasion service beyond sixteen hours, the foreman in charge must make the inspection report upon the proper form.

28.

### ELECTRIC HEADLIGHTS

Governed by Form 1118-D Rev. and in addition, headlights will be dimmed approaching block stations and train order offices, when signals are displayed indicating train orders or messages are to be handed on.

Headlights will be lighted when entering and passing thru tunnels.

29.

### BRIDGE AND TRESTLE PROTECTION.

### 30. TRAINS LEAVING A SIDING OR CROSSING FROM ONE TRACK TO ANOTHER IN AUTOMATIC BLOCK SIGNAL TERRITORY.

When a train takes a siding at a point where switches are hand operated and signal indication Rules D-251 to D-254, inclusive, are in effect, the conductor or engineman will, when communication is available, report the train into clear and will receive permission from the Train Dispatcher before again fouling the main track.

At points where communication is not available, trains that have taken siding may re-enter the main track when their superiority permits.

When a train takes siding to be passed by another train moving in the same direction, or is delayed in siding doing station work, or when making a crossover movement from one main track to another at a point where switches are hand operated and either or both Signal Indication Rules D-251 to D-254, inclusive, or Automatic Signal Rules 501 to 515, inclusive, are in effect, then switches to be used in leaving siding or crossing from one track to another must be thrown three minutes before fouling the main or crossover tracks. To expedite their own movement when being passed by a train, the outlet switch should be opened as soon as the train to be followed has passed the switch.

When trains meet at passing sidings on single track, hand operated switch will be thrown as soon as the rear of the train to be met has passed the signal located at the fouling point of the siding. Movement from siding to main track will be governed by the indication displayed by the leave siding signal.

At points where spring switches are in service and switch foulings protected by automatic block signals (equipped with number boards), conductor or engineman will push a button located at the fouling point of siding immediately after the train to be followed has passed the switch and be governed by the indication shown on leave siding signal, then wait three minutes before fouling the main track.

Where spring switches are in service and switch foulings protected by semi-automatic signals (without number boards) train will be governed by signal indication.

This does not relieve crews from protecting their trains in accordance with Rule 99.



## SPECIAL INSTRUCTIONS—Continued.

### 30-A. TRAINS OPERATING OVER SPRING SWITCHES.

Trains moving through spring switches must not exceed the speed specified in time table at the point involved.

Trains trailing through and stopping on a spring switch must not reverse movement or take slack until switch operating lever is set and latched for such movement.

When preparing to move a train in the facing direction over spring switch reversed, trainmen must first see that the switch operating lever is thrown to the reverse position and latched, and that the switch point is in proper position.

When a train or engine has been stopped by a signal which governs over a spring switch in a facing direction, trainmen must examine the spring switch points to know that they are fully closed before the movement is made over the switch.

### 31. INSPECTION OF PASSING TRAINS.

Rule 117, is supplemented as follows:

If no indication of conditions endangering the train is seen, employees will give proceed signal to rear of passing train.

Train and enginemen on moving trains will be on the lookout for signals, when passing stations, sidings, water stations, points where trackmen are working and other places where employees are stationed along track, and, when possible, will exchange signals with men on ground. When other duties permit, trainmen will be stationed at rear of both passenger and freight trains to exchange signals when passing stations and sidings. On trains having official, or other cars on rear of train, to which trainmen do not have access, signals will be exchanged from rear of car first ahead of such car or cars.

The following code of signals will be used by employees for conveying information to train crews that defects are noted on passing trains:

#### CONNECTIONS DRAGGING.

By day or night—Give a stop signal.

#### HOT JOURNALS.

By day—Hold nose with thumb and finger of one hand, pointing to the train with the other.

By night—Hold the lamp by the guard wires around the globe and swing it in a small vertical circle.

#### CAR DOOR SWINGING.

By day—Hold hand horizontal above the head.

By night—Hold lamp by guard wires around the globe, in vertical position, and swing it across, but not beyond the body, and then hold it above the head.

#### BRAKES STICKING OR WHEELS SLIDING.

By day—Place palms of hands together in a horizontal position.

By night—Hold lamp by guard wires around globe in front of and close to the body, and raise and lower it vertically a distance of 12 inches.

### 32. UNCLASSIFIED.

Following will govern handling of General Orders, and Rules 83-(D) and 220-(A) of the Rules and Regulations of the Operating Department are modified accordingly:

General Order will be issued by each division effective 12:01 A. M. of the 1st and 15th of each month, covering all matters requiring General Order Instructions, supply of which will be provided at designated places at the initial stations on the Division or where trains originate and conductor and engineman must have a copy of the General Order in effect before starting trip or entering upon any division.

Form A required by Rule 83-C of the Rules and Regulations of the Operating Department, must show under Part A, Line 2, the number of the General Order in effect in addition to numbers of train orders, if any are delivered, and train will not leave initial station or enter upon another division until engineman and conductor have copy of the General Order bearing number shown on Form A.

Conductors and enginemen working only in yards will sign receipt for General Order affecting territory in which they will work, on time slip received when going on duty.

