

The Chesapeake and Ohio Railway Company

TRANSPORTATION DEPARTMENT

TIME FREIGHT TRAIN

BOOK No. 12

EFFECTIVE JUNE 15, 1941

Schedules herein contained are not guaranteed, but indicate the service which reasonably may be expected and are Eastern Standard Time unless otherwise noted.

For information employees only and subject to change by special notice.

O. H. CARPER,

Superintendent Freight Transportation.

THE CHESAPEAKE AND OHIO RAILWAY COMPANY

Transportation Department

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O. H. CARPER,
Supt. Freight Transportation.

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FOREWORD

Strict compliance with instructions contained herein are necessary in order to keep Time Freight Service up to a high standard.

Every one should be impressed with the importance of:

- (1) Handling time freight cars in proper time freight trains;
- (2) Maintaining schedules;
- (3) Proper picking up and setting off cars;
- (4) Prompt transmittal of all reports;
- (5) Protection of established connections.

Adherence to this policy will:

- (1) Insure dependable on-time service;
- (2) Eliminate complaints and claims;
- (3) Eliminate avoidable correspondence and telegrams.

GENERAL INSTRUCTIONS

Time freight trains shown will be operated on the schedules prescribed, and be given preference in movement over all other freight trains. No change in time freight service will be permitted without authority from the Superintendent Freight Transportation.

Time freight cars from intermediate stations where time freight trains are not scheduled to pick up will be moved to proper terminal in advance and there placed in proper train.

Time freight cars destined to intermediate stations where time freight trains are not scheduled to set out will be cut out at proper terminal short of destination and moved to destination by first proper train.

Yardmasters, immediately after departure of trains, will give yardmaster at next yard, also the Chief Dispatcher, a complete consist of trains leaving terminals, and Chief Dispatcher will keep yards and connecting division Chief Dispatcher advised as to probable arriving time of time freight trains at objective terminal.

Chief Dispatchers, Dispatchers, Agents, Yardmasters, mechanical forces, and all others concerned, will be expected to so co-ordinate their various duties to the end that **dependable on-time** service can be furnished.

Yardmasters will thoroughly familiarize themselves with the authorized make-up and classification of trains; will see that time freight cars arriving from intermediate stations are promptly lined up for proper time freight trains; will arrange in advance for prompt delivery or placement of cars destined to their stations and connections, and will see that cars destined beyond are handled through their yards in time allowed. They will also see that bills for time freight cars are checked daily and no avoidable delay is incurred by time freight train cars on yards.

When time freight cars are on yard for repairs or transfer, yardmasters will see that the proper people to repair or transfer are advised so that delay may be reduced to a minimum.

Those concerned will see that cars loaded with time freight, especially perishable shipments, cut out of trains account bad order or for transfer, are repaired or transferred in time to catch schedule from which cut out, and when not possible to get in train from which cut out, have repaired or transferred in time to put in next following time freight train designated to handle such freight.

Conductors handling time freight trains are required to secure a copy of these instructions, and comply with same. When time freight is set off between terminals short of destination, conductor will report by wire on proper form to Superintendent Freight Transportation, and his Superintendent, by message, giving reasons for setting off.

When empty cars or dead freight cars are used for fill-outs, they will in all cases be placed on head or rear of trains, so that, if necessary, they can be quickly detached to add time freight.

INSTRUCTIONS RELATIVE TO USE OF SYMBOLS AND THE USE OF FORMS FOR REPORTING MOVEMENT OF TIME FREIGHT

1. Each car of time freight must be given a symbol number as provided for in paragraph No. 2, except that time freight cars originating at stations or received from connections and destined to stations on the same Superintendent's territory need not be given symbol numbers nor reported on consists, unless specially instructed otherwise.
2. Each designated time freight symbol station will be provided with a rubber stamp showing station name, symbol letter, and place provided for inserting symbol number. This stamp will be affixed to bill in conspicuous place and proper symbol number inserted. These symbol numbers should be used consecutively, starting with No. 1, and when the highest assigned number has been reached, start again with No. 1 and repeat indefinitely.
3. As far as practicable, the lowest symbol number should be given car for nearest destination, continuing this plan through, so that highest number used will be for farthest destination.
4. Time freight originating at intermediate stations not designated as time freight symbol stations will, on arrival at proper terminal, be given symbol number from assignment of that terminal and reported when forwarded on consist report Form C. F. 443.
5. Form C. F. 443, consist report, will be used at all designated symbol stations for reporting the forwarding from those stations of all time freight (except as provided for in paragraph No. 1). These reports must be made up before billing leaves yards or stations and telegraphed immediately after train departs.

6. Form C. F. 445, passing report, will be used by yardmasters at the following points:

Clifton Forge (both directions)
Ashland (westbound)
Stevens (eastbound)
Cheviot (westbound)
Parsons (both directions).

To be telegraphed immediately after cars are forwarded.

7. Form C. F. 446, set-out car report, will be supplied conductors and yardmasters. This report should be filled out by conductor or yardmaster when cars are set off or cut out and promptly filed with telegraph operator, who will promptly transmit to Superintendent Freight Transportation and Superintendent.

8. In addition to filling out C. F. 446, conductor will immediately send a telegram to his Superintendent from point where car was set out or nearest telegraph office, giving initial, number, contents, destination and cause for setting off. Superintendent will then arrange for its further movement promptly.

9. Form C. F. 444, delayed car report, is to be used for reporting forwarding on any car that has been set off or cut out and delayed. Yardmasters will use this form in reporting forwarding of all cars cut out and delayed for whatever cause.

10. Form C. F. 447, report to be used at junctions for reporting delivery to connection of cars loaded with time freight covered by a symbol number, and must be made immediately after cars are delivered. When cars are not through-billed the agent at junction must show on his pro-billing the symbol letters and number that appear on the regular bill so the Yard will be able to make this report.

This report shall be made by the proper officer at the following junctions:

Newport News, Va.

Richmond, Va.

Doswell, Va.

Orange, Va.

Potomac Yard, Va.

Lynchburg, Va.

Glasgow, Va.

Charlottesville, Va.

Waynesboro Union Station, Va.

Staunton, Va.

Durbin, W. Va.

Gauley, W. Va.

Deepwater, W. Va.

Charleston, W. Va.

Huntington, W. Va.

Kenova, W. Va.

Elkhorn City, Ky.

Winchester, Ky.

Lexington, Ky.

Louisville, Ky.

Greggs, O.

Athens, O.

Armitage, O.

Lancaster, O.

Parsons, O.

Marion, O.

Carey, O.

Postoria, O.

Toledo, O.

Stevens, Ky.

Cheviot, O.

Cottage Grove, Ind.

Richmond, Ind.

Muncie, Ind.

Marion, Ind.

Peru, Ind.

Griffith, Ind.

Calumet Yard, Ill.

Chicago, Ill.

