

(20)

THE CHESAPEAKE AND OHIO RAILWAY COMPANY

WESTERN GENERAL DIVISION

HOCKING DIVISION

SUPPLEMENT "C" TO

TIME TABLE No.

130

To Take Effect 6:00 A. M. (Eastern Time)
Sunday, September 24, 1939.



Book of Rules, Dated October 18, 1931,
Governs the Rights of Trains

**DESTROY ALL TIME TABLES OF
PREVIOUS DATE**

Read the Instructions

For information of employes only—not intended
for the information of the public, and not an adver-
tisement of the time of trains. The right is reserved
to vary time of trains without notice.

Trains run on Eastern (75th Meridian) Standard Time

- A. T. LOWMASTER,
Vice-President and General Manager.
- O. H. CARPER,
Superintendent Freight Transportation.
- I. D. IRWIN,
Superintendent Passenger Transportation.
- E. L. BOCK,
General Superintendent.
- W. W. HOUSTON,
Superintendent.

HOCKING DIVISION

TOLEDO SUB-DIVISION

WESTWARD

Calls	Hours Open	Distance from Mosel	Supplement "C" to TIME TABLE No. 130. In Effect Sunday, Sept. 24, 1939. STATIONS.	FIRST CLASS.		SECOND CLASS.	
				47 Daily	35 Daily	37 Daily Ex. Sun.	
		.0		L 2 41	AM	L 7 34	PM
PA	Continuous	1.4	Wty MOSEL 1.4 Parsons			7 37	
		2.4	1.0 South Columbus			s 7 39	
		4.8	2.4 Mound Street			7 43	
		5.8	1.0 y H. V. Junction (WEDT)	2 54		7 45	
RN	Continuous	6.7	0.9 COLUMBUS	3 02		7 55	
		7.6	y H. V. Junction (EEDT)	3 15	3 15		
		11.8	4.2 Ackerman	3 18	3 18		
OD	Continuous	16.2	4.4 Linworth	3 26	3 25		
		21.2	5.0 Powell	3 31	3 31		
WY	Continuous	23.3	2.1 y Powell Wye	3 36	3 37		
HY	7.00a.m. to 4.00p.m. Ex. Sun.	25.3	2.0 Hyatts	3 38	3 40		
WA	Continuous	30.6	5.3 W. A. Tower	3 40	3 42		
		31.0	0.4 W Delaware	3 45	3 47		
NA	7.00 a. m. to 4.00 p. m.	37.6	6.6 Meredith	3 46	s 3 50		
RS	7.00 a. m. to 4.00 p. m.	42.7	5.1 Prospect	3 55	3 58		
		47.5	4.8 Owens	4 00	4 04		
MA	Continuous	51.4	3.9 W M. A. Cabin	4 05	4 09		
		52.5	1.1 Marion	4 09	4 13		
MD	Continuous	53.4	0.9 Wt M. D. Cabin	s 4 20	s 4 18		
JS	Continuous	60.2	6.8 Morrall	4 22	4 20		
FR	7.00 a. m. to 4.00 p. m.	64.3	4.1 Harpster	4 29	4 28		
SA	Continuous	70.8	6.5 W Upper Sandusky	4 34	4 33		
		78.1	7.3 W Crawford	s 4 44	s 4 43		
C	Continuous	80.6	2.5 Carey	4 53	4 52		
VA	Continuous	87.6	7.0 Alveda	4 56	s 4 57		
BD	Continuous	94.7	7.1 W B. & O. Crossing	5 05	5 06		
FA	5.00 a. m. to 9.00 p. m.	95.4	0.7 y Fostoria	5 15	5 15		
RU	7.00 a. m. to 4.00 p. m.	102.8	7.4 Rising Sun	s 5 24	s 5 20		
DN	Continuous	106.6	3.8 Bradner	5 34	5 28		
MR	7.00 a. m. to 4.00 p. m.	112.5	5.9 Pemberville	5 38	5 32		
MN	7.00 a. m. to 4.00 p. m.	118.6	6.1 LeMoyné	5 44	5 38		
VR	Continuous	122.0	3.4 V. R. Tower (WEDT)	5 51	5 45		
WB	Continuous	125.1	3.1 Wt Walbridge (EEDT)	5 55	5 49		
XD	Continuous	129.6	4.5 TOLEDO UNION STA.	5 59	s 5 53		
				6 13	6 08		
				A AM	A PM	A PM	
				47 Daily	35 Daily	37 Daily Ex. Sun.	

HOCKING DIVISION

TOLEDO SUB-DIVISION

WESTWARD

Distance from Moesel	Supplement "C" to TIME TABLE No. 130. In Effect Sunday, Sept. 24, 1939. STATIONS.	THIRD CLASS.						FIFTH CLASS.			
		95 Daily		97 Daily		93 Daily		61 Daily Ex. Sun.		63 Daily Ex. Sun.	
		L	AM	L	PM	L	PM	L	AM	L	AM
.0	MOSEL										
1.4	Wty Parsons 1.0	10	00	1	00	9	15	8	00		
2.4	South Columbus 2.4										
4.8	Mound Street 1.0										
5.8	y H. V. Junction (WEDT) 0.9										
6.7	COLUMBUS										
7.6	y H. V. Junction (EEDT) 4.2										
11.8	Ackerman 4.4										
16.2	Linworth 5.0										
21.2	Powell 2.1										
23.3	y Powell Wye 2.0										
25.3	Hyatts 5.9										
30.6	W. A. Tower 0.4										
31.0	W Delaware 6.6										
37.6	Meredith 5.1										
42.7	Prospect 4.3										
47.5	Owens 3.9										
51.4	W M. A. Cabin (80) 1.1										
52.5	Marion (80) 0.9										
53.4	Wt M. D. Cabin (80) 6.8	12	15	2	45	11	30	10	00	8	30
60.2	Morrall 4.1										
64.3	Harpster 6.5										
70.8	W Upper Sandusky 7.3										
78.1	W Crawford 2.5										
80.6	Carey 7.0	1	05	3	25	12	30				
87.6	Alveda 7.1										
94.7	W B. & O. Crossing 0.7	2	15								
95.4	y Fostoria 7.4			4	00	1	30				
102.8	Rising Sun 3.3										
106.6	Bradner 5.9										
112.5	Pemberville 6.1										
118.6	LeMoyne 3.4										
122.0	V. R. Tower (WEDT) 3.1										
125.1	Wt Walbridge (EEDT) 4.5	4	30	5	10	4	15			3	00
129.6	TOLEDO UNION STA.	A	PM	A	PM	A	AM	A	AM	A	PM
		95 Daily		97 Daily		93 Daily		61 Daily Ex. Sun.		63 Daily Ex. Sun.	