Employees operating motor cars must not pass an open telegraph or block station nor leave a point where company's telephone service to an open office is available without receiving from the operator information as to train movements, also movements of other motor cars in the same or opposing direction of which he is informed. They should state the direction in which they are to move and the operator to whom this information is given will notify the operator at the station in advance and proper record be made by these operators on their block sheets or train register, so that in the event a motor car is to be operated within these limits, the operator will be in position to give information as to movements of other cars within the same limits.

Except when telegraph or telephone service fails operator must receive information as to the location of trains from the train dispatcher, using Form 1089-A Rev. for that purpose.

Telegraph operators, in furnishing information and instructions to motor car operators, will furnish same in writing except

where it is given over telephone, in which case motor car operators will take the information and instructions in writing, using Form 1089-A Revised for that purpose, and will repeat same to the telegraph operator. Telegraph operators will also keep copy of all information and instructions given, with motor car operator's name on file.

The information received does not relieve those acting upon it from exercising proper precaution at all times.

In the operation of such cars where there are three or more tracks, special effort will be made to confine the operation to outside tracks. When necessary to use other tracks and a train is approaching from either direction on any track the car must be stopped and the occupants stand clear of running tracks.

When two or more motor cars are being operated within the same limits, (or when those operating motor cars do not have access to telegraph office or telephone) all such cars must be so operated that they can be stopped within the range of vision of the person operating the car.

When there are section gangs located between telegraph stations without means of communication with one of such stations, the operator should inform other cars of the fact that they may look out for them.

Motor cars must not be operated at a speed in excess of twenty (20) miles per hour. When operated at night, or during fog or storm, the speed must not exceed ten (10) miles per hour.

As an additional precaution for the safety of trackmen working on or near important running tracks, and particularly where the view is obstructed from any cause, track gangs will be provided with portable "W" banner and will display this banner in both directions where protection is required.

Where these portable whistle posts are displayed, enginemen will sound proper whistle signal to warn trackmen of approaching trains.

This banner must not be used to reduce speed of trains, which will continue to be covered by standard speed posts.

Rules 980 and 1042 are modified as follows:

Trainmen will permit passengers to ride on the rear platform of the rear car when there are side doors and end gates in position, chains will be not considered as a substitute for gates.

Rule 41 is modified that it will be permissible to start train from cars other than baggage car at intermediate stations.

When an accident occurs involving personal injury to, or damage to property belonging to passengers, employees or others, no information is to be given by employees concerning the accident excepting to duly authorized officers or representatives of this company.

When running switches are made from or to main track, the conductor will handle switch, except on local freight trains when switch may be handled by the brakeman.

In yards where switching is performed at both ends, or in any yard where tracks are shoved, the following rule will govern movements:

When a track is shoved a yard man will be stationed at the head end of the leading car to govern the movement and see that cars are stopped where they will not foul other tracks or be shoved over the ends of tracks or details.

When cars are ridden over a hump or kicked into tracks that are clear, a sufficient number of hand brakes will be applied to prevent movement to foul any other tracks or be shoved over the ends of tracks or details when struck by other cars.

Engines, except engines in yard service will display red light at night on rear of tank when detached from train within yard limits.

The schedule time of eastward trains at Midland City applies at the east switch of passing track east of station.

Trains 29 and 30 do not carry passengers.

*Time of trains at Parkersburg, and Cincinnati shown in Italics is for information only.*

#### EXPLANATION OF LETTERS.

D	Day train order station.
N	Night train order station.
DN	Day and night train order station.
DPN	Day and part night train order station.
H	3 will stop at Hamden and Greenfield to let off from Parkersburg and east and pick up for Cincinnati and west.
K	11 will stop at Blanchester on Monday and on other days when 29 is not operated to receive and discharge mail.
M	12 will stop at Madeira daily except Sunday.
P	33 will stop at Pleasant Plain and Cozaddale on Monday to receive and discharge mail.
T	35 will stop at Blanchester on Mondays, Wednesdays and Fridays to receive and discharge mail.
Z	29 will stop at Hamden, Blanchester, Pleasant Plain and Cozaddale daily except Sunday to receive & discharge mail.

#### ADDITIONAL REGULAR AND FLAG STOPS.

43 and 44 will stop at Beebe and Petrea on signal. 105 and 106 will carry passengers.