SPECIAL INSTRUCTIONS FOR THE MOVEMENT OF LIVE STOCK

Live stock must be fed and watered every 28 or 36 hours, and will not be kept out beyond these limits unless prevented by storm or by other accidental or unavoidable causes which cannot be anticipated or avoided by exercise of due diligence and foresight.

In the absence of special instructions, employes whose duties require them to look after the handling of live stock at feeding points must observe schedules, and when there is not sufficient time limit to reach destination or the next feeding point within the time allowed, stock will be unloaded for feed and water and rested five hours unless in cars equipped to feed and water without unloading.

Unless there is a certificate with waybill or notation on waybill extending the feeding time to 36 hours from time loaded at originating point or last fed in transit, it will be understood that stock is moving under the 28-hour law.

For other instructions with regard to handling live stock, see L. E. Kipp, Agent's Quarantine Freight Tariff No. 362-A, supplements thereto or reissues thereof; and Freight Traffic Department Circular No. 198-F.

Failure to comply with the above instructions places the Company liable to a fine of from \$100.00 to \$500.00 for each violation.

PRINCIPAL FEEDING POINTS

Location	Capacity—Cars	Owned by
Cincinnati, O.-----	Ample	Union Stock Yards
Covington, Ky.-----	29	C. & O.
Handley, W. Va.-----	5	C. & O.
Hinton, W. Va.-----	29	C. & O.
Clifton Forge, Va.-----	2	C. & O.
Charlottesville, Va.-----	7	C. & O.
Richmond, Va.-----	3	C. & O.
	50	Rich. Stock Yards
Fostoria, O.-----	16	C. & O.
	60	Private
Upper Sandusky, O.-----	34	C. & O.

TIME FREIGHT COMMODITIES

The following will outline what will be considered time freight:

All revenue freight except coal loaded in:

- Automobile cars
- Box cars
- Refrigerator cars
- Tank cars
- Stock cars
- Covered Hopper cars.

And the following commodities loaded in or on open cars:

- Automobiles
- Automobile parts
- Agricultural implements
- Boilers
- Building stone
- Cement
- Steel sheets
- Paving blocks
- Machinery
- Iron and steel articles

Also empty tank cars.

When for any reason all time freight cannot be given movement in specified trains, preference should be given to forwarding following commodities in order named:

- Perishable and live stock
- All export
- Food stuff

When fill out is necessary for time freight trains, preference will be given to empty private line refrigerator cars, and automobile device cars.

**LIST OF TIME FREIGHT SYMBOL AND CONSIST REPORTING
STATIONS ASSIGNED SYMBOL LETTERS AND NUMBERS**

Stations	Symbol Letter	Symbol Numbers	
		From	To
Newport News.....	Va A	1	300
Richmond.....	Va B	1	300
Gladstone.....	Va C	1	100
Potomac Yard.....	Va D	1	300
Charlottesville.....	Va F	1	100
Waynesboro Union Station.....	Va G	1	200
Staunton.....	Va SX	1	200
Fordwick.....	Va I	1	200
Lynchburg.....	Va K	1	100
Clifton Forge.....	Va M	1	150
Covington.....	Va MX	1	100
Ronceverte.....	W Va VX	1	200
Durbin.....	W Va N	1	150
Hinton.....	W Va P	1	100
Handley.....	W Va Q	1	100
Cabin Creek Junction.....	W Va R	1	100
Charleston.....	W Va S	1	200
Huntington.....	W Va U	1	200
Ashland.....	Ky V	1	500
Elkhorn City.....	Ky W	1	300
Olive Hill.....	Ky XA	1	200
Morehead.....	Ky XB	1	150
Winchester.....	Ky WX	1	200
Lexington.....	Ky X	1	150
Louisville.....	Ky Y	1	200
Russell.....	Ky Z	1	500
Greggs.....	O RX	1	100
Athens.....	O PX	1	100
Nelsonville.....	O OX	1	150
Logan.....	O TX	1	250
Lancaster.....	O UX	1	300
Parsons.....	O AX	1	400
Marion.....	O EX	1	300
Carey.....	O HX	1	150
Fostoria.....	O IX	1	300
Walbridge.....	O LX	1	400
Maysville.....	Ky YX	1	300
Stevens.....	Ky BX	1	600
Cheviot.....	O CX	1	100

LIST OF TIME FREIGHT SYMBOL AND CONSIST REPORTING STATIONS ASSIGNED SYMBOL LETTERS AND NUMBERS

Stations	Symbol Letter	Symbol Numbers	
		From	To
Richmond.....Ind	DX	1	100
Muncie.....Ind	FX	1	100
Marion.....Ind	GX	1	100
Peru.....Ind	JX	1	200
Griffith.....Ind	KX	1	200
Burnham.....Ill	NX	1	400
Calumet Yard.....Ill	QX	1	200

EXPLANATION OF USE OF TRAIN SYMBOLS AND KEY TO SAME

Time freight trains leaving initial terminal will be given symbol letter which will follow train through to destination, and all reports should refer to this symbol in order that train may be identified. For example: Train No. 93 out of Newport News on the first day of the month will be reported as 93-A, and No. 92 out of Chicago on the first day of the month will be reported as 92-A.

The following list shows symbol letters that should be used on each time freight train for various days of the month:

Date	Symbol	Date	Symbol
1	A	17	Q
2	B	18	R
3	C	19	S
4	D	20	T
5	E	21	U
6	F	22	V
7	G	23	W
8	H	24	X
9	I	25	Y
10	J	26	Z
11	K	27	AW
12	L	28	BW
13	M	29	CW
14	N	30	DW
15	O	31	EW
16	P		

TRACERS

Should it become necessary to start a special tracer on any particular car, the tracer should be sent to Superintendent Freight Transportation, who will give necessary handling.

This will not prohibit local officers from securing needed information from the immediate local territory.

The purpose is to centralize all tracing and prevent local transportation officers from being asked for information on the same cars by more than one office.

TRACERS FOR L. C. L. FREIGHT

These tracers should not be started until after shipments have had a reasonable time in which to reach destination.

They should be handled by mail except in cases where the handling by wire would be justified.

They should originate with or be sent to agent at point of origin. The agent at point of origin will send to agent at transfer or junction station where freight would be handled or checked, and at the same time copy should be sent to agent at destination with request that if shipment has been delivered to advise by wire.

Agent at transfer or junction point will forward tracer to next agent that should handle or check shipment, and so on, to agent at destination, who will advise agent at point of origin his record.

Agents handling these tracers should be particular to show thereon all information needed, such as waybill reference, nature of shipment, shipper and consignee, car in which loaded, routing, etc., to enable location of records of handling.

