

*Compliance with*  
**OPERATING RULES**

AND

**SAFETY RULES**

INSURES

**SAFE and EFFICIENT  
Operation**

In Case of DOUBT or UNCERTAINTY  
the SAFE COURSE MUST BE TAKEN

**IMPACT FORCE AT VARIOUS  
STRIKING SPEEDS**

	CAR COUPLED AT (MPH)	IMPACT FORCE
SAFE	1	1
	2	4
	3	9
	4	16
DAMAGING	5	25
	6	36
	7	49
	8	64
	9	81
	10	100

**THE CHESAPEAKE AND OHIO  
RAILWAY COMPANY**

CENTRAL REGION

**CINCINNATI-CHICAGO DIVISION**

**TIMETABLE NO. 151**

To Take Effect 12:01 A. M. (Eastern Time)

**SUNDAY, OCTOBER 28, 1962**

DESTROY ALL TIMETABLES OF PREVIOUS DATE

**Read The Instructions**

FOR INFORMATION OF EMPLOYEES ONLY

Trains run on Eastern Standard Time

**E. T. RUCKER,**  
Regional Manager.

**P. G. SHEPHERD,**  
Asst. Regional Manager

**P. L. KOEHLER,**  
Superintendent, Cincinnati-Chicago Division.

**E. G. McDOUGLE,**  
General Superintendent Transportation

**G. C. PHILLIPS,**  
Superintendent Transportation.

Books of Rules, Dated October 26, 1958, Governs

**DIVISION OFFICERS**

NAME AND LOCATION	TITLE	TERRITORY
<b>RUSSELL:</b> L. H. Lucas.....	TM.....	Cinti. SD between N. J. Cabin and South Portsmouth.
<b>STEVENS:</b> K. B. Robertson..... S. D. Brown..... W. E. McCoy.....	TTM..... RFE-ATM..... ARFE.....	Cinti. Term. Cinti.-Cheviot SD Cinti.-Cheviot SD
<b>COVINGTON:</b> E. P. Whitfield..... E. B. Miller..... P. T. Lawson..... W. H. Richardson..... D. F. Apple..... J. H. Barksdale.....	Asst. Supt.-TM Asst. to Supt.. Night TTM.... CTD..... DE..... ADE.....	Cinti. SD Cinti.-Chicago Div. Cinti. Term. Cinti.-Rus. SD's Cinti.-Chicago Div. Cinti.-Chicago Div.
<b>PERU:</b> K. W. Bird..... C. E. Sampson..... D. M. Snyder..... C. B. Riggie.....	Asst. Supt.-TM ATM..... RFE-ATM..... CTD.....	} Miami-Wabash SD's

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**Note.**—Additional instructions relating to regular trains may be found on Schedule Pages.

WESTWARD **CINCINNATI SUBDIVISION** EASTWARD

FIRST CLASS		TIMETABLE No. 151. In Effect Sunday, October 28, 1962	FIRST CLASS	
<b>3</b> Daily	<b>1</b> Daily		<b>2</b> Daily	<b>4</b> Daily
STATIONS			STATIONS	
L PML AM			A PMA	AM
100	441	N. J. CABIN 7.6	827	148
s 114	s 452	South Portsmouth 5.2	s 819	s 140
119	458	G. N. Cabin 7.3	809	114
125	503	Garrison 9.0	803	109
f 135	c . . . .	Vanceburg ③⑩ 11.2	d . . . .	102
145	520	C. D. Cabin 0.6	745	1253
.....	.....	Concord ②⑩ 17.9	.....	.....
s 212	s 550	Maysville ⑮ 4.4	s 728	s 1237
217	554	B. H. Cabin 6.3	721	1219
.....	.....	Dover ③⑩ 2.4	.....	.....
223	601	Stoney Point 4.1	714	1214
f 232	s 609	Augusta ②⑤ 14.9	f 710	.....
244	625	Carntown 16.7	656	1157
258	643	C. S. Cabin 0.6	643	1145
.....	.....	Stevens 1.5	.....	.....
300	645	Coney 6.2	641	1143
.....	.....	Dayton ②⑩ 2.2	.....	.....
s 314	s 701	Newport 1.6	s 630	s 1134
316	705	K. C. Junction 1.1	626	1131
f 320	s 712	Covington 2.3	s 624	f 1129
335	730	CINCINNATI	615	1120
A PMA	AM		L PML	PM

c-No. 1—Vanceburg, let off revenue passengers from Charlottesville or beyond, pick up revenue passengers for Newport or beyond.

d-No.2—Vanceburg, let off revenue passengers from Newport, Ky., or beyond, pick up revenue passengers for Charlottesville or beyond.