# WESTWARD.

Distance from Parkersburg	Train Order Stations	PARKERSBURG SUB-DIVISION  TIME TABLE No. 34  April 24, 1938.	Passing Sidings Capacity In Cars	FIRST CLASS						THIRD CLASS			
				1	3	43	29	Newk. Div. 55	11			Newk. Div. 75	83
				DAILY	DAILY	DAILY Ex. Sunday	DAILY Ex. Monday	DAILY Ex. Sunday	DAILY			DAILY Ex. Sunday	DAILY Ex. Sunday
				A.M.	A.M.	P.M.	P.M.	P.M.	P.M.			A.M.	A.M.
	DN	PARKERSBURG 1.3		3.03	5.33	2.20	3.33	5.30	7.15 <sub>94</sub>			4.30	5.50
1.3	DN	BELPRE 1.5	87	3.07	5.36	2.25	3.37	5.35	7.19			4.40	6.00
2.8		ROCKLAND 2.9			F 2.28								
5.7		PORTERFIELD 2.7			S 2.34								
8.4		LITTLE HOOKING 3.4	75	3.14	5.44	2.39	3.45		7.26				6.14
11.8	DPN	TORCH HILL 2.1	74	3.18	5.48	2.46	3.49		7.30				6.22
13.9		COOLVILLE 4.1			F 2.50								6.29
18.0		FROSTS 5.5	88	3.25	5.55	2.58	3.56		7.37				6.37
23.5	DN	STEWART 2.1	76	3.31	6.01	3.10	4.02		7.43				6.50
26.6		GUYSVILLE 4.2				S 3.15							6.55
29.8		CANAANVILLE 7.2	116	3.39	6.08	3.23	4.09		7.50				7.05
37.0		ATHENS 1.1	32	S 3.48	S 6.20	S 3.37	S 4.20		S 8.01				7.20
38.1		WEST ATHENS 0.3 NYC	109		6.22	3.39	4.22		8.03				7.28
38.4	DN	GROSVENOR 3.0	73	3.50	6.23	3.40	4.23		8.04				7.30
41.4		LUHRIG 2.6				F 3.47							7.40
44.0		NEW MARSHFIELD 2.8	78	3.56	6.31	3.57	4.31		8.12				7.53
46.8	D	MINERAL 2.2	87	3.59	6.34	4.02	4.34 <sub>94</sub>		8.15				7.56 <sub>96</sub> 8.30
49.0		INGHAMS 1.4				F 4.07							
50.4		MOONVILLE 1.7				F 4.10							
52.1		HOPE 3.6	54	4.05	6.40	F 4.13	4.40		8.21				8.45
56.7	DN	ZALESKI 3.5	54	4.09	6.44	4.20	4.44		8.25				8.4 <sub>84</sub> 9.10
59.8		RED DIAMOND 4.1	48	4.13	6.48	F 4.26	4.48		8.29				9.20
63.3	DN	DUNDAS 4.4 C & O	72	4.18	6.53	S 4.34	4.53		8.34				9.35
67.7	D	HAMDEN 3.0	82	4.23	H 6.59 <sub>96</sub>	S 4.49 <sub>29</sub>	Z 5.00 <sub>43</sub>		S 8.40				9.50 <sub>44</sub>
70.7		LES MIL 4.7	54	4.27	7.03		5.07		8.44				
75.4		Toledo Division BYERS JCT. End of 2.9 Dbl. Track		4.33	7.09 <sub>76</sub>		5.13		8.49 <sub>2</sub>				
78.3		RAY End of 4.7 Dbl. Track	65	4.36	7.12		5.16		8.52				
83.0	DN	WEST JCT. 2.5 Toledo Div.	89	4.41	7.17 <sub>76</sub>		5.21		8.58 <sub>2</sub>				
86.5		VIGO 4.5											
90.0		SCHOOLEYS 2.5	47	4.48	7.25		5.28		9.06				
93.6		GRAVEL PIT 4.9	61	4.51	7.28		5.31		9.09				
97.4	DN	CHILLICOTHE N & W		S 4.58	S 7.35		S 5.40		S 9.18				
				A.M.	A.M.	P.M.	P.M.	P.M.	P.M.			A.M.	A.M.
		Time over Sub-Division Average speed per hour		1.55 50.8	2.03 47.3	2.29 27.2	2.07 46.0	0.05 15.6	2.03 47.3			0.10 7.8	4.00 16.9

Passenger trains will not exceed a speed of 60 miles per hour.  
Speed as shown in Special Rule No. 5, and such other restrictions as may be in effect, will not be exceeded.

