

THE SCIOTO VALLEY TRACTION CO.



CHILlicothe AND LANCASTER DIVISIONS

TIME **14** TABLE

For the Government of EMPLOYEES ONLY.

This Company Reserves the right to vary therefrom at its pleasure

Read carefully the Special Rules on back of this Time Table.

IN EFFECT 4:00 A. M. - - TUESDAY, DECEMBER 15th, 1914.

FRANK A. DAVIS,
PRESIDENT and GENERAL MANAGER.

C. SKINNER,
SUPERINTENDENT.

COLUMBUS, OHIO

TRAINS SOUTH

CHILLICO

90	86	84	82	80	78	76	74	72	70	68	66	64	62	60	58	56	54	52	50	Distance from Chillicothe	TIME TABLE IN EFFECT 4 DEC. 15, 1911	
Daily Ex. Sun.	Daily	Daily Ex. Sun.	Daily	Daily Ex. Sun.	Daily	Daily Ex. Sun.	Daily	Daily Ex. Sun.	Daily	Daily Ex. Sun.	Daily	Daily Ex. Sun.	Daily	Daily Ex. Sun.	Daily	Daily Ex. Sun.	Daily	Daily Ex. Sun.	Daily	Chillicothe	STATION	
Dep. P. M.	Dep. P. M.	Dep. P. M.	Dep. P. M.	Dep. P. M.	Dep. P. M.	Dep. P. M.	Dep. P. M.	Dep. P. M.	Dep. P. M.	Dep. P. M.	Dep. P. M.	Dep. P. M.	Dep. P. M.	Dep. P. M.	Dep. P. M.	Dep. P. M.	Dep. P. M.	Dep. P. M.	Dep. P. M.	Chillicothe		
11 10	10 40	9 20	8 30	7 30	6 30	5 30	4 30	3 30	2 30	1 30	12 30	11 30	10 30	9 30	8 30	7 30	6 30	4 35		47.00	COLUMBIA	
11.28	11.00	9.40	8.50	7.50	6.50	5.50	4.50	3.50	2.50	1.50	12.50	11.50	10.50	9.50	8.50	7.50	6.50	4.53		49.51	So. PARSONS	
11.33	11 07	9 47	8 57	7 57	6 57	5 57	4 57	3 57	2 57	1 57	12 57	11 57	10 57	9 57	8 57	7 57	6 57	5 00		40.01	OBEIZ J	
11.35	11.09	P. M. Arr.	8.59	7.59	6.59	5.59	4.59	3.59	2.59	1.59	12.59	11.59	10.59	9.59	8.59	7.59	6.59	5.04	5 09	38.86	1.14 REES	
11.38	11.11		9.02	8.02	7.02	6.02	5.02	4.02	3.02	2.02	1.02	12.02	11.02	10.02	9.02	8.02	7.02	5.07	5.12	37.19	1.67 MINEY	
11 45	11.14		9.06	8.06	7.06	6.06	5.06	4.06	3.06	2.06	1.06	12.06	11.06	10.06	9.06	8.06	7.06	5.11	5.16	31.33	1.86 LOCKBOU	
11.49	11.18		9.12	8.12	7.12	6.12	5.12	4.12	3.12	2.12	1.12	12.12	11.12	10.12	9.12	8.12	7.12	5.15	5.20	32.36	2.97 DUVAL	
11.52	11.21		9.16	8.16	7.16	6.16	5.16	4.16	3.16	2.16	1.16	12.16	11.16	10.16	9.16	8.16	7.16	5.17	5.22	30.70	1.63 GRAY	
11.55	11.25		9.20	8.20	7.20	6.20	5.20	4.20	3.20	2.20	1.20	12.20	11.20	10.20	9.20	8.20	7.20	5.20	5.25	25.24	2.49 ANHVL	
11.58	11 30	9 25	8 25	7 25	6 25	5 25	4 25	3 25	2 25	1 25	12 25	11 25	10 25	9 25	8 25	7 25	5.23		A. M. Arr.	26.01	2.23 RHOAJ	