HOCKING DIVISION

TOLEDO SUB-DIVISION

EASTWARD

Side Track Capacity in Cars (41 ft.)	Distance from Toledo	Supplement "C" to TIME TABLE No. 130. In Effect Sunday, Sept. 24, 1939. STATIONS.	FIRST CLASS.		SECOND CLASS.			
			46 Daily		30 Daily Ex. Sun.		36 Daily	
			A	PM	A	AM	A	PM
Yard	129.6	MOSEL 1.4	10	22	9	56	-----	-----
Yard	128.2	Wty Parsons 1.0	-----	-----	-----	-----	-----	-----
Yard	127.2	South Columbus 2.4	-----	-----	s 9	51	-----	-----
Yard	124.8	Mound Street 1.0	-----	-----	-----	-----	-----	-----
Yard	123.8	y H. V. Junction (WEDT) 0.9	10	08	9	43	-----	-----
Yard	122.9	COLUMBUS 0.9	10	05	9	40	-----	-----
Yard	122.0	y H. V. Junction (EEDT) 4.2	9	40	-----	-----	-----	1 15
Yard	117.8	Ackerman 4.4	9	31	-----	-----	-----	12 58
c 169	113.4	Linworth 5.0	9	26	-----	-----	-----	f12 52
-----	108.4	Powell 2.1	9	21	-----	-----	-----	f12 45
-----	106.3	y Powell Wye 2.0	9	19	-----	-----	-----	12 41
c 169	104.3	Hyatts 5.3	9	17	-----	-----	-----	f12 38
c 165	99.0	W. A. Tower 0.4	9	10	-----	-----	-----	12 30
-----	98.6	W Delaware 6.6	9	09	-----	-----	-----	s12 29
w 152	92.0	Meredith 5.1	9	01	-----	-----	-----	f12 20
c 172	86.9	Prospect 4.8	8	56	-----	-----	-----	s12 12
-----	82.1	Owens 3.9	8	51	-----	-----	-----	f12 05
c 171	78.2	W M. A. Cabin 1.1	8	47	-----	-----	-----	12 00
Yard	77.1	Marion 0.9	s 8	45	-----	-----	-----	s11 57
c 166	76.2	Wt M. D. Cabin 6.8	8	34	-----	-----	-----	11 50
c 169	69.4	Morrall 4.1	8	27	-----	-----	-----	f11 43
-----	65.3	Harpster 6.5	8	23	-----	-----	-----	f11 36
c 165	58.8	W Upper Sandusky 7.3	s 8	15	-----	-----	-----	s11 26
w 236	51.5	W Crawford 2.5	8	05	-----	-----	-----	11 15
e 273	49.0	Carey 7.0	8	02	-----	-----	-----	s11 12
c 169	42.0	Alveda 7.1	7	52	-----	-----	-----	f10 59
c 169	34.9	W B. & O. Crossing 0.7	7	43	-----	-----	-----	10 50
Yard	34.2	y Fostoria 7.4	s 7	40	-----	-----	-----	s10 47
-----	26.8	Rising Sun 3.8	-----	-----	-----	-----	-----	f10 33
c 166	23.0	Bradner 5.9	7	27	-----	-----	-----	f10 28
c 169	17.1	Pemberville 6.1	7	21	-----	-----	-----	f10 19
-----	11.0	LeMoyne 3.4	-----	-----	-----	-----	-----	f10 11
Yard	7.6	V. R. Tower (WEDT) 3.1	7	11	-----	-----	-----	10 05
-----	4.5	Wt Walbridge (EEDT) 4.5	7	07	-----	-----	-----	s10 00
-----	.0	TOLEDO UNION STA.	6	57	-----	-----	-----	9 50
			L	PM	L	AM	L	AM
			46 Daily		30 Daily Ex. Sun.		36 Daily	

HOCKING DIVISION

TOLEDO SUB-DIVISION

EASTWARD

Distance from Toledo	Supplement "C" to TIME TABLE No. 130. In Effect Sunday, Sept. 24, 1939.	THIRD CLASS.						FIFTH CLASS.			
		94 Daily		92 Daily		96 Daily		62 Daily Ex. Sun.		64 Daily Ex. Sun.	
		A	PM	A	PM	A	AM	A	PM	A	PM
129.6	MOSEL 1.4	-----									
128.2	Wty Parsons 1.0	2 30		10 30		7 00		12 30		-----	
127.2	South Columbus 2.4	-----									
124.8	Mound Street 1.0	-----									
123.8	y H. V. Junction (WEDT) 0.9	-----									
122.9	COLUMBUS	-----									
122.0	y H. V. Junction (EEDT) 4.2	-----									
117.8	Ackerman 4.4	-----									
113.4	Linworth 5.0	-----									
108.4	Powell 2.1	-----									
106.3	y Powell Wye 2.0	-----									
104.3	Hyatts 5.3	-----									
99.0	W. A. Tower 0.4	-----									
98.6	W Delaware 6.6	-----									
92.0	Meredith 5.1	-----									
86.9	Prospect 4.8	-----									
82.1	Owens 3.9	-----									
78.2	W M. A. Cabin (30) 1.1	-----									
77.1	Marion (30) 0.9	-----									
76.2	Wt M. D. Cabin (20) 6.8	11 00		6 30		3 00		10 30		2 30	
69.4	Morril 4.1	-----									
65.3	Harpster 6.5	-----									
58.8	W Upper Sandusky 7.3	-----									
51.5	W Crawford 2.5	-----									
49.0	Carey 7.0	-----									
42.0	Alveda 7.1	-----									
34.9	W B. & O. Crossing 0.7	9 05		4 55		12 30		-----			
34.2	y Fostoria 7.4	-----									
26.8	Rising Sun 3.8	-----									
23.0	Bradner 5.9	-----									
17.1	Pemberville 6.1	-----									
11.0	LeMoyne 3.4	-----									
7.6	V. R. Tower (WEDT) 3.1	-----									
4.5	Wt Walbridge (EEDT) 4.5	8 00		4 00		11 15		-----		7 00	
.0	TOLEDO UNION STA.	L	AM	L	PM	L	PM	L	AM	L	AM
		94 Daily		92 Daily		96 Daily		62 Daily Ex. Sun.		64 Daily Ex. Sun.	