FLOAT SCHEDULES

Eastbound

No. 92

Newport News.....	6:45 a	Norfolk.....	8:45 a
Newport News.....	10:30 p	Sewells Point.....	11:30 p

No. 94

Newport News.....	6:45 a	Norfolk.....	8:45 a
Newport News.....	6:15 a	Sewells Point.....	7:15 a

Westbound

No. 93

Norfolk.....	6:00 p	Newport News.....	8:00 p
Sewells Point.....	1:00 a	Newport News.....	2:00 a

No. 95

Norfolk.....	9:30 a	Newport News.....	11:30 a
Sewells Point.....	1:30 p	Newport News.....	2:30 p

TRAIN No. 92

Through Time Freight Train

SCHEDULE

No. 92

⊕Chicago.....*10:00 a
 *Marion.....*5:50 p
 *Muncie.....*6:50 p
 *Richmond.....*8:10 p
 °Cheviot.....*11:00 p
 *Stevens.....4:00 a
 °Maysville.....5:31 a
 °Russell.....7:45 a

No. 92

Toledo.....4:00 p
 *Fostoria.....4:55 p
 *Carey.....5:30 p
 *Marion.....6:30 p
 °Columbus.....10:30 p
 *Columbus.....1:00 a
 *Greggs.....4:03 a
 °Russell.....6:05 a

No. 292-92

Louisville.....*6:45 p
 °Lexington.....*9:45 p
 *Lexington.....*10:45 p
 °*Winchester..*11:30 p
 °Ashland.....*4:17 a
 °Russell.....5:40 a

*Russell.....9:50 a
 *Ashland.....10:15 a
 °Huntington.....11:15 a
 °*Charleston.....1:11 p
 °Handley.....2:40 p
 *Handley.....2:40 p
 °Thurmond.....4:15 p
 °Hinton.....5:30 p
 *Hinton.....7:30 p
 *Covington.....10:32 p
 °Clifton Forge..11:30 p
 *Clifton Forge..2:00 a
 °*Lynchburg.....4:53 a
 °Gladstone.....7:05 a
 *Gladstone.....8:05 a
 °Richmond.....1:10 p
 *Richmond.....4:30 p
 °Newport News...7:30 p
 °Norfolk.....8:45 a
 Sewells Point.....11:30 p

*Russell.....9:30 a
 *Ashland.....9:55 a
 °Pikeville.....2:30 p
 °Shelby.....3:15 p
 °Elkhorn City...4:00 p

*Clifton Forge...2:20 a
 °*Staunton.....5:00 a
 °*Waynesboro...5:32 a
 °*Waynesboro (US) 6:02 a
 °Charlottesville..9:15 a

⊕Calumet Yard.

*Indicates Central Standard Time.

*Indicates Pick-up points.

°Indicates Set-off points.

TRAIN No. 92

Hold Orders.

Toledo.....Up to 5:00 P. M. for freight from PM. and MC.
Burnham.....Up to *11:45 A. M. for freight from I. H. B.
Stevens.....Up to 5:00 A. M. for freight from Chicago Division 92.

Cut Off Time by Connections from C. & O.

Richmond.....5:00 P. M. freight for S. A. L. 89.
5:00 P. M. freight for A. C. L. 209.

Cut Off Time by C. & O. from Connections.

Columbus.....9:00 P. M. freight from P. R. R.
Marion, Ind.....4:30 P. M. perishables from N. K. P.
Fostoria, O.....4:00 P. M. livestock from N. K. P.

Conditional Pick-Up Points.

Ashland.....Perishables from 97 for Huntington and Charleston.

Special Instructions.

Greggs.....Freight from D. T. & I. Handled to Russell ahead of 92.

*Indicates Central Standard Time.

TRAIN No. 94

Through Time Freight Train

	<u>90</u>	<u>94</u>	<u>98</u>
*Chicago Stock Yards.....	7:00 p		
*House.....		6:00 p	
*Calumet Yard.....	+8:00 p	+6:40 p	9:00 p
*Burnham.....	+8:30 p		+9:45 p
*Griffith.....			+10:20 p
*La Crosse.....			+11:25 p
*North Judson.....			+11:55 p
*Peru.....	o12:05 a	o10:20 p	o1:40 a
*Peru.....	+1:25 a	+12:05 a	+4:20 a
*Marion.....		o1:10 a	o+5:14 a
*Muncie.....		+o2:15 a	o+6:15 a
*Richmond.....		o3:45 a	o+7:40 a
*Cheviot.....	7:00 a	o7:00 a	o10:30 a
Toledo.....8:00 a			Louisville.....*9:45 a
*Fostoria.....9:05 a			oLexington.....*12:45 p
*Marion.....11:00 a	*Stevens.....3:00 p		*Lexington.....*2:16 p
oColumbus.....2:30 p	oRussell.....7:45 p		*Winchester.....*2:50 p
*Columbus.....4:30 p			oAshland.....*7:15 p
oRussell.....8:30 p			oRussell.....8:45 p
*Russell.....10:30 p			*Russell.....10:15 p
*Huntington.....11:35 p			*Ashland.....10:40 p
*Charleston.....1:05 a			oPikeville.....3:50 a
Handley.....2:00 a			oShelby.....4:20 a
Handley.....2:00 a			oElkhorn City.....5:00 a
oHinton.....5:00 a			
*Hinton.....6:00 a			
oClifton Forge.....10:30 a			
*Clifton Forge.....12:30 p			
oLynchburg.....3:23 p			
oGladstone.....5:35 p			
*Gladstone.....6:35 p			
*Strathmore.....8:40 p			
oRichmond.....11:45 p			
*Richmond.....12:45 a			
oNewport News.....3:45 a			
Norfolk.....8:45 a			
Sewells Point.....7:15 a			

No. 90

Clifton Forge.....	1:00 p
*Fordwick (See Page 30).....	2:22 p
oStaunton.....	4:00 p
oWaynesboro.....	4:46 p
*Waynesboro U. S.....	5:10 p
Charlottesville.....	8:00 p

*Indicates Central Standard Time.

*Indicates pick up point.

oIndicates set off point.

TRAIN No. 94

Hold Orders.

Toledo.....Up to 8:30 A. M. for freight from MC. DT-1 and PM.
DT-6.
Marion, O.....Up to 11:30 A. M. for freight from Erie 72 and 98.
Stevens.....Up to 4:15 P. M. for all freight.
Louisville.....Up to *10:15 A. M. for freight from Southern 59 (When
cars reported).
Strathmore.....Up to 9:30 P. M. for freight from Potomac Yard 95.

Conditional Set-Off Points.

Huntington.....Meat only.
Charleston.....Perishables only.
Ronceverte.....Perishables only.
Covington.....Perishables only.

Cut Off Time by Connections from C. & O.

Columbus.....3:30 P. M. for N. & W. 84.
Richmond.....5:00 A. M. perishables for A. C. L. 207.
Richmond.....12:30 A. M. perishables for S. A. L. 87.

Cut Off Time by C. & O. from Connections.

Muncie.....*2:30 A. M. freight from N. K. P.
Fostoria.....9:35 A. M. perishables from N. K. P., O. B.-2
Columbus.....1:00 P. M. freight from P. R. R.