# EASTWARD.

Distance from Cincinnati	Train Order Stations	PARKERSBURG SUB-DIVISION	Passing Sidings Capacity in Cars	FIRST CLASS						SECOND CLASS			THIRD CLASS				
				4	30	44	12	Newk. Div. 56	2	96	94		76	Newk. Div. 74	84		
				DAILY	DAILY Ex. Mond'y	DAILY Ex. Sunday	DAILY	DAILY Ex. Sunday	DAILY	DAILY	DAILY		DAILY Ex. Sunday	DAILY Ex. Sunday	DAILY Ex. Sunday		
				A.M.	A.M.	A.M.	A.M.	P.M.	P.M.	A.M.	P.M.		A.M.	P.M.	A.M.		
97.9	DN	CHILlicothe 4.9 N&W		12.02	1.15	.....	11.20	.....	8.24	.....	6.05	3.10	.....	6.15	.....	.....	
108.8		GRAVEL PIT 2.5	61	12.08	1.21	.....	11.26	.....	8.31	.....	6.14	3.19	.....	6.30	.....	.....	
108.8		SCHOOLEYS 4.5	47	12.11	1.24	.....	11.29	.....	8.34	.....	6.18	3.24	.....	6.35	.....	.....	
100.8		VIGO 2.5		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	6.50	.....	.....	
118.8	DN	Toledo Division WEST JCT. End of 4.7 Dbl. Track	89	12.20	1.33	.....	11.38	.....	8.43 11	.....	6.31	3.36	.....	6.55 3	.....	.....	
117.0		RAY End of 2.9 Dbl. Track		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	7.05	.....	.....	
110.0		BYERS JCT. 4.7 Toledo Div		12.29	1.42	.....	11.47	.....	8.52 11	.....	6.41	3.47	.....	7.09 3	.....	.....	
184.0		LESMIL 3.0	54	12.34	1.48	.....	11.53	.....	8.58	.....	6.49	3.55	.....	7.19	.....	.....	
187.0	D	HAMDEN 4.4	107	\$12.39	\$1.55	.....	\$9.54 83	\$12.01	.....	9.03	.....	6.59 3	3.59	.....	A 7.30 84	.....	8.00 76
188.0	DN	DUNDAS 4.1 C&O	72	12.44	2.01	\$10.02	\$12.07	.....	9.08	.....	7.15	4.07	.....	.....	.....	.....	8.15
186.1		RED DIAMOND 3.5	48	12.49	2.07	\$10.08	12.12	.....	9.13	.....	7.21	4.12	.....	.....	.....	.....	8.25
189.6	DN	ZALESKI 3.6	51	12.53	2.11	\$10.14	12.16	.....	9.17	.....	7.29	4.20	.....	.....	.....	.....	8.35
148.2		HOPE 1.7	54	12.57	2.15	\$10.22	12.20	.....	9.21	.....	7.35	4.26	.....	.....	.....	.....	8.45 83
144.9		MOONVILLE 1.4		.....	.....	\$10.26	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
146.9		INGHAMS 2.2		.....	.....	\$10.29	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
148.6	D	MINERAL 2.8	72	1.04	2.22	\$10.35	12.27	.....	9.27	.....	7.45	4.34	.....	.....	.....	.....	9.10
161.3		NEW MARSHFIELD 2.6	104	1.08	2.25	\$10.42	12.32	.....	9.31	.....	7.53 83	4.46	.....	.....	.....	.....	9.20
158.9		LUHRIG 3.0		.....	.....	\$10.47	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
160.9	DN	GROSVENOR 0.3 NYC	73	1.15	2.33	\$10.53	12.40	.....	9.38	.....	8.03	4.56	.....	.....	.....	.....	9.30
187.8		WEST ATHENS 1.1	109	1.16	2.34	10.54	12.41	.....	9.39	.....	8.04	4.57	.....	.....	.....	.....	9.32
168.8		ATHENS 7.2	82	\$1.23	\$2.45	\$11.00	\$12.49	.....	\$9.46	.....	8.20	5.05	.....	.....	.....	.....	10.25
166.6		CANAANVILLE 4.2	78	1.32	2.54	\$11.15	12.58	.....	9.56	.....	8.35	5.17	.....	.....	.....	.....	10.45
169.7		GUYSVILLE 2.1		.....	.....	\$11.23	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	10.55
171.6	DN	STEWART 5.5	76	1.39	3.02	\$11.28	1.06	.....	10.03	.....	8.45	5.27	.....	.....	.....	.....	11.05
177.8		FROSTS 4.1	88	1.45	3.25	\$11.38	1.12	.....	10.09	.....	8.57	5.37	.....	.....	.....	.....	11.15
181.4		COOLVILLE 2.1		.....	.....	\$11.47	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	11.25
185.6	DPN	TORCH HILL 3.4	74	1.54	3.35	\$11.53	1.21	.....	10.17	.....	9.10	5.48	.....	.....	.....	.....	11.35
186.0		LITTLE HOOKING 2.7	75	1.58	3.39	\$12.01	1.25	.....	10.22	.....	9.17	5.54	.....	.....	.....	.....	11.45
189.0		PORTERFIELD 2.9		.....	.....	\$12.07	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	11.50
198.6		ROCKLAND 1.5		.....	.....	\$12.14	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
194.0	DN	BELPRE 1.3	87	2.10	3.50	\$12.35	1.35	2.25 43	10.32	.....	9.40	6.15	.....	.....	.....	.....	12.05
195.3	DN	PARKERSBURG		A 2.14	A 3.55	A 12.45	A 1.40	A 2.30	A 10.36	.....	A 9.50	A 6.25 11	.....	.....	.....	.....	1.00 A 12.15
				A.M.	A.M.	P.M.	P.M.	P.M.	P.M.		A.M.	P.M.		A.M.	P.M.	P.M.	
		Time over Sub-Division		2.12	2.40	2.51	2.20	0.05	2.12		3.45	3.15		1.15	0.10	4.15	
		Average speed per hour		44.5	36.5	23.8	41.7	15.6	44.3		26.0	30.0		17.6	7.8	16.0	

**Passenger trains will not exceed a speed of 60 miles per hour.**  
**Speed as shown in Special Rule No. 5, and such other restrictions as may be in effect, will not be exceeded.**