HOCKING DIVISION

ATHENS SUB-DIVISION

EASTWARD

Side Track Capacity in Cars (41 ft.)	Distance from Mosel	Supplement "C" to TIME TABLE No. 130. In Effect Sunday, Sept. 24, 1939. STATIONS.		SECOND CLASS.											
				130		508		512		30		516		514	
				D'y	Ex. Sun.	D'y	Ex. Sun.	D'y	Ex. Sun.	D'y	Ex. Sun.	Daily	PM	Daily	PM
Yard p 12	69.6	ATHENS 0.8		A	AM	A	AM	A	PM	A	PM	A	PM	A	PM
	69.3	Wy	West Athens 1.3												
	68.0		Armitage 1.7												
	66.3		Hocking 3.2						f12 16						
	63.1		Beaumont 3.9						f12 12						
Yard p 101	59.2		Floodwood 1.8						f12 04						
	57.4		Kimberly 1.6						12 00						
	55.8	Wty	Nelsonville Yard 0.6												
	55.2		Nelsonville 5.6						s11 55						
p 46	49.6		Haydenville 5.2						s11 45						
Yard p 204	44.4	Wy	Oldtown 1.5	11	28				11 37						
	42.9	Wt	Logan 4.1	11	25				11 30 11 15						
	38.8		Enterprise 3.3						f11 05						
	35.5		Rockbridge 3.8						10 59						
p 108	31.7		Sugar Grove 6.8						s10 54						
p 315	24.9		Lancaster 4.4						s10 41						
p 152	20.5	W	Hookers 4.5						f10 29 ⁶⁷						
p 88	16.0		Carroll 3.3						f10 23						
	12.7		Lockville 3.4						f10 18						
p 84	9.3		Canal Winchester 4.1						s10 13						
p 135	5.2		Groveport 4.3						s10 05						
	.9		Valley Crossing (EEDT) 0.9						9 58						
Yard	.0		MOSEL	L	AM	L	AM	L	AM	L	AM	L	PM	L	PM
				130	D'y Ex. Sun.	508	D'y Ex. Sun.	512	D'y Ex. Sun.	30	D'y Ex. Sun.	516	Daily	514	Daily

HOCKING DIVISION

ATHENS SUB-DIVISION

EASTWARD

Distance from Mosel	Supplement "C" to TIME TABLE No. 130. In Effect Sunday, Sept. 24, 1939. STATIONS.		THIRD CLASS.		FIFTH CLASS.			
			92		N. Y. C. 522		66	
			D'y Ex. Sun.	D'y Ex. Sun.	D'y Ex. Sun.	D'y Ex. Sun.	D'y Ex. Sun.	D'y Ex. Sun.
69.6		ATHENS	A	AM	A	PM	A	PM
		0.3						
69.3	Wy	West Athens	5	30	12	10		
		1.3						
68.0		Armitage	5	00	12	05		
		1.7						
66.3		Hocking						
		3.2						
63.1		Beaumont	4	30				
		3.9						
59.2		Floodwood						
		1.8						
57.4		Kimberly						
		1.6						
55.8	Wty	Nelsonville Yard	4	10				
		0.6						
55.2		Nelsonville						
		5.6						
49.6		Haydenville						
		5.2						
44.4	Wy	Oldtown	3	20				
		1.5						
42.9	Wt	Logan	2	55			4	15
		4.1						
38.8		Enterprise						
		3.3						
35.5		Rockbridge						
		3.8						
31.7		Sugar Grove						
		6.8						
24.9		Lancaster	2	05			11	45
		4.4						
20.5	W	Hookers	1	30			11	25
		4.5						
16.0		Carroll	1	17			11	15
		3.3						
12.7		Lockville						
		3.4						
9.3		Canal Winchester	1	00			10	55 ⁶⁷
		4.1						
5.2		Groveport	12	50			10	40
		4.8						
.9		Valley Crossing (EEDT)					10	25
		0.9						
.0		MOSEL	12	31			10	15
			L	AM	L	PM	L	AM
			92		N. Y. C. 522		66	
			D'y Ex. Sun.		D'y Ex. Sun.		D'y Ex. Sun.	

HOCKING DIVISION

POMEROY SUB-DIVISION

WESTWARD

Calls	Hours Open	Distance from Pomeroiy	Supplement "C" to TIME TABLE No. 130. In Effect Sunday, Sept. 24, 1939. STATIONS.		SECOND CLASS.								FIFTH CLASS.	
					N. Y. C.		N. Y. C.		N. Y. C.					
					525	529	137	531	69					
					D'y Ex. Sun.	D'y Ex. Sun.	D'y Ex. Sun.	Daily	Daily Ex. Sun.					
					L	AM	L	PM	L	PM	L	AM		
MY	7.30 a.m. to 4.30 p.m.-Ex. Sun.	.0	Wt	POMEROY									6 40	
BI	7.00 a.m. to 4.00 p.m.-Ex. Sun.	2.2		Middleport					s 3	20			6 50	
		4.1		Hobson Junction									6 55	
HO	Continuous	4.9		Hobson Yard			1 35		3 25		7 52			
		7.7		Cheshire			f 1 41		s 3 31		7 58		7 05	
		12.1		Addison			1 48		f 3 39		8 04		7 15	
CK	Continuous	13.7		Kanauga		8 58	f 1 51 ¹³⁰		f 3 42		8 06		7 20	
GI	7.00 a.m. to 4.00 p.m.-Ex. Sun.	18.3	Wy	Gallipolis		9 12	1 59		s 3 54				7 40	
		21.6		Mills					3 59				7 47	
		22.8		Blanc's					4 01				7 51	
KS	7.45 a.m. to 4.45 p.m.-Ex. Sun.	23.8		Kerrs					f 4 03				7 53	
BW	7.30 a.m. to 4.30 p.m.-Ex. Sun.	27.8		Bidwell					s 4 12				8 08	
		30.3		Glenns					f 4 17				8 16	
V	7.45 a.m. to 4.45 p.m.-Ex. Sun.	32.5		Vinton					s 4 22				8 25	
		36.4		Alice					f 4 29				8 40	
		40.4	W	Minerton					f 4 37				9 10	
		42.2		Clarion					f 4 41				9 15	
		44.3		Hawks					f 4 45				9 20	
		46.6		Radcliff					s 4 50				9 25	
		49.2		Oreton					f 4 56				9 32	
UN	Continuous	54.7	Wy	Dundas					s 5 08				10 02 ⁶⁸	
AU	7.30 a.m. to 4.30 p.m.-Ex. Sun.	57.5		McArthur					s 5 14				10 20	
		62.2		Creola					s 5 22				10 36	
		67.7		Orland					s 5 31				10 46	
		69.3		New Plymouth					s 5 34				10 51	
RA	9.00 a.m. to 6.00 p.m.-Ex. Sun.	71.6	W	Starr					s 5 39				11 05	
		73.9		Summit					5 43				11 20	
		76.2		Union Furnace					s 5 47				11 37 ¹³⁰	
WN	Continuous Except 7.00 a.m. to 11.00 p.m. Sun.	81.7	Wy	OLDTOWN					5 57				11 50	
					A	AM	A	PM	A	PM	A	AM		
No. 525 has right over No. 526 and No. 529 has right over No. 528 Kanauga to Gallipolis.					N. Y. C.	N. Y. C.	N. Y. C.							
					525	529	137	531	69					
					D'y Ex. Sun.	D'y Ex. Sun.	D'y Ex. Sun.	Daily	Daily Ex. Sun.					