WESTWARD STATIONS, ETC. EASTWARD

Distance	Passing Siding Capacity in Cars (50 ft.)	CINCINNATI SUBDIVISION	OFFICE HOURS		Office Call	Jct. or Crossing
			From	To		
0.0	.....	N. J. CABIN	C	C	NJ	Rus.
7.6	.....	South Portsmouth	1145 A	845 P	SV	.....
12.8	e145 w135	G. N. Cabin	.....	.....	GN	.....
20.1	c154	Garrison	.....	.....	KD	.....
29.1	.....	Vanceburg ③⑩	.....	.....	.....	.....
40.3	c181	C. D. Cabin	.....	.....	CD	.....
40.9	.....	Concord ②⑩	.....	.....	.....	.....
44.0	.....	Pence (WEDT)	.....	.....	.....	.....
53.0	.....	Springdale (EEDT)	.....	.....	.....	.....
58.8	Yard	Maysville ⑮	C	C	RT	L&N
63.2	e112 w 92	B. H. Cabin	.....	.....	BH	.....
67.2	.....	South Ripley	.....	.....	.....	.....
69.5	.....	Dover ③⑩	.....	.....	DV	.....
71.9	c152	Stoney Point	.....	.....	.....	.....
76.0	.....	Augusta ②⑤	.....	.....	.....	.....
81.7	.....	Wellsburg	.....	.....	WG	.....
87.9	.....	Foster	.....	.....	.....	.....
90.9	.....	Carntown	.....	.....	.....	.....
99.4	.....	New Richmond	.....	.....	DN	.....
107.6	.....	C. S. Cabin	C	C	CS	.....
108.2	f	Stevens	.....	.....	.....	.....
109.7	.....	Coney	.....	.....	.....	.....
115.9	.....	Dayton ②⑩	.....	.....	.....	.....
118.1	.....	Newport	.....	.....	NX	L&N
119.7	.....	K. C. Junction	C	C	KC	L&N
120.8	.....	Covington	.....	.....	DI	.....
120.9	Yard	O. B. Cabin	.....	.....	OB	.....
121.4	.....	M. D. Cabin	C	C	MD	.....
.....	.....	Wood St.	.....	.....	.....	NYC
121.9	.....	C. T. Jct.	.....	.....	.....	CUT
123.1	.....	Cincinnati Union Station	.....	.....	GC	.....
121.9	.....	C. T. Jct.	.....	.....	.....	CUT
122.0	.....	B. & O. JCT. (5th & Baymiller Sts.)	.....	.....	.....	B&O

CHEVIOT SUBDIVISION

122.8	.....	CINCINNATI JCT.	0.2	.....	.....	B&O
123.0	Yard	Gest St.	0.9	C	C	CNO&TP
123.9	.....	C. & O. Jct.	0.4	.....	.....	CUT
124.3	22	Brighton	3.7	.....	.....	BI
128.0	Yard	Cheviot	0.7	C	C	.....
128.7	.....	Y. D. CABIN	.....	.....	YD	Miami

C-Continuous.