# WESTWARD.

Distance from Chillicothe	Train Order Sixtions	CHILICOTHE SUB-DIVISION	Passing Sidings Capacity in Cars	FIRST CLASS							THIRD CLASS				
				35	1	3	33	29	11				85		
				DAILY	DAILY	DAILY	DAILY	DAILY Ex. Mond'y	DAILY				DAILY Ex. Sunday		
				A.M.	A.M.	A.M.	P.M.	P.M.	P.M.				A.M.		
0.1	DN	CHILICOTHE 0.1 N&W SHERMAN TRACK 6.6	113	.....	5.03 96	7.40	.....	5.48	9.23	.....	.....	.....	6.15	.....	
6.7		ANDERSON 1.6 ToledoDiv.		.....			.....			.....	.....	.....	6.30	.....	
8.3		E. K. JUNCTION Double Track		.....	5.14	7.52	.....	6.00	9.35	.....	.....	.....	6.35	.....	
10.8	DN	MUSSELMAN 2.7 ToledoDiv.		.....	5.16	7.54	.....	6.02	9.37	.....	.....	.....	6.40	.....	
12.0		ROXABELL 4.4		.....			.....			.....	.....	.....	6.50	.....	
17.3		HARPERS 2.9	78	.....	5.24	8.02	.....	6.11	9.46	.....	.....	.....	7.05	.....	
20.2	D	LYNDON 3.2	64	.....	5.27	8.05	.....	6.14	9.49	.....	.....	.....	7.15	.....	
23.4		TRIFTON 0.5 DT&I		.....			.....			.....	.....	.....		.....	
23.9	DN	GREENFIELD 6.6	126	.....	5.31	8.11	.....	6.26	9.57	.....	.....	.....	7.50	.....	
30.5		EAST MONROE 3.2	94	.....	5.38	8.20 85	.....	6.34	10.05	.....	.....	.....	8.20 3	.....	
33.7	DPN	LEESBURG 2.2	59	.....	5.42	8.24	.....	6.38	10.09	.....	.....	.....	8.50	.....	
35.9		HIGHLAND 5.5	149	.....	5.45	8.27	.....	6.41	10.12	.....	.....	.....	8.55	.....	
41.4	D	NEW VIENNA 3.7	47	.....	5.51	8.33	.....	6.48	10.19	.....	.....	.....	9.10	.....	
45.1		FARMERS 2.8	52	.....	5.55	8.37	.....	6.52	10.23	.....	.....	.....	9.20	.....	
47.9	D	MARTINSVILLE 5.3	58	.....	5.58	8.40	.....	6.55	10.26	.....	.....	.....	9.30	.....	
53.2	DN	MIDLAND CITY End of 4.3 Dbl. track	78	\$ 5.33	6.04	8.46 86	\$ 4.03	7.02 2	10.33 4-104	.....	.....	.....	9.45 12-86	.....	
57.5		BLANCHESTER 3.2		F 5.40	6.09	8.52	\$ 4.11	Z 7.10	K 10.39	.....	.....	.....	10.10	.....	
60.7		WINDSOR 3.4		.....	5.44		.....	4.16	7.14	.....	.....	.....	10.20	.....	
64.1		PLEASANT PLAIN 2.7		.....	5.48	8.59	P 4.20	Z 7.19	10.46	.....	.....	.....	10.27	.....	
66.3		COZADDALE 1.8		.....	5.51		P 4.23	Z 7.22	10.49	.....	.....	.....	10.33	.....	
68.5		HILLS 3.0		.....			.....			.....	.....	.....	10.38	.....	
72.5		O'BANNON 0.6	76	.....	5.59	8.27	9.09	4.30	7.29	10.57	.....	.....	10.45	.....	
73.1		LOVELAND 0.1		.....	6.00	8.28	9.10	\$ 4.31	7.30	10.58	.....	.....	10.55	.....	
73.2	DN	U TOWER 1.6 Penna		.....			.....			.....	.....	.....		.....	
74.8		TWIGHTWEE 0.9		.....			.....			.....	.....	.....		.....	
75.7		SYMMES 1.2		.....			.....			.....	.....	.....		.....	
76.0		MIAMI GROVE 1.0		.....			.....			.....	.....	.....		.....	
77.9		REMINGTON 2.3		.....	6.07	8.33	9.16	4.37	7.37	11.05	.....	.....	11.10	.....	
80.2		ALLANDALE 1.2		.....			.....			.....	.....	.....		.....	
81.4	D	MADEIRA 2.5	49	.....	6.11	8.38	9.21	4.43	7.43	11.10	.....	.....	11.20	.....	
83.9		E. MADISONVILLE 0.6		.....			.....			.....	.....	.....		.....	
84.5		MADISONVILLE (Cln'tt Term. 1.6 Sub-Div.)		.....	6.16	8.42	.....	4.47	7.49	11.14	.....	.....	11.30	.....	
86.1		OAKLEY 11.8		\$ 6.19	\$ 6.46	\$ 9.29	\$ 4.50	8.05	\$ 11.18	.....	.....	.....	11.40	.....	
97.9	DN	CINCINNATI		A 6.40	A 7.10	A 9.50	A 5.10	A 8.50	A 11.40	.....	.....	.....		.....	
				A.M.	A.M.	A.M.	P.M.	P.M.	P.M.				A.M.		
		Time over Sub-Division		1.07	2.07	2.10	1.07	2.42	2.17				5.25		
		Average speed per hour		40.0	46.2	45.2	40.0	36.2	42.9				18.0		

Passenger trains will not exceed a speed of 60 miles per hour.  
Speed as shown in Special Rule No. 5, and such other restrictions as may be in effect, will not be exceeded.