Special Instructions.

Greggs.....Freight handled to Russell ahead of 94.
Russell.....Two sections to be run when tonnage justifies, or when
trains from Cincinnati, Northern or Lexington are so
late consolidation would delay train one hour or more.
Russell.....Freight on Lexington and Northern 94 for destinations
served by 98 cut out and moved on 98.
Russell.....Freight for Ashland and Huntington cut out Russell and
handled in train immediately following.
Ashland.....Freight for 94 handled to Huntington ahead and put in
train there.
Hinton.....Consolidate both sections when can get out two hours
or less late; otherwise run both to Clifton Forge.
Strathmore.....Pick up freight for Richmond and east from Potomac
Yard 95.

*Indicates Central Standard Time.

TRAIN No. 98

Potomac Yard Train

SCHEDULE

Stevens.....	7:00 p
*Maysville.....	8:31 p
°Russell.....	10:45 p
*Russell.....	12:45 a
°Ashland.....	1:15 a
*Huntington.....	2:25 a
°St. Albans.....	3:50 a
*Charleston.....	4:25 a
°Handley.....	5:50 a
*Handley.....	6:50 a
°Deepwater.....	7:20 a
°Thurmond.....	9:00 a
°Quinnimont.....	9:45 a
°Hinton.....	11:30 a
*Hinton.....	1:30 p
*Covington.....	4:53 p
°Clifton Forge.....	6:00 p
*Clifton Forge.....	8:00 p
°Gladstone.....	1:30 a
*Gladstone.....	2:30 a
°Strathmore.....	5:30 a
Potomac Yard.....	10:30 a

*Indicates pick up point.

°Indicates set off point.

TRAIN No. 98

POTOMAC YARD—WASHINGTON

Connections.

Kanawha and New River Branch Line locals or mine shifters.

Deepwater.....Virginian Railway No. 74.

Potomac Yard...P. R. R. MD-18 for Jersey City and New York.

P. R. R. AEC-5 for Enola and west.

B. & O. 698 for Jersey City, New York and beyond via
N. Y. N. H. & H.

B. & O. 82 for Philadelphia.

Special Instructions.

Russell.....Freight for Potomac Yard gateway including Washington
and other points served by this train arriving on Northern
94 and Lexington 94 are put in 98.

Lindsay.....Freight for R. F. & P. destinations via Doswell set off
and picked up by local freight except on Sundays is
handled by Piedmont 94.

TRAIN No. 93

Through Time Freight Train.

SCHEDULE

Newport News.....	5:00 a	Potomac Yard.....	4:00 a
oRichmond.....	8:00 a	*Orange.....	7:30 a
*Richmond.....	9:15 a	oCharlottesville.....	9:30 a
oGladstone.....	2:00 p	*Charlottesville.....	12:20 p
*Gladstone.....	3:00 p	oWaynesboro (US).....	1:23 p
*Lynchburg.....	4:20 p	oStaunton.....	2:05 p
oClifton Forge.....	8:00 p	oFordwick.....	3:00 p
*Clifton Forge.....	10:00 p	oClifton Forge.....	6:05 p
*Covington.....	10:36 p		
oHinton.....	2:00 a		
*Hinton.....	3:00 a		
oGauley.....	5:06 a		
oHandley.....	5:55 a		
*Handley.....	5:55 a		
oCharleston.....	6:50 a		
oHuntington.....	9:30 a		
*Ashland.....	10:30 a		
oRussell.....	11:00 a		
		*Russell.....	1:00 p
		*Ashland.....	*12:30 p
		oWinchester.....	*4:59 p
		oLexington.....	*7:30 p
		*Lexington.....	*9:45 p
		Louisville.....	*1:00 a
*Russell.....	2:00 p	*Russell.....	1:45 p
oMaysville.....	4:50 p	oGreggs.....	4:00 p
oStevens.....	6:30 p	oColumbus.....	7:30 p
*Cheviot.....	*2:40 a	*Columbus.....	9:15 p
Chicago (Calumet Yd.).....	*6:00 p	oMarion.....	11:30 p
		oCarey.....	12:30 a
		oFostoria.....	1:30 a
		oToledo.....	4:15 a

*Indicates Central Standard Time.

*Indicates pick up points.

oIndicates set off points.

TRAIN No. 93

Hold Orders.

Newport News..Up to 7:00 A. M. for Eastern S. S. Line and M. & M. T. Co. freight.

Special Instructions.

Potomac Yard..Handles no freight for Rivanna or James River points.
Covington.....Freight for No. 93 handled to Hinton ahead and put in train there.
Deepwater.....Freight from Virginian Rwy. handled to Handley ahead of 93 and put in train there.
Ashland.....Freight set off for or via Ashland Division points, including Ashland proper.

TRAIN No. 95

Through Time Freight Train Schedules.

Newport News.....	5:30 p	Potomac Yard.....	2:00 p
°Richmond.....	8:30 p	°Gordonsville.....	5:20 p
*Richmond.....	10:30 p	°Strathmore.....	7:00 p
°Strathmore.....	1:25 a	°Gladstone.....	11:15 p
°Gladstone.....	3:00 a		
		*Charlottesville.....	3:20 a
*Gladstone.....	4:00 a	°Waynesboro (US).....	4:37 a
°Lynchburg.....	5:23 a	°Staunton.....	5:40 a
°Balcony Falls.....	6:20 a	°Clifton Forge.....	9:25 a
°Clifton Forge.....	8:40 a		
*Clifton Forge.....	10:45 a		
°Hinton.....	2:45 p		
*Hinton.....	4:30 p		
Handley.....	7:25 p		
°Handley.....	7:25 p		
°*Charleston.....	8:35 p		
°*Huntington.....	10:50 p		
°*Ashland.....	11:20 p		
°Russell.....	12:30 a		
*Russell.....	3:00 a	*Russell.....	3:15 a
°Stevens.....	7:20 a	°Columbus.....	7:45 a
*Cheviot.....	*3:30 p	*Columbus.....	10:00 a
①Chicago.....	*5:15 a	°*Marion.....	12:15 p
		°Carey.....	1:05 p
		°*Fostoria.....	2:15 p
		°Toledo.....	4:30 p
		*Russell.....	1:00 a
		*Ashland.....	*12:30 a
		°*Winchester.....	*4:40 a
		°Lexington.....	*6:30 a
		*Lexington.....	*11:30 a
		Louisville.....	*4:40 p

①Sou. Water St.

*Indicates pick up points.

°Indicates set off points.

*Indicates Central Standard Time.

TRAIN No. 95

Hold Orders.

Newport News..Up to 6:00 P. M. for Belt Line Connection.
Richmond,
2nd St.....Up to 10:30 P. M. for A. C. L. perishables.
Waynesboro....Up to 5:30 A. M. for N. & W. 51.
Clifton Forge...Up to 12:45 P. M. if by so doing freight from Mountain 95
can be gotten therein, otherwise run on time. When
this occurs Mountain 95, if sufficient tonnage, will be run
as second section, provided, can be run not later than
3:00 P. M., otherwise hold for 93.