HOCKING DIVISION

POMEROY SUB-DIVISION

EASTWARD

Side Track Capacity in Cars (41 ft.)	Distance from Oldtown	Supplement "C" to TIME TABLE No. 130. In Effect Sunday, Sept. 24, 1939. STATIONS.		SECOND CLASS.								FIFTH CLASS.	
				N. Y. C. 526 Daily Ex. Sun.		N. Y. C. 528 Daily Ex. Sun.		130 Daily Ex. Sun.		N. Y. C. 534 Daily		68 Daily Ex. Sun.	
				A	AM	A	PM	A	PM	A	PM	A	PM
Yard	81.7	Wt	POMEROY									1 10	
			2.2										
Yard	79.5		Middleport									1 05	
			1.9										
	77.6		Hobson Junction	9 37				2 07		6 20		1 00	
			0.8										
	76.8		Hobson Yard										
			2.8										
	74.0		Cheshire	f 9 31				s 2 02		6 16		12 45	
			4.4										
	69.6		Addison	9 24				f 1 54		6 08		12 30	
			1.6										
p 72	68.0		Kanauga	9 21		2 22		f 1 51 ⁵²⁹		6 06		12 25	
			4.6										
p 17 Yard	63.4	Wy	Gallipolis	9 14		2 04		s 1 44				12 10	
			3.3										
	60.1		Mills					1 32					
			1.2										
p 34	58.9		Blanc's					1 30				11 30	
			1.0										
	57.9		Kerrs					f 1 28				11 25	
			4.0										
p 45	53.9		Bidwell					s 1 19				11 15	
			2.5										
	51.4		Glenns					f 1 14				11 08	
			2.2										
p 14	49.2		Vinton					s 1 10				10 58	
			3.9										
	45.3		Alice					f 1 03				10 48	
			4.0										
p 43	41.3	W	Minerton					f 12 55				10 38	
			1.8										
	39.5		Clarion					f 12 52				10 33	
			2.1										
	37.4		Hawks					f 12 47				10 27	
			2.3										
	35.1		Radcliff					s 12 42				10 21	
			2.6										
	32.5		Oreton					f 12 36				10 15	
			5.5										
p 85	27.0	Wy	Dundas					s 12 26				10 02 ⁶⁹	
			2.3										
p 46	24.2		McArthur					s 12 15				9 37	
			4.7										
	19.5		Creola					s 12 05				9 23	
			5.5										
	14.0		Orland					s 11 55				9 13	
			1.6										
	12.4		New Plymouth					s 11 52				9 10	
			2.3										
p 39	10.1	W	Starr					s 11 46				9 05	
			2.3										
p 18	7.8		Summit					11 41				8 58	
			2.3										
p 45	5.5		Union Furnace					s 11 37 ⁶⁹				8 50	
			5.5										
	.0	Wy	OLDTOWN					11 28				8 30	
				L	AM	L	PM	L	AM	L	PM	L	AM
No. 525 has right over No. 526 and No. 529 has right over No. 528 Kanauga to Gallipolis.				N. Y. C. 526 Daily Ex. Sun.		N. Y. C. 528 Daily Ex. Sun.		130 Daily Ex. Sun.		N. Y. C. 534 Daily		68 Daily Ex. Sun.	

HOCKING DIVISION

JACKSON SUB-DIVISION

WESTWARD

EASTWARD

Calls	Hours Open	Supplement "C" to TIME TABLE No. 130. In Effect Sunday, Sept. 24, 1939.		Distance from Dundas	Side Track Capacity in Cars (41 ft.)
			STATIONS.		
	7.00 a.m. to 4.00 p.m.-Ex. Sun.		W JACKSON	17.3	Yard
			2.6 Chapmans	14.7	
			1.9 Coalton	12.8	
			1.7 Glen Roy	11.1	
			2.7 Grand Crossing	8.4	Yard
	7.00 a.m. to 4.00 p.m.-Ex. Sun.		0.7 Wy Wellston	7.7	Yard
			3.1 HAMDEN	4.6	
UN	Continuous		4.8 Wy DUNDAS	.0	

WESTWARD

MONDAY CREEK SUB-DIVISION

EASTWARD

Calls	Hours Open	Supplement "C" to TIME TABLE No. 130. In Effect Sunday, Sept. 24, 1939.		Distance from Nelsonville Yard	Side Track Capacity in Cars (41 ft.)
			STATIONS.		
SI	7.00 a.m. to 4.00 p.m.-Ex. Sun.		y NEW STRAITSVILLE	19.0	
			2.3 MONDAY CREEK JUNCTION	16.7	
			2.9 Dewey Junction	13.8	
GD	8.30 a.m. to 3.00 p.m.-Ex. Sun.		1.5 Greendale	12.3	p 16
			1.9 W Sand Run Junction	10.4	
CB	3.15 p.m. to 5.30 p.m.-Ex. Sun.		1.5 Carbon Hill	8.9	
			1.5 Longstreth	7.4	
			0.7 Monday	6.7	
			2.4 Snow Fork Junction	4.3	p 20
			2.0 Myers Crossing	2.3	} Yard
S	Continuous Ex. Sun.		2.3 Wty NELSONVILLE YARD	.0	