12.01	11.33		9.28	8.28	7.28	6.28	5.28	4.28	3.28	2.28	1.28	12.28	11.28	10.28	9.28	8.28	7.28	5.26		28.90	2.11 BELLA	
12.03	11.36		9.31	8.31	7.31	6.31	5.31	4.31	3.31	2.31	1.31	12.31	11.31	10.31	9.31	8.31	7.31	5.29		21.02	2.27 SHELD	
12.10	11.44		9.38	8.38	7.38	6.38	5.38	4.38	3.38	2.38	1.38	12.38	11.38	10.38	9.38	8.38	7.38	5.36		20.30	1.33 CIRCLEVI	
12.13	11.47		9.42	8.42	7.42	6.42	5.42	4.42	3.42	2.42	1.42	12.42	11.42	10.42	9.42	8.42	7.42	5.39		19.90	0.40 MILL E	
12.16	11.50		9.45	8.45	7.45	6.45	5.45	4.45	3.45	2.45	1.45	12.45	11.45	10.45	9.45	8.45	7.45	5.41		19.06	0.85 CAMER	
A. M. Arr.	11.52		9.47	8.47	7.47	6.47	5.47	4.47	3.47	2.47	1.47	12.47	11.47	10.47	9.47	8.47	7.47	5.43		17.45	1.80 MILLE	
	11.55	9 51	8.50	7.50	6.50	5.50	4.50	3.50	2.50	1.50	12.50	11.50	10.50	9.50	8.50	7.50	5.47			15.41	2.04 HAYESVI	
	11.56		9.53	8.52	7.52	6.52	5.52	4.52	3.52	2.52	1.52	12.52	11.52	10.52	9.52	8.52	7.52	5.49		14.38	1.08 HOOVE	
	11.58		9.55	8 55	7 55	6 55	5 55	4 55	3 55	2 55	1 55	12 55	11 55	10 55	9 55	8 55	7 55	5.51		12.76	1.57 ELMWO	
	12.01		9.59	8.59	7.59	6.59	5.59	4.59	3.59	2.59	1.59	12.59	11.59	10.59	9.59	8.59	7.59	5.54		10.53	2.24 KINGST	
	12.02		10.00	9.00	8.00	7.00	6.00	5.00	4.00	3.00	2.00	1.00	12.00	11.00	10.00	9.00	8.00	5.57		10.35	0.18 JONE	
	12.04		10.04	9.04	8.04	7.04	6.04	5.04	4.04	3.04	2.04	1.04	12.04	11.04	10.04	9.04	8.04	6.00		8.53	1.89 COURTRI	
	12.06		10.08	9.08	8.08	7.08	6.08	5.08	4.08	3.08	2.08	1.08	12.08	11.08	10.08	9.08	8.08	6.02		7.25	1.30 GRAVEL	
	12.07		10.07	9.07	8.07	7.07	6.07	5.07	4.07	3.07	2.07	1.07	12.07	11.07	10.07	9.07	8.07	6.03		6.09	0.56 K. K.	
	12.09		10.09	9.09	8.09	7.09	6.09	5.09	4.09	3.09	2.09	1.09	12.09	11.09	10.09	9.09	8.09	6.05		5.22	1.47 DELAN	
	12.12		10.12	9.12	8.12	7.12	6.12	5.12	4.12	3.12	2.12	1.12	12.12	11.12	10.12	9.12	8.12	6.08		3.35	1.87 HOPETO	
	12.16		10.16	9.16	8.16	7.16	6.16	5.16	4.16	3.16	2.16	1.16	12.16	11.16	10.16	9.16	8.16	6.13		1.26	2.09 MANCOI	
	12.20		10 20	9 20	8 20	7 20	6 20	5 20	4 20	3 20	2 20	1 20	12 20	11 20	10 20	9 20	8 20	6 17				1.26 CHILLIC
	A. M. Arr.		P. M. Arr.	P. M. Arr.	P. M. Arr.	P. M. Arr.	P. M. Arr.	P. M. Arr.	P. M. Arr.	P. M. Arr.	P. M. Arr.	P. M. Arr.	P. M. Arr.	A. M. Arr.	A. M. Arr.	A. M. Arr.	A. M. Arr.	A. M. Arr.				