Cut Off Time by C. & O. from Connections.

Richmond..... 7:00 P. M. for freight from Southern.
7:30 P. M. for freight from S. A. L.
8:30 P. M. for perishables from S. A. L.
10:00 P. M. for freight from A. C. L.
10:30 P. M. for perishables from A. C. L.
Columbus.....8:00 A. M. for freight from N. & W.

Cut Off Time by Connections from C. & O.

Cincinnati.....11:00 A. M. for Big Four 93.

Special Instructions.

Waynesboro, Pick up freight for Williamsburg and east—will move
U. S.on 94 from Clifton Forge.
Strathmore....Freight from Potomac Yard 95 set off for 94.
Gordonsville....Freight from Potomac Yard 95 for Charlottesville and
Mountain points set off for 97.
Ashland.....Freight set off for or via Ashland Division points, in-
cluding Ashland proper.
Cheviot.....Perishables handled on 97 for Fruit Auction House,
Chicago.

TRAIN No. 97

FLORIDA SPECIAL

Example

Jacksonville (ACL)	-----	3:00 p	Monday
Yemassee (C&WC)	(97)-----	11:00 p	Monday
Spartanburg (Clinchfield)	(97)-----	12:30 p	Tuesday
Elkhorn City (")	(97)-----	1:30 a	Wednesday
*Elkhorn City (C&O)	(97)-----	1:30 a	Wednesday
oRussell	(97)-----	6:40 a	Wednesday
Huntington	(92)-----	11:15 a	Wednesday
Charleston	(92)-----	1:11 p	Wednesday
*Russell	(97)-----	7:40 a	Wednesday
oColumbus	(97)-----	12:01 p	Wednesday
*Columbus	(97)-----	1:00 p	Wednesday
oMarion	(97)-----	2:45 p	Wednesday
oFostoria	(97)-----	4:00 p	Wednesday
Toledo	(97)-----	5:10 p	Wednesday
Cincinnati	(93)-----	6:30 p	Wednesday
Cincinnati	(93)-----	2:40 a	*Thursday
Richmond, Ind	(93)-----	5:12 a	*Thursday
Muncie	(93)-----	6:55 a	*Thursday
Marion, Ind	(93)-----	7:45 a	*Thursday
Peru	(93)-----	8:50 a	*Thursday
Chicago (Calumet Yard)	(93)-----	6:00 p	*Thursday

*Indicates Central Standard Time.

*Indicates Pick-up Points.

oIndicates Set-off Points.

TRAIN No. 97

ELKHORN CITY—TOLEDO

Conditional Set-Off Point.

Ashland.....Perishables for Huntington and Charleston picked up by 92.

Cut Off Time by Connections from C. & O.

Columbus.....2:50 P. M. for B. & O. 102.

Fostoria.....4:15 P. M. for N. K. P. CB-12.

Cut Off Time by C. & O. from Connections.

Columbus.....10:00 A. M. from N. & W:

Connections:

Columbus	PRR	Ar.	Akron	11:45 P.M.	Monday
	PRR	"	Cleveland	1:30 A.M.	Tuesday
	PRR	"	Pittsburgh (1)	7:45 A.M.	Tuesday
Marion	Erie	"	Akron	9:00 A.M.	Tuesday
	Erie	"	Youngstown	7:30 A.M.	Tuesday
	Erie	"	Cleveland	2:30 P.M.	Tuesday
Fostoria	NKP	"	Fort Wayne	*1:00 A.M.	Tuesday
	NKP	"	Cleveland	2:00 A.M.	Tuesday
	NKP	"	Buffalo (2)	4:00 A.M.	Tuesday
Toledo	MC	"	Detroit	2:00 A.M.	Tuesday
	PM	"	Detroit (3)	3:00 A.M.	Tuesday
	PM-CP	"	Toronto	6:00 P.M.	Tuesday
	PM-GT-CN	"	Toronto	3:00 A.M.	Wednesday
	DTSL-GT-CN	"	Toronto	3:00 A.M.	Wednesday
Cincinnati	Big Four	"	Indianapolis	*4:00 A.M.	Tuesday

(1) Arrival Pittsburgh Produce Terminal.

(2) Arrival Niagara Frontier Food Terminal 8:00 A. M. or earlier.

(3) Arrival Detroit Union Produce Terminal.

*Indicates Central Standard Time.

EASTBOUND—CHICAGO DIVISION.

Time Freight Train Schedules.

	90	94	98	92
*Chicago Stock Yards.....	7:00 p			
*House.....		6:00 p		
*Calumet Yard.....	8:00 p	6:40 p	9:00 p	10:00 a
*Burnham.....	8:30 p		9:45 p	10:30 a
*Griffith.....			10:20 p	11:45 a
*La Crosse.....			11:25 p	
*North Judson.....			11:55 p	
*Peru.....	12:05 a	10:20 p	1:40 a	2:40 p
*Peru.....	1:25 a	12:05 a	4:20 a	4:35 p
*Marion.....		1:10 a	5:14 a	5:50 p
*Muncie.....		2:15 a	6:15 a	6:50 p
*Richmond.....		3:45 a	7:40 a	8:10 p
*Cheviot.....	7:00 a	7:00 a	10:30 a	11:00 p

No. 90 picks up Calumet Yard, Burnham and Peru. Sets off Peru.

No. 94 picks up Calumet Yard, Peru and Muncie. Sets off Peru, Marion, Muncie and Richmond.

No. 98 picks up Burnham, Griffith, LaCrosse, North Judson, Peru, Marion, Muncie and Richmond. Sets off Peru, Marion, Muncie and Richmond,

No. 92 picks up Burnham, Griffith, Peru, Marion, Muncie and Richmond. Sets off Peru.

Nos. 90, 94 and 98 connect with No. 94 out of Stevens at 3:00 pm for East.

No. 92 connects with No. 92 from Stevens 4:00 am for East.

Hold 92 Burnham until *11:45a for I. H. B. connection.

No. 94 handles loads from N. K. P., Muncie received up to *2:30 am.

Note.—No. 94, Chicago to Peru daily except Sunday.

*Indicates Central Standard Time.

WESTBOUND—CHICAGO DIVISION

Time Freight Train Schedules

	93	97	95	89
*Cheviot.....	2:40 a	1:30 p	3:30 p	9:30 p
*Richmond.....	5:12 a		6:00 p	12:05 a
*Muncie.....	6:55 a		7:40 p	1:45 a
*Marion.....	7:45 a		8:36 p	2:55 a
*Peru.....	8:50 a	6:35 p	9:40 p	3:55 a
				99
*Peru.....	1:30 p	7:50 p	11:00 p	4:00 a
*North Judson.....	3:06 p			5:31 a
*La Crosse.....	3:30 p			6:00 a
*Griffith.....	4:25 p			6:50 a
*Burnham.....	5:30 p			8:30 a
*Chicago:				
*Calumet Yard.....	6:00p			10:00 a
*House.....			5:15 a	
*Fruit Auction.....		2:00 a		

No. 93 picks up and sets off Richmond, Muncie, Marion, Peru, North Judson, La Crosse and Burnham.