HOCKING DIVISION SNOW FORK SUB-DIVISION

WESTWARD

EASTWARD

Calls	Hours Open		Supplement "C" to TIME TABLE No. 130. In Effect Sunday, Sept. 24, 1939. STATIONS.		Distance from Snow Fork Jct.	Side Track Capacity in Cars (41 ft.)
			MURRAY CITY		5.3	
			1.3 Brush Fork Junction		4.0	
			0.7 Orbiston		3.3	
B	7.00a.m. to 12.00noon-Ex.Sun.		2.2 Buchtel		1.1	
			1.1 SNOW FORK JUNCTION		.0	

WESTWARD

BRUSH FORK SUB-DIVISION

EASTWARD

Calls	Hours Open		Supplement "C" to TIME TABLE No. 130. In Effect Sunday, Sept. 24, 1939. STATIONS.		Distance from Brush Fork Jct.	Side Track Capacity in Cars (41 ft.)
			NEW PITTSBURGH		2.5	
			1.2 Consol		1.3	
			0.6 Jobs		.7	
			0.7 BRUSH FORK JUNCTION		.0	

HOCKING DIVISION

GENERAL INSTRUCTIONS

SINGLE TRACK.—Eastward trains are superior to Westward trains of the same class. Rule S-72.

A.—Location of Standard Clocks and Watch Register Blanks.

Dispatchers Office.....Columbus.
 Union Station.....Columbus.
 Yard "A".....Columbus.
 Telegraph office.....Parsons.
 Lockbourne Yard.....Parsons.
 Round House.....Parsons.
 Passenger Station.....Fostoria.
 Telegraph office.....M. D. Cabin.
 Yard office.....Walbridge.
 Union Station.....Toledo.
 Telegraph office.....Logan.
 Yard office.....Oldtown.
 Yard office.....Nelsonville Yard.
 Telegraph office.....West Athens.
 Telegraph office.....Wellston.
 Freight office.....Pomeroy.

B.—Location of Bulletin and Notice Books.

Union Station.....Toledo.
 Yard office.....Walbridge.
 Round House.....Walbridge.
 Yard office.....Fostoria, (Blair).
 Telegraph office.....M. D. Cabin.
 Crew Caller's office.....Parsons.
 Round House.....Parsons.
 Union Station.....Columbus.
 Telegraph office.....Logan.
 Round House.....Logan.
 Yard office.....Oldtown.
 Telegraph office.....Nelsonville Yard.
 Telegraph office.....Armitage.
 Telegraph office.....West Athens.
 Telegraph office.....Wellston.
 Telegraph office.....Kanauga.
 Engine House.....Pomeroy.

Location of Train Registers.

Columbus, Union
 Station.....All passenger trains.
 Athens.....Eastward second class trains.

C.—Yard Limits (designated by "Yard Limit" boards).

Walbridge	Logan-Oldtown	Kanauga
Fostoria	Nelsonville Yard	Gallipolis
Marion	Athens	Dundas
Columbus	Pomeroy	Wellston
Lancaster		Jackson

(See Rule 93.)

D.—Maximum Speed.

Location and Conditions.	Passenger Trains	Freight Trains	
		Time	Other
Toledo Sub-Division	70	45	35
Except: In and out of Union Station, Columbus.....	8	-----	-----
Between Yard A and Mosel.....	50	-----	-----
Between Mosel and C. H. Cabin.....	30	-----	-----
Athens Sub-Division	50	30	30
Except:			
Over Broadway St., west end of platform, Lancaster.....	10	10	10
Over bridge 752, Armitage.....		15	15
Pomeroy Sub-Division:			
Between: Oldtown and Gallipolis.....	40	-----	30
Gallipolis and Hobson.....	45	-----	35
Hobson and Pomeroy.....	30	-----	25
Except:			
On curves.....	35	-----	25
Trains with 120-ton loaded cars over bridge 1217, one mile east of Addison and over bridge 1228, one and one-half miles east of Addison.....			15
Jackson Sub-Division	40	-----	30
Except: On curves.....	35	-----	25
Snow Fork, Brush Fork and Monday Creek Sub-Divisions	30	-----	30
All Sub-Divisions.			
Except where lower speeds are otherwise provided:			
Through all turn-outs, except ends of double track at V. R. Tower and Walbridge.....	15	15	15
Engines running backward, with or without cars and engines without leading truck:			
On tangents.....	20	20	20
On curves.....	15	15	15
Trains handling C. & O. derrick cars enroute to scene of accidents:			
On tangents.....		30	30
On curves.....		20	20
Trains handling other derrick cars, steam shovels, cranes, ditchers and similar pivoted machinery moving on their own wheels:			
On tangents.....		20	20
On curves.....		15	15
Trains handling derricks, steam shovels, cranes, ditchers and similar pivoted machinery loaded on cars:			
On curves.....		30	30
Trains handling scale test cars.....		25	25
(These cars should be handled on rear of freight trains immediately ahead of caboose cars.)			

Light engine or engine and caboose running forward will be governed by speed restrictions of slow freight trains.