READ CAREFULLY THE SPECIAL

TRAINS SOUTH

LANCA

38	36	34	30	28	26	24	22	20	18	16	14	12	10	8	6	4	2	Distance from Lancaster	TIME TABLE IN EFFECT 4 DEC. 15, 1911		
Daily	Daily Ex. Sun.	Daily	Daily	Daily	Daily Ex. Sun.	Daily	Daily Ex. Sun.	Daily	Daily Ex. Sun.	Daily	Daily Ex. Sun.	Daily	Daily Ex. Sun.	Daily	Daily Ex. Sun.	Daily	Daily	Daily	Lancaster	STATION	
Dep. A. M.	Dep. P. M.	Dep. P. M.	Dep. P. M.	Dep. P. M.	Dep. P. M.	Dep. P. M.	Dep. P. M.	Dep. P. M.	Dep. P. M.	Dep. Noon	Dep. A. M.	Dep. A. M.	Dep. A. M.	Dep. A. M.	Dep. A. M.	Dep. A. M.	Dep. A. M.	Chillicothe			
12 20	11 15	10 00	8 00	6 00	5 00	4 00	3 00	2 00	1 00	12 00	11 00	10 00	9 00	8 00	7 00	6 00		30.85		COLUMBIA	
12.40	11.33	10.18	8.20	6.20	5.20	4.20	3.20	2.20	1.20	12.20	11.20	10.20	9.20	8.20	7.20	6.20		27.95		So. PARSONS	
12.45	11.38	10 23	8 27	6 27	5 27	4 27	3 27	2 27	1 27	12 27	11 27	10 27	9 27	8 27	7 27	6 27	5 03		23.65	3.51 OBEIZ J	
A. M. Arr.	11.42	10.27	8.31	6.31	5.31	4.31	3.31	2.31	1.31	12.31	11.31	10.31	9.31	8.31	7.31	6.31	5.07		21.77	2.08 BRIG	
	11 47	10.31	8.34	6.34	5.34	4.34	3.34	2.34	1.34	12.34	11.34	10.34	9.34	8.34	7.34	6.34	5.11		19.71	2.06 GROVEI	
	11.50	10.35	8.40	6.40	5.40	4.40	3.40	2.40	1.40	12.40	11.40	10.40	9.40	8.40	7.40	6.40	5.15		17.72	1.93 RAGI	
	11.53	10.40	8.45	6.45	5.45	4.45	3.45	2.45	1.45	12.45	11.45	10.45	9.45	8.45	7.45	6.45	5.20		15.35	2.43 WINCHE	
	11.56	10.44	8.50	6.50	5.50	4.50	3.50	2.50	1.50	12.50	11.50	10.50	9.50	8.50	7.50	6.50	5.25		12.08	3.27 JEFFEI	
	11.58	10.47	8.55	6 55	5 55	4 55	3 55	2 55	1 55	12 55	11 55	10 55	9 55	8 55	7 55	6.55	5 32		10.99	1.86 SPRIN	
	12.00	10.49	9.00	6.59	5.59	4.59	3.59	2.59	1.59	12.59	11.59	10.59	9.59	8.59	7.59	6.59	5.35		8.76	1.96 CARR	
	12.04	10.53	9.05	7.05	6.05	5.05	4.05	3.05	2.05	1.05	12.05	11.05	10.05	9.05	8.05	7.05	5.40		6.00	2.77 MAP	
	12.08	10.57	9.10	7.10	6.10	5.10	4.10	3.10	2.10	1.10	12.10	11.10	10.10	9.10	8.10	7.10	5.45		3.07	2.91 CAMP GR	
	12.13	11.03	9.15	7.15	6.15	5.15	4.15	3.15	2.15	1.15	12.15	11.15	10.15	9.15	8.15	7.15	5.48		0.97	2.20 FAIR	
	12.20	11 10	9 20	7 20	6 20	5 20	4 20	3 20	2 20	1 20	12 20	11 20	10 20	9 20	8 20	7 20	5 52				0.85 LANCA
	A. M. Arr.	P. M. Arr.	P. M. Arr.	P. M. Arr.	P. M. Arr.	P. M. Arr.	P. M. Arr.	P. M. Arr.	P. M. Arr.	P. M. Arr.	P. M. Arr.	P. M. Arr.	P. M. Arr.	A. M. Arr.	A. M. Arr.	A. M. Arr.	A. M. Arr.				