# EASTWARD.

Distance from Cincinnati	Train Order Stations	CHILLICOTHE SUB-DIVISION	Passing Sidings Capacity in Cars	FIRST CLASS						SECOND CLASS				THIRD CLASS											
				12		38		2		4		30		36		96		102		94		104		86	
				DAILY		DAILY		DAILY		DAILY		DAILY Ex. Sunday		DAILY		DAILY		DAILY		DAILY		DAILY		DAILY Ex. Sunday	
				A.M.		P.M.		P.M.		P.M.		P.M.		P.M.		A.M.		A.M.		A.M.		P.M.		A.M.	
	DN	<b>CINCINNATI</b> 11.8		8.46	2.35	6.05	9.45	10.40	10.55																
11.8		OAKLEY (Cin'd Term 1.6 Sub-Div.)	57	\$ 9.06	\$ 2.56	\$ 6.25	\$10.06	10.59	\$11.16			2.00	9.50	11.50	9.20							6.30			
13.4		MADISONVILLE 0.6		9.10	2.58	6.28	10.09	11.01	11.18			2.05	9.55	11.53	9.23							6.40			
14.0		E. MADISONVILLE 2.5																							
16.5	D	MADEIRA 1.2	67	M 9.15	3.03	6.33	10.14	11.06	11.23			2.15	10.05	12.01	9.33							6.50			
17.7		ALLANDALE 2.3																							
20.0		REMINGTON 1.0		9.19	3.07	6.38	10.19	11.10	11.27			2.22	10.12	12.06	9.39							7.00			
21.0		MIAMI GROVE 1.2																							
22.2		SYMME 0.9																							
23.1		TWIGHTWEE 1.6																							
24.7	DN	U TOWER 0.1 Penna																							
24.8		LOVELAND 0.6		\$ 9.25	\$ 3.14	6.44	10.25	11.16	11.34			2.32	10.22	12.13	9.50							7.15			
25.4		O'BANNON 3.9	76	9.26	3.15	6.45	10.26	11.17	11.35			2.33	10.23	12.14	9.51										
29.3		HILLS 1.8																				7.25			
31.1		COZADDALE 2.7		9.35	3.24	6.54	10.35	11.26	11.44			2.43	10.33	12.25	10.01							7.32			
33.8		PLEASANT PLAIN 3.4	40	9.38	3.27	6.57	10.38	11.29	11.47			2.50	10.40	12.33	10.06							7.45			
37.2		WINDSOR 3.2	164	9.42	3.31	7.01	10.42	11.33	11.51			2.56	10.46	12.38	10.12							7.55			
40.4		BLANCHESTER End of 4.3 Dbl. Track		\$ 9.48	\$ 3.35	7.06	10.46	\$11.38	\$11.55			3.02	10.52	12.44	10.18							8.05			
44.7	DN	MIDLAND CITY 5.3	158	\$ 9.57 85-86	\$ 3.42	7.13 29	10.53 11	\$11.47	\$12.03			3.15	11.00	12.59	10.30 11							8.30 10.00 3-12-35			
50.0	D	MARTINSVILLE 2.8	58	10.04		7.21	10.59	11.55				3.24		1.08								10.15			
52.8		FARMERS 3.7	56	10.07		7.24	11.02	11.59				3.29		1.12								10.20			
56.5	D	NEW VIENNA 5.5	47	\$10.14		7.28	11.06	12.04				3.40		1.19								10.30			
62.0		HIGHLAND 2.2	149	10.23		7.34	11.12	12.10				3.50		1.26								10.43			
64.2	DPN	LEESBURG 3.2	59	\$10.28		7.37	11.15	12.13				3.54		1.30								11.00			
67.4		EAST MONROE 6.6	94	10.33		7.41	11.19	12.17				4.00		1.35								11.10			
74.0	DN	GREENFIELD 0.5 DT&I	125	\$10.43		7.48	\$11.28	\$12.27				4.10		1.44								12.10			
74.5		THRIFTON 3.2																							
77.7	D	LYNDON 2.9	64	10.49		7.53	11.33	12.32				4.17		1.51								12.20			
80.6		HARPER 4.4	78	10.53		7.56	11.36	12.36				4.22		1.55								12.30			
85.0		ROXBELL 2.7 Toledo Div.																				12.45			
87.7	DN	MUSSELMAN Double 1.9 Track		11.01		8.04	11.44	12.44				4.34		2.05								1.00			
89.6		R. K. JUNCTION 1.6 Toledo Div.		11.03		8.06	11.46	12.46				4.37		2.08								1.10			
91.2		ANDERSON 6.6																							
97.8		SHERMAN TRACK 0.1 N&W	47	11.12		8.14	11.54	12.55				4.49		2.20								1.25			
97.9	DN	CHILLICOTHE		\$11.15		\$ 8.17	\$11.57	\$ 1.00				4.55 1		2.25								A 1.30			
				A.M.	P.M.	P.M.	P.M.	A.M.	A.M.			A.M.	A.M.	P.M.	P.M.							P.M.			
		Time over Sub-Division Average speed per hour		2.30 39.2	1.07 40.0	2.12 44.5	2.12 44.5	2.20 42.0	1.08 39.5			2.55 29.5	1.10 28.2	2.35 33.3	1.10 28.2								7.00 12.3		