GENERAL INSTRUCTIONS—Continued

E.—Junctions and Crossings—

- Rockwell Jct.....Junction of Toledo Sub-Division and N. Y. C. R'y.
- Walbridge.....Junction and Crossing of Toledo Sub-Division, Penna. and T. T. R. R.'s. (Interlocked.)
- Fostoria.....Junction and Crossings of Toledo Sub-Division, L. E. & W., N. Y. C. & St. L., N. Y. C. R'y.s. and B. & O. R. R.
- Carey.....Junctions and Crossing of Toledo Sub-Division, C. C. C. & St. L. R'y and A. C. & Y. R'y.
- Upper Sandusky.....Junction and Crossing Toledo Sub-Division and Penna. R. R. (Interlocked.)
- Marion.....Junction and Crossing of Toledo Sub-Division, Erie and C. C. C. & St. L. R'y.s. (Interlocked.) And Junction-Penna. Co.
- Delaware.....Junction and Crossing of Toledo Sub-Division and C. C. C. & St. L. R'y. (Interlocked.)
- H. V. Junction.....Junction and Crossing of Toledo Sub-Division, P. C. C. & St. L. and C. C. C. & St. L. R'y.s. (Interlocked.)
- L. M. Tower.....Junction and Crossing Toledo Sub-Division, Penna. R. R. and crossing N. Y. C. R'y. (Interlocked.)
- Frankfort St.,
Columbus.....Junction of Toledo Sub-Division and N. Y. C. R'y. (Interlocked.)
- Mosel.....Junction of Toledo, Athens and Northern Sub-Divisions.
- Valley Crossing.....Crossing Athens Sub-Division and Norfolk & Western R'y. (Interlocked.)
- Lancaster.....Junction and Crossing Athens Sub-Division and Penna. R. R.
- Oldtown.....Junction of Athens and Pomeroy Sub-Divisions.
- Nelsonville Yard.....Junction of Athens and Monday Creek Sub-Divisions.
- Armitage.....Junction and Crossing of Athens Sub-Division and N. Y. C. R'y.
- Dundas.....Junction and Crossing of Pomeroy Sub-Division and B. & O. R. R.; (Interlocked.) Junction of Pomeroy and Jackson Sub-Divisions.
- Kanauga.....Junction of Pomeroy Sub-Division and N. Y. C. R'y.
- Hobson Junction.....Junction of Pomeroy Sub-Division and N. Y. C. R'y.
- Hobson Yard.....Junction of Pomeroy Sub-Division and N. Y. C. R'y.
- Snow Fork Jct.....Junction of Monday Creek and Snow Fork Sub-Divisions.
- Coalton.....Crossing of Jackson Sub-Division and B. & O. R. R.
- Grand Crossing.....Crossing of Jackson Sub-Division and B. & O. R. R.
- Wellston.....Junction and Crossing of Jackson Sub-Division and B. & O. R. R.
- Jackson.....Junction and crossing of Jackson Sub-Division and D. T. & I. R. R.

F.—When from any cause an engine, under steam, is cut out of a train at a non-telegraph station, the train must stop at the next open telegraph office and report the circumstances to the train dispatcher. The engine cut out must not use a main track unless protected in accordance with Rule 99 (a), or by train orders.

G.—When required to take siding, a train will enter at first switch of the passing siding.

H.—Two Tracks—

Walbridge and Rockwell Jct.
V. R. Tower and Valley Crossing.

I.—Rules 281 to 296 (a) inclusive, 505 to 521 (a) inclusive and 605 to 671 inclusive are in effect between Valley Crossing —C. H. Cabin and V. R. Tower and between Walbridge and Rockwell Jct.

Between H. V. Junction and V. R. Tower to run against the current of traffic, a train must receive train order authority for such movement and must not enter a block until advised in writing by operator condition of block in advance.

Rules 271 (a) to 276 (a) inclusive are in effect between V. R. Tower and Walbridge.

Rules 305 to 373 inclusive are in effect between Athens and Valley Crossing and between Pomeroy and Oldtown.

In Manual Block territory telephones located at ends of sidings are connected with the block station to be used by Conductor or Engineer to obtain permission to enter a block from siding, and to report to Signalmen when train clears block.

In Manual Block territory no train will be permitted to follow a passenger train in a block unless the block is clear, except as provided in Rule 333 (a). (See Rule 317-B (a).)

In Manual Block single track territory, where there is siding intermediate to open block stations, a train entering the block with ample time under the rules to clear opposing superior train at block station in advance, fails to do so but clears at intermediate siding, the Conductor shall report clear to Dispatcher or to telegraph operators at block stations in both directions. (See Rule 365).

Upon authority of Dispatcher the opposing train may then be permitted to proceed in block with Clearance Form B (a) or by train order.

J.—On two track territory trains may be started without running orders and will run extra, or on schedule, as directed by Train Dispatcher.

On single track Sub-Divisions, scheduled trains may be started as directed by train dispatcher without running orders.

K.—Local freight trains will stop on signal at all stations to do work.

L.—Location and length of Turntables:

Walbridge.....115 ft.	Logan.....100 ft.
M. D. Cabin.....100 ft.	Nelsonville Yard.....100 ft.
Parsons.....115 ft.	Pomeroy.....75 ft.

M.—Location of "Y" tracks, length of tail track:

Fostoria.....200 ft.	Dundas.....Any
Powell Wye.....130 ft.	Wellston.....600 ft.
Columbus.....Any	Gallipolis.....Any
Yard "A".....Any	Orbiston.....Any
Parsons.....257 ft.	New Straitsville.....125 ft.
Oldtown.....Any	Nelsonville Yard.....Any
West Athens.....450 ft.	

N.—(a) On two track Divisions or Sub-Divisions, extras will not display classification signals.

(b) On single track Divisions or Sub-Divisions where freight trains are scheduled in both directions, extras will display classification signals in both directions.

(c) On single track Divisions or Sub-Divisions, where freight trains are scheduled in one direction, extras will display classification signals in the direction only that freight trains are scheduled.

(d) On Coal Field Divisions or Sub-Divisions, where freight trains are not scheduled in either direction, extras will not display classification signals in either direction. (See Rule 21 (a).)

HOCKING DIVISION

SPECIAL INSTRUCTIONS

Flag Stops—

- No. 37.—All Stations between South Columbus and Logan.....
- { To receive revenue passengers for Columbus or beyond.
To discharge revenue passengers from points east of Logan.
- No. 46.—Carey—To discharge revenue passengers from Toledo or beyond. To receive revenue passengers for Columbus or beyond.
Delaware—To discharge revenue passengers from Toledo or beyond. To receive revenue passengers for Ashland or beyond.
- No. 47.—Delaware—To discharge revenue passengers from Ashland or beyond. To receive revenue passengers for Toledo or beyond.
Carey—To discharge revenue passengers from Columbus or beyond. To receive revenue passengers for Toledo or beyond.
- Nos. 130 and 137—Ohio Epileptic Hospital, Gallipolis.....
- { To discharge patients when in charge of attendant.