## WESTWARD

## STATIONS, ETC.

## EASTWARD

Distance	Passing Siding Capacity in Cars (50 ft.)	MIAMI SUBDIVISION	OFFICE HOURS		Office Call	Jct. or Crossing
			From	To		
STATIONS						
0.0	Yard	Y. D. CABIN	1.7	.....	YD	Cheviot
1.7		Bridgetown	2.2	.....	.....	.....
3.9	82	Dent	4.6	.....	DE	.....
8.5	66	Miami	7.9	.....	MO	.....
16.4	138	Shandon	8.0	.....	S	.....
24.4	62	Newkirk	8.5	.....	NK	.....
32.9	117	Bath	6.0	.....	BA	.....
38.9	63	Cottage Grove	9.9	C	CG	B&O
48.8	85	y Boston	5.4	.....	B	.....
54.2	62	Elkhorn	2.7	.....	DK	.....
56.9	Yard	Richmond (40)	5.3	* 900 A	RI	.....
61.4	120	Wayne	6.4	.....	WA	.....
67.8	77	Williamsburg	5.7	.....	W	.....
73.5	72	Economy	6.9	.....	ON	.....
80.4	122	y Losantville	6.0	.....	DR	CCC&StL
86.4	72	Henry	4.2	.....	HN	.....
90.6	116	Medford	6.4	.....	MF	.....
97.0	Yard	Muncie (30)	2.0	C	NU	NKP
99.0	105	Drew	8.5	.....	DW	PRR
107.5	161	Gaston	7.4	.....	G	.....
114.9	116	Fowlerton	5.0	.....	FO	.....
119.9	122	Grey	1.3	.....	GR	.....
121.2	.....	Jonesboro (25)	2.3	.....	BR	.....
123.5	.....	Deer Creek	2.8	.....	DS	CCC&StL
126.3	.....	Marion (30)	1.6	.....	MA	.....
127.9	120	Phoenix	4.0	.....	PX	NKP
131.9	118	Sweetser	8.8	.....	WS	.....
140.7	116	Amboy	5.9	.....	BY	.....
146.6	124	Santa Fe	7.8	.....	FA	.....
154.4	Yard	PERU (25)	C	C	PY	Wab-NKP

## WABASH SUBDIVISION

0.0	Yard	PERU (25)	2.1	C	C	PY	NKP
2.1	105	C. W. Tower	7.0	C	C	CW	WabRR
9.1	60	Hoover	10.4	.....	.....	VR	PRR
19.5	140	Fulton	9.4	.....	.....	UN	.....
28.9	92	Kewanna	12.9	.....	.....	KN	PRR
41.8	71	Beardstown	10.6	.....	.....	BN	.....
52.4	70	North Judson (40)	9.2	C	C	JU	Erie-NYC
61.6	130	y La Crosse	0.9	1130 A	830 P	CS	La Crosse
62.5	72	Wade	7.5	.....	.....	GN	Monon
70.0	89	Malden	9.1	.....	.....	DN	.....
79.1	85	Beatrice	8.7	.....	.....	BT	.....
87.8	83	Merrillville	5.0	.....	.....	MY	.....
92.8	181	y GRIFFITH	C	C	GF	Erie-GT-MC-EJ&E	

C-Continuous.

\*-Daily except Sunday.

## SPECIAL INSTRUCTIONS

## A-1.—DESIGNATION AND USE OF MAIN TRACKS

TRACK SECTION BETWEEN	RULES IN EFFECT	TRACK/S
NJ Cabin and Pence	D-251-D-254	Two
Pence and Springdale	271-278	Single
Springdale and Carntown	D-251-D-254	.....
Carntown and CS Cabin	271-278	Two
CS Cabin and NX Cabin (Newport)	D-251-D-254	.....
NX Cabin and KC Junction	271-278	.....
KC Junction and OB Cabin	271-278	Four
OB Cabin and MD Cabin	271-278	.....
MD Cabin and Wood St.	D-251-D-254	Two
MD Cabin and 5th and Baymiller Sts.	605(a)-671	.....
Gest St. and Liberty St.	D-151	.....
Liberty St. and East End Cheviot Yard	271-278	Single
YD Cabin and Broadway, Peru	271-278*	.....
Broadway, Peru and EEDT Shops	93(a)	.....
EEDT Shops and CW Tower	271-279(b)	Two
CW Tower and Griffith	271-278*	Single

\*In addition to Rules 271-278, Rules 279(a) and 279(b) are in effect at the following locations:

Westward absolute block signals at YD Cabin and eastward absolute block signal at Bridgetown.

Westward absolute block signals at west end Elkhorn passing siding and eastward absolute block signal at west end Richmond Yard Limits.

Westward absolute block signal just west of Mile Post 100 and westward absolute block signal at west end Drew Passing Siding.

Eastward absolute block signals at Wayne Street, Peru, and eastward absolute block signals located just west of Broadway, Peru.

Eastward absolute block signal at east end of Griffith Passing Siding and east end of EJ&E Interlocking limits.