No. 95 picks up Richmond, Muncie, Marion and Peru, sets off Muncie and Perishables at Marion.

No. 99 picks up and sets off North Judson, La Crosse, Griffith and Burnham.

Hold 97 Cheviot until *2:00 P. M. for perishables from connections.

Note.—No. 95 Peru to Chicago daily, except Saturday.

*Indicates Central Standard Time.

TRAINS Nos. 95-94

Washington and Potomac Yard

To

Richmond,

Newport News and Norfolk

Time Freight and Merchandise Trains

Potomac Yard.....	(95).....	2:00 p
Strathmore.....	(95).....	7:00 p
Strathmore.....	(94).....	8:40 p
Richmond.....	(94).....	11:45 p
Richmond.....	(94).....	12:45 a
Newport News.....	(94).....	3:45 a
Norfolk (Sewells Point).....		7:15 a
Norfolk (C. & O. Terminal).....		8:45 a

TRAINS Nos. 95-97-90

News-Richmond-Potomac Yard

Time Freight and Merchandise Trains

Newport News.....	(95).....	5:30 p
Richmond.....	(95).....	8:30 p
Richmond.....	(97).....	8:30 p
Gordonsville.....	(97).....	11:10 p
Gordonsville.....	(90).....	1:25 a
Potomac Yard.....	(90).....	5:00 a

Picks up

Gordonsville

Sets off

Gordonsville

TRAIN No. 94

Piedmont Subdivision Merchandise and Time Freight Train.

+Charlottesville.....	10:30 p
Lindsay (Note).....	11:06 p
Gordonsville.....	11:16 p
Doswell.....	1:17 a
++Richmond.....	4:30 a

*Handles freight from Mountain Subdivision 56 and 90.

++Makes A. C. L. 211 connection.

NOTE—Sundays only handles freight for R. F. & P. points via Doswell, set off by 98.

TRAIN No. 97

Piedmont Subdivision Merchandise and Time Freight Train

Richmond.....	8:30 p	Picks up	Sets off
Gordonsville.....	11:10 p		
Charlottesville.....	12:25 a	①Gordonsville	②Gordonsville

①Including freight set off from No. 95 from Potomac Yard for Charlottesville and Mountain subdivision points.

②Including freight for Washington subdivision and Potomac Yard—Handled on No. 90 from Gordonsville.

NOTE—Freight for Mountain subdivision points—Handled from Charlottesville on No. 95.

Connection from 95 Richmond from East.

Cut off hour from Southern Ry. 7:00 P. M.

TRAIN No. 90

Mountain—Potomac Yard Merchandise and Time Freight Train.

Clifton Forge.....	1:00 p
+Fordwick (See Note).....	2:22 p
o+Staunton.....	4:00 p
o+Waynesboro.....	4:46 p
o+Waynesboro U. S.	5:10 p
oCharlottesville.....	8:00 p
+Charlottesville.....	11:30 p
o+Gordonsville.....	1:25 a
Potomac Yard.....	5:00 a

+Indicates pick-up.

oIndicates set-off.

NOTE—Pick-up only freight at Fordwick not ready on departure 56.

Freight from 97 put in train at Gordonsville.

Freight for Piedmont Subdivision and beyond handled on 94 from Charlottesville.

TRAIN No. 99

Hinton-Russell Time Freight and Merchandise Train

(Advance Section No. 95)

	Picks up	Sets off
Hinton.....2:30 p	Hinton	Meadow Creek
Meadow Creek.....2:58 p	Meadow Creek	Gauley
Gauley.....4:49 p	Handley	Handley
Handley.....5:30 p	Cabin Creek Jct.	Charleston
Handley.....5:30 p	Charleston	Huntington
Cabin Creek Jct.....5:55 p	Huntington	Ashland
Charleston.....6:35 p	Ashland	
Huntington.....9:40 p		
Ashland.....10:32 p		
Russell.....11:00 p		

Connects Ashland with No. 95 for Lexington.

Connects Russell with No. 95 for Cincinnati-Chicago and for Gregg's, Columbus-Toledo.

TRAIN No. 92

Columbus-Athens Time Freight and Merchandise Train

	Picks up	Sets off
Columbus.....1:00 a		
Lancaster.....2:05 a		
Oldtown.....3:20 a	Lancaster	Lancaster
Nelsonville.....4:10 a	Oldtown	Oldtown
Athens.....5:30 a	Nelsonville	Nelsonville

Handles connection from Toledo subdivision No. 92.

Note.—Daily except Sunday.

TRAIN No. 91

Athens-Columbus Time Freight and Merchandise Train

	Picks up	Sets off
Athens.....5:45 p		
Oldtown.....7:30 p		
Lancaster.....9:00 p	Nelsonville	Nelsonville
Columbus.....12:30 a	Oldtown	Oldtown
	Lancaster	Lancaster

Connects Columbus with No. 95 for Marion, Carey, Fostoria and Toledo.

Note.—Daily except Sunday.

TRAIN No. 96

Toledo-Columbus Merchandise and Time Freight Train

	Picks up	Sets off
Toledo.....11:15 p		
Fostoria.....12:30 a		
Marion.....3:00 a	Fostoria	Fostoria
Columbus.....7:00 a	Marion	Marion

CLEARANCE SECTION

INDEX TO THROUGH CLEARANCES

Column 1—Cincinnati (8th St. Jct.) Toledo, Ashland, Huntington, Charleston and Hinton to Lynchburg, Potomac Yard, or Newport News via James River Line. (See Note.)

Column 2—Cincinnati (8th St. Jct.) Toledo, Columbus, Ashland, Huntington, Charleston to Waynesboro via Mountain Sub-Division. (See Note.)

Column 3—Cincinnati (8th St. Jct.) Toledo, Columbus, Ashland, Huntington, Charleston, Hinton to Durbin. (See Note.)

Column 4—Cincinnati (8th St. Jct.) to Elkhorn City. (See Note.)

Column 5—Chicago to Cincinnati (8th St. Jct.).

Column 6—Louisville or Lexington to Ashland. (See Note.)

Column 7—Toledo or Columbus to Elkhorn City.

Column 8—Richmond to Charlottesville or Potomac Yard.

Column 9—Charlottesville to Waynesboro.

Column 10—Potomac Yard to Washington, D. C. (See Note.)

Note:—For more detailed information refer to Circular S. T. 157-H.