**Passenger trains will not exceed a speed of 60 miles per hour.  
Speed as shown in Special Rule No. 5, and such other restrictions as may be in effect, will not be exceeded.**

# WESTWARD.

Distance from Hamden	Train Order Stations	PORTSMOUTH SUB-DIVISION	Passing Sidings Capacity in Cars	FIRST CLASS						THIRD CLASS			
				43						59		DT&I 101	
				DAILY Ex. Sunday						DAILY Ex. Sunday		DAILY Ex. Sunday	
				P.M.						A.M.		A.M.	
	D	<b>HAMDEN</b> 0.5		5.15									
0.6		WEST WYE SWITCH 2.6											
3.1	D	WELLSTON 0.8		S 5.20									
3.9		GRAND CROSSING 1.3		5.21									
5.2	N	MEADOW RUN WYE 1.3		5.24				8.35					
6.5		ROADS 5.7		F 5.27				8.40					
12.2		D. T. & I. JCT. 0.2		5.38				9.00	10.40				
12.4	D	JACKSON 4.7	47	S 5.46				9.13	10.41				
17.1		KEYSTONE 1.5	21	F 5.55				9.27	10.53				
18.6		CAMBA 0.7		F 5.58				9.30	10.58				
19.3		ABMAC 1.2	62	6.00				9.32	11.00				
20.5		BANNER 1.7		F 6.02				9.35					
22.2		CLAY 3.1	18	F 6.05				9.39	11.06				
25.3	D	OAK HILL 3.1	42	S 6.13				9.50	11.13				
28.4	D	BLACKFORK JCT. 1.5	12	S 6.19				10.00	11.20				
29.9		ROMAN 2.0	24	F 6.22				10.05	11.24				
31.9	D	FIRE BRICK 0.6		S 6.26				10.10	11.28				
32.5		EIFORT 2.0	19	F 6.27				10.13	11.30				
34.5		HALES CREEK 1.1	8	F 6.31				10.23	11.35				
35.6		BLOOM JUNCTION 0.4	38	F 6.34				10.30	11.40				
36.0		BLOOM 1.8		F 6.35				10.32					
37.8		SOUTH WEBSTER 2.1	19	S 6.40				10.40					
39.9		EDMUNDS 0.7											
40.6	D	SCIOTO FURNACE 2.1	6	S 6.49				10.55					
42.7		GEPHARTS 4.2	8	F 6.55				11.00					
46.9		SLOCUMS 0.5		F 7.04				11.12					
47.4		DILLARD 1.3	29	7.05				11.14					
48.7		MUD-PIT 1.1	16										
49.8		SCIOTOVILLE 2.9	10	F 7.10				11.23					
52.7		NEW BOSTON 2.7		F 7.18				11.29					
55.4		WALLER STREET 0.9		F 7.30				11.40					
56.3	N	PORTSMOUTH		A 7.35				A 11.50					
				P.M.				A.M.	A.M.				
		Time over Sub-Division		2.20				3.15	1.00				
		Average speed per hour		24.1				15.7	23.4				

**Passenger trains will not exceed a speed of 35 miles per hour.**  
**Speed as shown in Special Rule No. 5, and such other restrictions as may be in effect, will not be exceeded.**

# EASTWARD.

Distance from Portsmouth	Train Order Stations	PORTSMOUTH SUB-DIVISION	Passing Sidings Capacity in Cars	FIRST CLASS						THIRD CLASS			
				44						DT&I 108		56	
				DAILY Ex. Sunday						DAILY Ex. Sunday		DAILY Ex. Sunday	
				A.M.						P.M.		P.M.	
	N	<b>PORTSMOUTH</b> 0.9 <b>WALLER STREET</b>		7.30						10.00			
0.0				F 7.35									
		2.7 NEW BOSTON 2.9 SCIOTOVILLE	10	F 7.42						10.20			
3.0				F 7.49						10.30			
0.5		1.1 MUD-PIT	16										
7.0		1.3 DILLARD	29	7.54						10.35			
8.0		0.5 SLOCUMS		F 7.55						10.37			
9.4		4.2											
		2.1 GEPHARTS	8	F 8.03						10.47			
13.0		0.7 SCIOTO FURNACE	6	S 8.08						10.55			
18.7		0.7 EDMUNDS											
10.4		2.1 SOUTH WEBSTER	19	S 8.16						11.10			
18.5		1.8 BLOOM		F 8.19						11.15			
20.3		0.4 DT&I											
		1.1 BLOOM JUNCTION	38	F 8.21					8.15	11.20			
20.7		2.0 HALES CREEK	8	F 8.24					8.43	11.25			
21.8		0.6 EIFORT	19	F 8.28					8.25	11.45			
22.8		2.0 FIRE BRICK		S 8.30					8.27	11.50			
24.4	D	1.5 ROMAN	24	F 8.34					8.31	11.55			
26.4		3.1 BLACKFORK JCT.	12	S 8.37					8.35	12.00			
27.9													
		3.1 OAK HILL	42	S 8.44					8.42	12.10			
31.0	D	1.7 CLAY	18	F 8.50					8.49	12.20			
34.1		1.2 BANNER		F 8.53									
35.8		0.7 ABMAC	62	8.56					8.55	12.25			
37.0		1.5 CAMBA		F 8.58					8.57	12.27			
37.7		4.7 KEYSTONE	21	F 9.01					9.02	12.32			
39.9													
		0.2 JACKSON	47	S 9.13					9.14	12.50			
43.9	D	5.7 D. T. & I. JCT.		9.14					9.15	12.51			
44.1		1.3 ROADS		F 9.27									
49.8		1.3 MEADOW RUN WYE		9.31						A 1.10			
51.1	N	0.8 GRAND CROSSING		9.35									
52.4		2.6 WELSTON		S 9.40									
53.2	D	0.5 WEST WYE SWITCH											
55.8													
		S 9.50											
56.3	D	HAMDEN											
				A.M.					P.M.	A.M.			
		Time over Sub-Division		2.20					1.00	3.10			
		Average speed per hour		24.1					23.4	16.1			