Trains Nos. 30, 36, 130 and 137 will stop on signal at any station to receive or discharge fragile or bulky packages of U. S. mail. Postal clerk or baggageman will notify conductor when necessary to stop to discharge such mail.

When for any purpose, engines or cars are detached from portion of train at night it will be the duty of trainmen to place red light on head end of first car in rear cut to avoid damage to equipment when coupling up.

Fourth Class, Fifth Class and Extra trains may run ahead of scheduled trains, except first and second class.

TOLEDO SUB-DIVISION.

- Nos. 46 and 47 will run by H. V. Jct., and back into Columbus Union Station.
- Columbus—All trains or engines using the Pennsylvania Co. tracks between Dennison Avenue and Union Station will be governed by Pennsylvania Co. rules and will not enter thereon without a signal from switch tender and will not enter Union Station without signal from Union Station switch tender, just east of High St. Viaduct.
- Frankfort St.—Movement of trains through connecting track between Chesapeake & Ohio and N. Y. C. tracks, governed by interlocking. Enginemen will indicate this movement to towerman by one long and one short blast of whistle.
- Parsons—All trains will approach west end Parsons Yard at Restricted Speed expecting to find westward trains using crossover.
- H. V. Jct.—Eastward and Westward trains using main tracks between Big Four and Little Miami interlocking plants will be governed by interlocking and automatic block signals as to their right to proceed. (See Rule D-83 (a).)
- V. R. Tower—Eastward trains from Walbridge Yard, entering main track at V. R. Tower, if route is properly lined up, will be governed by block signal indication as to their right to proceed. (See Rule D-83 (a).)

Big Four Crossing, Carey—When Target is vertical, C. & O. trains may cross.

Carey—Gates will be used at A. C. & Y. Crossing. Right to cross will be indicated by position of gate.

Nickel Plate and N. Y. C. Crossing, Fostoria—When Target is horizontal, with green disc by day and green light by night east of pole below target, C. & O. trains may cross.

B. & O. Crossing—When target is horizontal, C. & O. trains may cross.

A signal in form of green ball is located on target mast at crossing of C. & O. and B. & O. to govern movement of trains or engines over crossing of B. & O. transfer track with N. Y. C. main track. When green ball by day and green light by night is displayed, trains or engines on transfer track may use crossing.

Connecting track with Nickel Plate; when target is vertical, C. & O. trains may cross. Normal position of target to be horizontal at all times except when thrown to allow train on connecting track to cross.

Fostoria L. E. & W. Dist. Nickel Plate—When target is horizontal, C. & O. trains may cross.

Westward trains, after making safety stop at B. & O. Crossing, when target is horizontal may proceed and will approach crossings of N. Y. C. and N. K. P. at Columbus Street and N. K. P. (L. E. & W.) at Sandusky Street prepared to stop and when proper target indications are displayed may without stopping proceed over those crossings at speed not exceeding fifteen (15) miles per hour until engine is over N. K. P. (L. E. & W.) Crossing when normal speed may be resumed.

Eastward trains, will approach N. K. P. (L. E. & W.) Crossing at Sandusky Street, Fostoria, prepared to stop and when target is horizontal may without stopping proceed over crossing at speed not exceeding fifteen (15) miles per hour and will make safety stop for N. K. P.-N. Y. C. Crossings at Columbus Street. After making stop for those crossings, when proper target indication is displayed may proceed and will approach B. & O. crossing prepared to stop and when proper target indication is displayed may without stopping proceed over that crossing at speed not exceeding fifteen (15) miles per hour until engine is over B. & O. rails when normal speed may be resumed.

ATHENS SUB-DIVISION.

West Athens—Westward trains originating at West Athens during time no telegraph operator is on duty, will obtain permission from Operator at Armitage by telephone, upon authority of Dispatcher, as to their right to proceed. (See Rule S-83)

Athens—All trains will enter West Athens Yard at Restricted Speed.

All trains will approach B. & O. Depot, Athens at Restricted Speed.

Lancaster—When target is horizontal, C. & O. trains may cross.

Oldtown—Westward trains will be governed by Signal located east of junction of Pomeroy Sub-Division.

Armitage—When target is vertical Chesapeake and Ohio trains may cross.

HOCKING DIVISION

SPECIAL INSTRUCTIONS—Continued

POMEROY SUB-DIVISION.

Pomeroy-Middleport—Westward trains originating at Pomeroy during time no telegraph operator on duty, will obtain permission from operator at Hobson Yard by telephone, upon authority of Dispatcher, as to their right to proceed, (See Rule S-83 (a).)

All trains will approach Gallipolis at Restricted Speed.

Hobson Jct.—All trains entering C. & O. main track at Hobson Jct. will be governed by train order signal at N. Y. C. telegraph office at Hobson and such trains will get block from operator at Hobson Yard by telephone in booth at Hobson Jct. Trains leaving C. & O. main track at Hobson Jct. will report by telephone to Operator at Hobson Yard when clear of C. & O. main track.

Kanauga—Distant signal located 1,000 feet west of Kanauga Depot is interlocked with N. Y. C. R'y Junction switch.

Oldtown—Westward trains will be governed by Signal located east of Junction of Athens Sub-Division.

MONDAY CREEK, BRUSH FORK AND SNOW FORK SUB-DIVISION.

New Straitsville, Greendale, Carbon Hill and Buchtel are non-block stations.

At these stations, where three-position train order signals are used the signal shall display red (horizontal semaphore) when trains are to be stopped for train orders or Clearance Form A, yellow (diagonal semaphore), when trains are to receive orders or Clearance Form A without stopping and green (vertical semaphore) when there are no orders.

When the operator receives signal "31" for 31-orders or "19" for 19-orders restricting superiority of train at that station, followed by the direction, he must immediately display train order signal at "stop" for the direction indicated and reply "SD" (stop displayed) adding the direction. When the operator receives Signal "19" followed by the direction for other 19-orders he must immediately display train order signal "yellow" for the direction indicated and reply "SD" (stop displayed) adding the direction.

At these stations, where two-position train order signals are used, the signal shall display red (horizontal semaphore) "stop" when there are train orders or Clearance Form A for delivery to train and shall display green (vertical semaphore) "proceed" when there are no orders.