THROUGH CLEARANCES

Height from Top of Rail	1		2		3		4		5		6		7		8		9		10	
	Width		Width		Width		Width		Width		Width		Width		Width		Width		Width	
	Ft	In	Ft	In	Ft	In	Ft	In	Ft	In	Ft	In	Ft	In	Ft	In	Ft	In	Ft	In
18 0	+⊕		+⊕		+⊕		+				■		4 0						▲	
17 9	See		See		See		See						9 0						See	
17 6	Notes		Notes		Notes		Notes						10 4		10 10				Note	
17 3	below		below		below		below						10 6		" "				below	
17 0	7	6	8	0	6	2	10	8					10	8	"	"				
16 9	7	10	8	6	7	0	"	"					"	"	"	"				
16 6	8	0	9	0	8	8	"	"					"	"	"	"	4	0		
16 3	9	0	9	6	9	0	"	"					"	"	"	"	5	2	5	5
16 0	10	5	9	11	9	2	10	9	11	0	4	9	10	9	"	"	5	6	6	0
15 9	10	6	10	1	9	4	10	9	"	"	5	6	10	9	"	"	6	2	6	8
15 6	"	"	10	5	9	6	11	0	"	"	6	3	11	0	"	"	7	0	7	4
15 3	"	"	10	6	9	8	"	"	"	"	7	0	"	"	"	"	7	2	8	4
15 0	"	"	"	"	9	9	"	"	"	"	8	0	"	"	"	"	7	4	11	0
14 9	"	"	"	"	9	10	"	"	"	"	9	8	"	"	"	"	7	11	"	"
14 6	"	"	"	"	10	2	"	"	"	"	10	4	"	"	"	"	8	4	"	"
14 3	"	"	"	"	10	6	"	"	"	"	10	5	"	"	"	"	8	6	"	"
14 0	"	"	"	"	"	"	"	"	"	"	10	6	"	"	"	"	8	8	"	"
13 9	"	"	"	"	"	"	"	"	"	"	10	6	"	"	"	"	9	5	"	"
13 6	"	"	"	"	"	"	"	"	"	"	10	7	"	"	"	"	10	0	"	"
13 3	10	7	10	7	10	7	"	"	"	"	10	8	"	"	"	"	10	2	"	"
13 2	10	8	10	8	10	8	"	"	"	"	10	8	"	"	"	"	10	3	"	"
13 0	"	"	"	"	"	"	"	"	"	"	10	9	"	"	"	"	10	5	"	"
12 6	"	"	"	"	"	"	"	"	"	"	10	9	"	"	"	"	10	6	"	"
12 0	"	"	"	"	"	"	"	"	"	"	10	10	"	"	"	"	"	"	"	"
11 6	"	"	"	"	"	"	"	"	"	"	11	0	"	"	"	"	"	"	"	"
3 3	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	11	0	10	8
3 0	10	8	10	8	10	8	11	0	11	0	10	10	11	0	10	10	11	0	10	8

+ - Does not apply on No. 1 Westbound track 15th St., Covington, Ky.

⊕ - Applies only on Eastbound Main Line between Hinton and Covington, Va. On Westbound Main Line be governed by Column 10, page 39.

■ - Does not apply on Westbound Main No. 3 by Lexington, Ky. Passenger Station Shed.

▲ - Covers closed cars only. Reduce widths shown 6 in. between heights 15-0 and 3-0 above rail on open shipments.

Box or other closed cars up to width of 10' 6" and height of 14' 0" above rail may be handled without restrictions over any branch line point on C. & O., except Keeney's Creek, Hawks Nest and that part of Piney branch between Burks and Lester.

Open shipments must not be accepted from connections or from stations on C. & O. for any territory covered in above tables if the dimensions in any way exceed above clearances. Open loads must not be accepted from connections or locally for points beyond C. & O. without specific authority of Transportation Department.

Open loads to branch line points or other points not covered in above clearances should not be accepted until complete data as to measurements, etc., submitted to Transportation Department and approved.

INDEX TO LOCAL CLEARANCES

Column 1.—Newport News, Va., and Richmond, Va.

Column 2.—Richmond, Va., and Balcony Falls, Va.

Column 3.—Balcony Falls, Va., and Covington, Va.

Column 4.—Covington, Va., and Hinton, W. Va. (See Note).

Column 5.—Hinton, W. Va., and Charleston, W. Va.

Column 6.—Charleston, W. Va., and Russell, Ky.

Column 7.—Russell, Ky., and 8th St. Jct., Cincinnati, O. (See Note).

Column 8.—Russell, Ky., and Columbus, O.

Column 9.—Columbus, O., and Athens, O.

Column 10.—Columbus, O., and Toledo, O.

LOCAL CLEARANCES

Height from Top of Rail	1		2		3		*4		5		6		*7		8		9		10		
	Width		Width		Width		Width		Width		Width		Width		Width		Width		Width		
	Ft	In	Ft	In	Ft	In	Ft	In	Ft	In	Ft	In	Ft	In	Ft	In	Ft	In	Ft	In	
18	0	9	6	10	6	7	6	-----	8	8	4	0			11	0	9	2	7	0	
17	9	9	8	"	"	"	"	7	6	9	0	9	3		"	"	11	0	9	0	
17	6	9	9	"	"	"	"	8	8	9	3	10	0		"	"	"	"	10	6	
17	3	9	10	"	"	"	"	10	4	9	5	10	1	-----	"	"	"	"	11	0	
17	0	10	0	"	"	7	6	11	0	9	8	10	2	10	8	"	"	"	"	"	
16	9	10	2	"	"	7	10	"	"	9	11	10	3	"	"	"	"	"	"	"	
16	6	10	3	"	"	8	0	"	"	10	2	10	4	"	"	"	"	"	"	"	
16	3	10	4	"	"	9	0	"	"	10	6	10	5	"	"	"	"	"	"	"	
16	0	10	5	"	"	10	5	"	"	"	"	10	6	"	"	"	"	"	"	"	
15	9	10	6	"	"	10	6	"	"	"	"	"	"	"	"	"	"	"	"	"	
15	6	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	
15	3	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	
15	0	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	
14	9	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	
14	6	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	
14	3	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	
14	0	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	
13	9	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	
13	6	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	
13	3	10	7	10	7	10	7	"	"	10	7	10	7	"	"	"	"	"	"	"	
13	2	10	8	10	8	10	8	"	"	10	8	10	8	"	"	"	"	"	"	"	
13	0	10	8	"	"	10	"	"	"	"	"	"	"	"	"	"	"	"	"	"	
12	6	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	
12	0	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	
11	6	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	
3	3	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	
3	0	10	8	10	8	10	8	11	0	10	8	10	8	10	8	11	0	11	0	11	0

*Column 4 applies only on Eastbound Main Line between Hinton, W. Va., and Covington, Va. See column 10, page 39 on Westbound Main Line.

*Column 7—Clearances do not apply via Track No. 1 Westbound Main Line 15th St. overhead bridge at Covington, Ky.