Note.—Rules 271-279(b) are in effect on No. 2 Yard Lead between Wayne St. and Broadway, Peru.

Where Rules D-251 or 271 are in effect, Rules 501-521 are also in effect.

Where Rules D-251, 271 or 501 are in effect, Rules 250-A, 250-B, 281-296 and 715(a)-715(f) are also in effect.

Where Rule 271 is in effect, Rules 701-712 are also in effect. Where more than one track is in service, tracks are numbered from North to South.

**A-1.—Concluded.**

Where Rule D-251 is in effect, Rules D-151, 712-713(b) and 721(a)-721(b) are also in effect.

**A-2.—Trains and engines will use the tracks of other railroads in accordance with their timetables, rules and regulations, as follows:**

Newport and Point Isabella, Cincinnati and beyond.....L&N and PRR  
 Wood St., Cincinnati and beyond.....NYC  
 5th and Baymiller Sts., Cincinnati and Cincinnati Junction.....B&O  
 CT Junction and C&O Junction.....CUTCo  
 Muncie: Between west end Joint Track and White River Bridge and the New Castle Division connecting track.....NKP  
 EJ&E Interlocking, Griffith, and State Line Interlocking.....Erie-Lac  
 State Line Interlocking and Pullman Jct.....C&WI  
 Pullman Jct. and 80th Street.....BRC-C&WI  
 80th Street and Rockwell Street.....BRC

**QUALIFYING.—Engineers must not accept calls for operation over foreign railroads unless they are qualified or accompanied by authorized qualified personnel.**

**A-3.—Trains of other railroads will be governed by Chesapeake & Ohio Rules and Regulations when using tracks designated as follows:**

Stevens and CT Jct., Cincinnati.....B&O-L&N-NYC-PRR  
 (See Note)  
 Muncie, Joint Track.....NKP (See 930-8(c) )

**Note.—Louisville and Nashville passenger trains between KC Jct. and CT Jct. will observe their schedule times as shown in the current L&N Timetable.**

**30.—STANDARD CLOCKS, WATCH REGISTER FORMS, BULLETIN AND NOTICE BOOKS.**

STATION	LOCATION OF CLOCK AND FORM CDT-43	LOCATION OF BULLETIN AND NOTICE BOOKS
Maysville	Telegraph Office*	Telegraph Office
Stevens	Roundhouse Foreman's Office	Roundhouse Foreman's Office
	Hump Yard Office	Hump Yard Office
	Clerk's Office, East End Yard 4	Clerk's Office, East End Yard 4
Coney	Switch Tender's Office	Switch Tender's Office
Covington	Crew Caller's Office	Crew Caller's Office

**30.—Concluded.**

STATION	LOCATION OF CLOCK AND FORM CDT-43	LOCATION OF BULLETIN AND NOTICE BOOKS
CUT	Roundhouse Register Room	Roundhouse Register Room
	Room M-2 Crew Disprs. Office	Room M-2 Crew Disprs. Office
Cheviot	Roundhouse	Roundhouse
	Yard Office	Yard Office
Richmond	Telegraph Office	Telegraph Office
Muncie	Yard Office	Yard Office
Peru	Roundhouse	Roundhouse
	East End Yard Office	East End Yard Office
	West End Yard Office	West End Yard Office
Burnham	Yard Office	Yard Office
Rockwell Street	Yard Office	Yard Office
	Diesel House	Diesel House

\*Indicates no Standard Clock.

**40.—MAXIMUM AUTHORIZED SPEED:**

BETWEEN	PSGR.	TIME FRT.	OTHER
	MPH	MPH	MPH
NJ Cabin and CS Cabin	75	60	50
Trains in excess of 7,000 tons or 160 cars	.....	50	.....
Trains in excess of 11,000 tons or 120 cars	.....	.....	45
Trains in excess of 14,000 tons or 160 cars	.....	.....	35
CS Cabin and KC Junction	60	45	35
KC Junction and West End C. & C. Bridge	30	30	30
West End C. & C. Bridge and CT Junction	20	20	20
West End C. & C. Bridge and Wood St., Cincinnati	15	15	15
CT Junction and 5th and Baymiller Sts., Cincinnati	15	15	15
Gest St. and Cheviot	20	15	15
Cheviot and Peru	60	60	40
Peru and Griffith	60	60	40