When the operator receives Signal "31" or "19" followed by the direction, he must immediately display train order signal at "stop" for the direction indicated and reply "SD" (stop displayed) adding the direction.

Until train orders have been delivered or annulled, the train order signal must not be restored to "proceed", except as provided in form of train order T (a).

The normal position of the switch at Snow Fork Junction is for the Snow Fork Sub-Division.

JACKSON SUB-DIVISION.

Wellston—B. & O. (Buckeye Branch) 150 feet east of Mile Post C-86. No target.

Grand Crossing—B. & O. When target is horizontal C. & O. trains may cross. Crews of C. & O. trains will handle target and return it to vertical position after train clears crossing.

Coalton—B. & O. When target is horizontal, C. & O. trains may cross. Crews of C. & O. trains will return target to vertical position after train clears crossing.

Jackson—D. T. & I. 325 feet west of station. Right to cross will be indicated by position of gate target. D. T. & I. sidings 200 feet east of Mile Post C-94 and at Mile Post C-94. No targets.

SPEED SCHEDULE

TIME PER MILE.	Miles per Hour.	TIME PER MILE.	Miles per Hour.	TIME PER MILE.	Miles per Hour.
0 min. 51 sec.-----	70.6	1 min. 45 sec.-----	34.3	3 min. 20 sec.-----	18.0
0 " 52 "-----	69.2	1 " 50 "-----	32.7	3 " 25 "-----	17.5
0 " 53 "-----	67.9	1 " 55 "-----	31.3	3 " 30 "-----	17.1
0 " 54 "-----	66.6	2 " 0 "-----	30.0	3 " 35 "-----	16.7
0 " 55 "-----	65.4	2 " 5 "-----	28.8	3 " 40 "-----	16.3
0 " 56 "-----	64.3	2 " 10 "-----	27.7	3 " 45 "-----	16.0
0 " 57 "-----	63.2	2 " 15 "-----	26.6	3 " 50 "-----	15.6
0 " 58 "-----	62.1	2 " 20 "-----	25.7	3 " 55 "-----	15.3
0 " 59 "-----	61.0	2 " 25 "-----	24.8	4 " 0 "-----	15.0
1 " 0 "-----	60.0	2 " 30 "-----	24.0	4 " 17 "-----	14.0
1 " 5 "-----	55.4	2 " 35 "-----	23.2	4 " 36 "-----	13.0
1 " 10 "-----	51.4	2 " 40 "-----	22.5	5 " 0 "-----	12.0
1 " 15 "-----	48.0	2 " 45 "-----	21.8	5 " 27 "-----	11.0
1 " 20 "-----	45.0	2 " 50 "-----	21.1	6 " 0 "-----	10.0
1 " 25 "-----	42.3	2 " 55 "-----	20.6	6 " 40 "-----	9.0
1 " 30 "-----	40.0	3 " 0 "-----	20.0	7 " 30 "-----	8.0
1 " 35 "-----	37.9	3 " 5 "-----	19.4	8 " 34 "-----	7.0
1 " 40 "-----	36.0	3 " 10 "-----	18.9	10 " 0 "-----	6.0
		3 " 15 "-----	18.4	12 " 0 "-----	5.0

HOCKING DIVISION

SPECIAL INSTRUCTIONS—Continued

SURGICAL STAFF

STATION.	SURGEON'S NAME.	OFFICE ADDRESS.	TELEPHONE No.
Columbus.....	L. L. Bigelow.....	327 E. State St.....	Adams 1825
	D. L. Davies.....	137 E. State St.....	Main 2486
	Hugh A. Baldwin, Chief of Staff.....	347 E. State St.....	Adams 8743
Toledo.....	Geo. J. Heer.....	289 E. State St.....	Adams 5437
Fostoria.....	Ralph M. Burton.....	807 Medical Building.....	Main 2731
Upper Sandusky.....	Norris W. Gillette.....	320 Michigan St.....	Main 4291
Marion.....	G. H. W. Bruggeman.....	133 W. North St.....	1231
Delaware.....	J. Craig Bowman.....	505 S. Sandusky St.....	225
Lancaster.....	A. and H. S. Rhu.....	186 W. Church St.....	3250
Logan.....	M. W. Davies.....	166 W. Winter St.....	2531
Nelsonville.....	C. G. Axline.....	140 E. Main St.....	749-W.
	E. E. Campbell.....	40 N. Spring St.....	54
	A. K. Smith.....	Hula Building, E. Main St.....	70
Athens.....	N. Hill.....	83 W. Columbus St.....	70-R.
	A. L. Pritchard.....	42½ W. Columbus St.....	168
	J. T. Merwin.....	14 W. Washington St.....	905
Middleport.....	L. A. Thomas.....	Second St.....	562-R.
Jackson.....	J. J. McClung.....	153 Portsmouth St.....	34

Ira W. Morris.....Assistant General Freight Agent.....Columbus, O.

W. M. DEEDS.....	Train Master.....	Hocking Division.....	Parsons, O.
C. M. RYDER.....	Assistant Train Master.....	Toledo Sub-Division.....	Marion, O.
G. M. FINNEY.....	Assistant Train Master.....	Athens and Pomeroy Sub-Div's.....	Parsons, O.
WM. MORGAN.....	Train Master.....	Coal Sub-Division.....	Nelsonville, O.
H. R. DAVIS.....	Terminal Train Master.....	Columbus Terminal.....	Parsons, O.
B. R. GOULD.....	Terminal Train Master.....	Toledo Terminal.....	Walbridge, O.
O. K. LAWSON.....	Assistant Terminal Train Master.....	Toledo Terminal.....	Walbridge, O.
R. L. FRYBURGER.....	Chief Train Dispatcher.....	Hocking Division.....	Columbus, O.
E. W. ELLEMAN.....	Road Foreman of Engines.....	Hocking Division.....	Columbus, O.
H. E. HOOVER.....	Assistant Road Foreman of Engines.....	Hocking Division.....	Columbus, O.
I. C. CHRISTIAN.....	Assistant Road Foreman of Engines.....	Hocking Division.....	Walbridge, O.
W. L. ROLLER.....	Division Engineer.....	Hocking Division.....	Columbus, O.
P. B. SNIDER.....	Assistant Division Engineer.....	Hocking Division.....	Columbus, O.