SPECIAL RULES

1. All train service men must have copies of time table in force, book of rules, and any written or printed instructions that may be issued to them, in their possession while on duty.

2. All trains, when approaching meeting points, will reduce speed to fifteen (15) miles per hour for fifteen hundred (1500) feet and will not exceed this speed until train has been met and passed.

3. During threshing season (June fifteenth to October first) all trains must approach private and public road crossings at a speed that will enable them to avoid striking any traction engine that may be on the crossing.

4. Chillicothe Division trains will reduce speed to twenty-five (25) miles per hour while passing over curve at Bells under crossing, and fifteen (15) miles per hour over first curve north of Lockbourne Station.

5. All trains will reduce speed as follows:

(a) Eight (8) miles per hour while passing school building on South Fourth Street, Columbus, at Southwood Avenue between the hours of 7:30 A. M. and 4:30 P. M. on days that the school is in session.

(b) Four (4) miles per hour over switches at Obetz Junction and when entering on any side track.

(c) During weather when the earth is thawing and during and following heavy rains when slides are likely to occur, trains will approach and pass through all cuts under control.

(d) Motormen must keep constant watch for slow signals placed at right side of track by trackmen and reduce speed immediately until passing the point where track is being repaired.

6. In Groveport, when target is set for Scioto Valley Traction trains, they may pass over the Hocking Valley freight spur at a speed of not more than eight (8) miles per hour, without stopping for the crossing.

Rule 115-E is to this extent modified.

7. While operating over city tracks, extreme care must be used to avoid splitting switches. Motormen must move car slowly, the Conductor being in position to give signal to stop at once if car takes the wrong track. All trains must run slowly over all switches and special work in city tracks.

8. Motorman must not move the controller above fifth point while operating on trolley or in yard limits.

9. Trains must not exceed the following speed in municipalities:

Columbus	12 miles per hour
Lancaster	12 miles per hour
Circleville	10 miles per hour
Chillicothe	10 miles per hour

10. All south-bound trains, regular, extra and special, will stop not less than two and not more than one hundred (100) feet from the north side of the streets south of the stations at Ashville and Canal Winchester, and all north-bound trains, regular, extra and special, will stop not less than ten and not more than one hundred feet from the south side of street north of Kingston station. All trains after so stopping will proceed across said streets under full control and at a speed not exceeding eight (8) miles per hour.

11. (a) All north-bound trains at Ashville and Canal Winchester will cross the street south of the station and all south-bound trains at Kingston will cross the street north of the station under full control and at a speed not exceeding eight (8) miles per hour.

(b) Trains will not exceed a speed of twelve (12) miles per hour over Madison Avenue in Ashville. Madison Avenue is the first crossing north of Ashville Station.

12. Full faced figures denote meeting points beyond which trains will not proceed until train to be met has arrived, except on orders from Superintendent.

13. Motorman of Time Table trains at meeting points and extra trains taking siding for approaching trains, in all cases where trains to be met are not in sight, will immediately call Dispatcher.

14. In changing from third rail to trolley, trains must not be permitted to coast, except that during daylight hours north-bound trains may coast in Groveport from the end of third rail to the north side of Front Street, and south-bound trains may coast from the end of third rail to station. Trainmen will not place trolley on wire at night until car has come to a full stop, and during the day until speed has been reduced to five miles per hour or less.

15. All north-bound trains will stop as soon as the leading third rail shoe has made contact with third rail at south end of bridge at Chillicothe, and must not proceed until trolley is pulled down and securely fastened.

On south-bound trains at this point, conductors will not release trolley pole from hook until train has left the bridge.

16. While running within the city limits of Columbus, Lancaster, Circleville and Chillicothe, third rail switch No. 2 must be kept cut out by trainmen.