INDEX TO LOCAL CLEARANCES

- Column 1.**—8th St. Jct. Cincinnati, O., and Richmond, Ind.
- Column 2.**—Charlottesville, Va., and Waynesboro, Va.
- Column 3.**—Waynesboro, Va., and Covington, Va.
- Column 4.**—Charlottesville, Va., and Richmond, Va.
- Column 5.**—Charlottesville, Va., and Strathmore, Va.
- Column 6.**—Washington, D. C. (P. Yard only), and Richmond, Va.
- Column 7.**—Whitcomb, W. Va., and Durbin, W. Va.
- Column 8.**—Prince, W. Va., and Beckley, W. Va.
- Column 9.**—Thurmond, W. Va., and Loup Creek Branch.
- Column 10.**—Cabin Creek Jct., W. Va., and Red Warrior Jct., W. Va.

LOCAL CLEARANCES

Height from Top of Rail	1		2		3		4		5		6		7		8		9		10	
	Width		Width		Width		Width		Width		Width		Width		Width		Width		Width	
	Ft	In	Ft	In	Ft	In	Ft	In	Ft	In	Ft	In	Ft	In	Ft	In	Ft	In	Ft	In
18	0	9	7		4	5					10	6					10	6	2	10
17	9	9	11		6	1					11	0					"	"	"	"
17	6	10	2		6	10	10	10	11	0	"	"	3	6			"	"	3	8
17	3	10	6		6	10	"	"	"	"	"	"	5	6			"	"	4	0
17	0	10	8		8	0	"	"	"	"	"	"	6	2			"	"	"	"
16	9	11	0		8	6	"	"	"	"	"	"	7	0			"	"	"	"
16	6	"	"	4	0	9	0	"	"	"	"	"	8	8			"	"	"	"
16	3	"	"	5	2	9	6	"	"	"	"	"	9	0			"	"	"	"
16	0	"	"	5	6	9	11	"	"	"	"	"	9	2	10	6	"	"	4	0
15	9	"	"	6	2	10	1	"	"	"	"	"	9	4	"	"	"	"	7	6
15	6	"	"	7	0	10	5	"	"	"	"	"	9	6	"	"	"	"	10	6
15	3	"	"	7	2	10	7	"	"	"	"	"	9	8	"	"	"	"	"	"
15	0	"	"	7	4	10	9	"	"	"	"	"	9	9	"	"	"	"	"	"
14	9	"	"	7	11	10	11	"	"	"	"	"	9	10	"	"	"	"	"	"
14	6	"	"	8	4	11	0	"	"	"	"	"	10	2	"	"	"	"	"	"
14	3	"	"	8	6	"	"	"	"	"	"	"	10	6	"	"	"	"	"	"
14	0	"	"	8	8	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"
13	9	"	"	9	5	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"
13	6	"	"	10	0	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"
13	3	"	"	10	2	"	"	"	"	"	"	"	10	7	10	6	"	"	"	"
13	2	"	"	10	5	"	"	"	"	"	"	"	10	8	10	8	"	"	"	"
13	0	"	"	10	5	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"
12	6	"	"	10	6	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"
12	0	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"
11	6	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"
3	3	"	"	11	0	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"
3	0	11	0	11	0	10	0	10	0	11	0	10	8	10	8	10	6	10	6	

INDEX TO LOCAL CLEARANCES

- Column 1.**—St. Albans, W. Va., and Whitesville, W. Va.
- Column 2.**—Sproul, W. Va., and Sovereign, W. Va.
- Column 3.**—Barboursville, W. Va., and West Gilbert, W. Va.
- Column 4.**—Richmond, Ind., and Converse, Ind.
- Column 5.**—Converse, Ind., and Chicago, Ill. (H. Y. Tower).
- Column 6.**—Louisville, Ky., and Lexington, Ky. (See Note.)
- Column 7.**—Lexington, Ky., and Ashland, Ky. (See Note.)
- Column 8.**—Oldtown, O., and Pomeroy, O.
- Column 9.**—Dundas, O., and Jackson, O.
- Column 10.**—Covington, Va. and Hinton, W. Va. (Westbound Main Line only.)

LOCAL CLEARANCES

Height from Top of Rail	1		2		3		4		5		6		7		8		9		10		
	Width		Width		Width		Width		Width		Width		Width		Width		Width		Width		
	Ft	In	Ft	In	Ft	In	Ft	In	Ft	In	Ft	In	Ft	In	Ft	In	Ft	In	Ft	In	
18	0								11	0							7	8			
17	9								"	"	See Note.	See Note.					7	11	2	0	
17	6			5	4				"	"					5	10	8	3	4	4	
17	3			6	0				"	"					6	2	8	6	5	8	
17	0			7	0				"	"					6	7	8	10	6	9	
16	9	5	0	7	4	3	10		"	"					6	11	9	1	7	8	
16	6	6	9	7	8	10	6		"	"			2	4	7	4	9	5	8	4	
16	3	7	4	7	9	"	"		"	"			4	4	7	9	9	8	8	10	
16	0	7	8	7	10	"	"	11	0	"	"	4	9	5	10	8	2	9	11	9	6
15	9	8	2	8	4	"	"	"	"	"	"	5	6	7	4	8	6	10	3	9	11
15	6	8	8	8	9	"	"	"	"	"	"	6	3	8	4	8	11	10	6	10	3
15	3	9	2	9	3	"	"	"	"	"	"	7	0	9	0	9	4	11	0	10	8
15	0	9	7	9	8	"	"	"	"	"	"	8	0	9	6	9	9	"	"	10	10
14	9	10	0	10	0	"	"	"	"	"	"	9	8	10	4	10	2	"	"	"	"
14	6	10	6	10	4	"	"	"	"	"	"	10	4	10	5	10	7	"	"	"	"
14	3	"	"	10	6	"	"	"	"	"	"	10	7	"	"	11	0	"	"	"	"
14	0	"	"	"	"	"	"	"	"	"	"	10	10	10	6	"	"	"	"	"	"
13	9	"	"	"	"	"	"	"	"	"	"	11	0	"	"	"	"	"	"	"	"
13	6	"	"	"	"	"	"	"	"	"	"	"	"	10	7	"	"	"	"	"	"
13	3	"	"	"	"	"	"	"	"	"	"	"	"	10	8	"	"	"	"	"	"
13	2	"	"	"	"	"	"	"	"	"	"	"	"	10	9	"	"	"	"	"	"
13	0	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"
12	6	"	"	"	"	"	"	"	"	"	"	"	"	10	10	"	"	"	"	"	"
12	0	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"
11	6	"	"	"	"	"	"	"	"	"	"	"	"	11	0	"	"	"	"	11	0
3	3	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"
3	0	10	6	10	6	10	6	11	0	11	0	11	0	10	10	11	0	11	0	11	0

Note.—Columns 6 and 7 do not apply over track 3 westbound main by Lexington passenger shed.

Column 10 applies only on westbound track, Covington, Va.—Hinton.