Passenger trains will not exceed a speed of 35 miles per hour.  
Speed as shown in Special Rule No. 5, and such other restrictions as may be in effect, will not be exceeded.

# EASTWARD.

# WESTWARD.

Distance from Blanchester	Train Order Stations	HILLSBORO SUB-DIVISION		FIRST CLASS	THIRD CLASS	Distance from Hillsboro	Train Order Stations	HILLSBORO SUB-DIVISION		FIRST CLASS	THIRD CLASS
		TIME TABLE No. 34	Passing Sidings Capacity in Cars					TIME TABLE No. 34	Passing Sidings Capacity in Cars		
		April 24, 1938			<b>106</b>			April 24, 1938			<b>105</b>
					DAILY Ex Sunday						DAILY Ex Sunday
					P.M.						P.M.
	<b>D</b>	<b>BLANCHESTER</b> 4.3		.....	2.00	.....	<b>D</b>	<b>HILLSBORO</b> 6.5		.....	5.00
4.5		WESTBORO 6.9	11	.....	2.10	6.5		RUSSELL <sup>N&amp;W</sup> 3.8	9	.....	5.19
11.5	<b>D</b>	LYNOCHBURG 3.8	13	.....	2.35	10.3	<b>D</b>	LYNOCHBURG 6.9	13	.....	5.30
16.0		RUSSELL 6.5	9	.....	2.50	17.2		WESTBORO 4.3	11	.....	5.51
		N&W									
11.5	<b>D</b>	<b>HILLSBORO</b>		.....	3.10	11.5	<b>D</b>	<b>BLANCHESTER</b>		.....	6.05
					P.M.						P.M.
		Time over Sub-Division			1.10			Time over Sub-Division			1.05
		Average speed per hour			18.4			Average speed per hour			20.0

Passenger trains will not exceed a speed of 40 miles per hour.  
Speed as shown in Special Rule No. 5, and such other restrictions as may be in effect, will not be exceeded.

# EASTWARD.

# WESTWARD.

Distance from Mineral	Train Order Stations	CARBONDALE SUB-DIVISION		FIRST CLASS	THIRD CLASS	Distance from Mine No. 3	Train Order Stations	CARBONDALE SUB-DIVISION		FIRST CLASS	THIRD CLASS
		TIME TABLE No. 34	Passing Sidings Capacity in Cars					TIME TABLE No. 34	Passing Sidings Capacity in Cars		
		April 24, 1938						April 24, 1938			
	<b>D</b>	<b>MINERAL</b> 2.2		.....			<b>D</b>	<b>MINE NO. 3</b> 0.3		.....	
2.2		HEWITT 1.6		.....		0.3		MINE NO. 2 0.7		.....	
3.8		HOCKING MINE 0.8		.....		1.0		CARBONDALE 0.8		.....	
4.6		CARBONDALE 0.7		.....		1.8		HOCKING MINE 1.6		.....	
5.3		MINE NO. 2 0.3		.....		3.4		HEWITT 2.2		.....	
5.6		<b>MINE NO. 3</b>		.....		5.6	<b>D</b>	<b>MINERAL</b>		.....	
		Time over Sub-Division						Time over Sub-Division			
		Average speed per hour						Average speed per hour			

Passenger trains will not exceed a speed of 10 miles per hour.  
Speed as shown in Special Rule No. 5, and such other restrictions as may be in effect, will not be exceeded.



## DIVISIONAL STAFF

SUPERINTENDENT  
T. C. SMITH

TRAIN MASTER  
F. J. KAHLE

C. D. PAIRAN

CHIEF DISPATCHERS

J. W. ODUM

A. C. ATHEY  
W. E. STANTON  
T. L. MALONEY

J. E. GIBSON  
W. J. HARRIS  
F. F. MALONEY

A. L. JOHNSON  
G. E. DAVIS  
J. A. AUSTIN

R. R. SCHWARZELL  
J. R. NEFF  
J. M. IULER

DISPATCHERS

ROAD FOREMAN OF ENGINES  
W. GRAF

MASTER MECHANIC  
H. J. BURKLEY

DIVISION ENGINEER  
R. S. WELCH

ASSISTANT DIVISION ENGINEER  
R. W. GILMORE

GEO. F. OBERLANDER  
CINCINNATI, O.

CLAIM AGENTS

L. H. SIMONDS  
CHILlicothe, O.

DON'T  
GET  
HURT