17. Trains moving on trolley must be brought to a stop at once if trolley leaves the wire.

18. Train No. 50 will register at Rees and Ashville. No. 51 will register at Ashville. Leave register at Sub-station at Ashville.

No. 52 will register at Cameron each day except Sunday, leaving register slip at Cameron Sub-station.

All trains arriving or departing from Obetz Junction, Lancaster and Chillicothe, will register at these points.

19. When Time Table trains leaving registering station are unable to obtain clearance from Train Dispatcher, on account of telephone trouble, they will proceed on their Time Table rights.

20. Motormen and conductors each day will turn in all clearance cards and train orders received by them, to the Chief Dispatcher at Columbus.

21. Motorman must not permit front vestibule of trains to pass stop signs at the Obetz Junction switches, until clearance has been obtained and train is ready to proceed.

22. Time Table trains are first class.

23. Time Table trains lose right and class when two (2) hours late.

24. Columbus, Lancaster, Chillicothe and Shops at Rees, are bulletin stations.

25. The clock in Train Dispatcher's office is the standard time for train operation.

26. Obetz, Groveport, Winchester, Carroll, Lockbourne, Duvall, Ashville, Circleville and Kingston are regular station stops for all Time Table trains. All other stations are flag stops.

27. In the city of Lancaster car first out of switch has the right-of-way to the next switch. If city car is met between switches, and the motorman of city car refuses to back up, motorman, without argument or controversy, will run back into clear and report the occurrence on arriving at next terminal, to Train Dispatcher.

28. When trains become eight minutes late, motormen must notify dispatchers from first telephone station.

29. In Columbus, cars must not attempt to pass on any curve. North-bound trains have right over south-bound trains at curves.

30. Yard limits extend on Lancaster Division from Johnson Station to Norfolk & Western Railway under crossing; on Chillicothe Division from Johnson Station to Big Walnut bridge. Trains may move on verbal order from Train Dispatcher between Obetz Junction and Rees.

31. Train operating with two or more motor cars must not enter on No. 2 track at Columbus Station.

32. When using a switch, motorman must stop car while heading over it so that switch points may be seen by him from the vestibule, and before entering or passing over he must see that the point fits up properly. Conductors and flagmen when throwing switch must see that point fits up properly before giving signal to proceed.

33. All derailing switches must be set to derail immediately after being used and left locked in that position at all times when not in use.

34. Cars must not be backed by motorman until signal has been given by conductor to do so. If conductor is on car signal will be given by cab bell; if conductor is on ground visible signal will be given. Before giving signal, conductors will ascertain that way is clear. If conductor is not on rear platform when passenger car is to be backed, motorman will sound three taps on rear cab bell to warn passengers. In city streets or over highways, cars will not be backed until conductor is on rear platform and has given signal from that point.

35. Trainmen while on duty must devote their entire time and attention to the performance of their duties, and will not read newspapers or magazines or engage in any unnecessary conversation.

36. Train No. 37 will wait at Obetz for passengers from Train No. 87.

37. When operating a train of more than one car and employing more than one conductor, train orders will be written in duplicate and the motorman will retain one copy, giving the other to the conductor on the rear car.

Before proceeding from the point at which the order was received, the conductor on the first car will read motorman's copy and indicate the fact that he had read it by signing his name thereon.

38. Extra trains will be moved on double track between Obetz Junction and Columbus without written running orders, but permission must be received from dispatcher and proper signals displayed.

39. All employes will familiarize themselves with the instructions printed on the cases of fire extinguishers carried on cars; also the heating and ventilating instructions placed on the inside door of cabinet, No. 4 end of all passenger cars.

40. No train, regular or extra, will pass over track between Obetz and Rees without special verbal or written orders. They will flag through this block when telephone lines are down or for any reason dispatcher cannot be reached.

41. No. 52 has right over No. 53 Obetz Junction to Cameron.

42. No. 53 has right over No. 50 Ashville to Obetz Junction.

43. No. 52 has right over No. 51 Obetz Junction to Ashville.

44. No. 37 take siding at Groveport for No. 36.

P. F. THOMPSON,
Train Master.