**40-1.—SPEED RESTRICTIONS:**

LOCATIONS AND CONDITIONS	PSGR.	TIME FRT.	OTHER FRT.
	MPH	MPH	MPH
Running against current of traffic, except between CS Cabin and NX Cabin	50	35	35
Between CS Cabin and NX Cabin. (See T.T.S.I. 930-3(d))	.....	.....	.....
Entering or leaving sidings and through crossovers Cheviot Subdivision	10	.....	10
Through turnouts in main tracks at west switch Liberty St. and B. & O. Crossing, and 8th St., Cincinnati	10	.....	10
Over street crossing between Mile Post 61 and Mile Post 62, South Richmond	30	30	30
Through turnout at end of double track, CW Tower	30	25	25
Through turnouts at ends of sidings and main track crossovers except where governed by signal indication, Cincinnati, Miami and Wabash Subdivisions	20	15	15

**40-2.—SPEED RESTRICTIONS, ENGINES AND EQUIPMENT:**

ENGINE OR EQUIPMENT, unless otherwise restricted to lower speeds:	MPH	MPH	MPH
<i>Engines:</i> 96-98, 101-108, 4000-4030, 4500-4523	75	60	60
5600-5601, 5700-6263, 6700-6709, 6800-6811, 7000-7093, 7500-7546, 8000-8015, 8500-8506	65	60	60
5114-5115, 5528-5595	60	60	60
10-11, 58, 1850-1856, 5000-5093, 5100-5113, 5200-5298, 6500-6501, 6600-6601	50	50	50
1	37	37	37
Rail Cars 9060-9062, 9080-9082	75	60	60
<i>Equipment:</i> Pushing Cars, except Clearance Car X-1836	30	25	25
Clearance Car X-1836 when pushed ahead of engine	.....	30	30
Clearance Car when pulled in train	.....	35	35
Ditcher Spreader Cars	.....	30	30

**40-2.—Concluded.**

BETWEEN	PSGR.	TIME FRT.	OTHER FRT.
	MPH	MPH	MPH
<i>Equipment—Concluded:</i>			
Air Dump Cars	.....	30	30
Scale Test Cars	.....	25	25
C&O tool car derrick with boom trailing (except Cheviot S. D.)	.....	40	40
C&O tool car derrick with boom in forward position (except Cheviot S. D.)	.....	30	30
Unless otherwise restricted by train order, other derricks, power shovels, cranes, ditchers and similar pivoted machinery moving on their own wheels (except Cheviot S. D.) (See 40-3(j))	On tangents On curves	..... .....	20 15
<b>CHEVIOT SUBDIVISION:</b>			
C&O tool car derrick, other derrick cars, power shovels, cranes, ditchers and similar pivoted machinery moving on own wheels	.....	15	15

**40-3.—ENGINE AND EQUIPMENT RESTRICTIONS:—GENERAL.**—Where authority of Superintendent is required (except defective equipment), Superintendent must secure such authorization from Chief Engineer.

**40-3(a).—MAKING COUPLING.**—Four or more diesel units in multiple, with or without cars, must be brought to a STOP before coupling to other equipment.

**40-3(b).—HAULING DEAD OR DISABLED ENGINE IN TRAIN.**—Dead or disabled engines must not be dispatched or moved dead in any train, without authority of the Chief Train Dispatcher, who will secure instructions for movement from the proper Mechanical Department Officer before authorizing movement. When for any reason lower speeds than specified in timetable are required such speeds will be requested before engine is dispatched. When enroute in charge of messenger, and conditions require further speed restrictions, Chief Train Dispatcher should be so notified, who will advise whether to set engine out or reduce speed.

**40-3(c).—SCALE TRACKS.**—Engines must not be operated over live rail of scale tracks. Cars with gross weight exceeding 220,000 lbs. must not be moved on track scales with capacity of less than 200 tons.

**40-3(d).—LOADED FOREIGN LINE CARS.**—Loaded foreign line cars of 70 tons or greater capacity with length of 37 feet 9 inches or less between pulling faces of coupler knuckles must not be operated without authority of the Superintendent.

**40-3(e).—70-TON OR HEAVIER CARS.**—Cars with capacity of 70 tons or over with gross weight exceeding 220,000 lbs. (except B&LE 90, N&W and C&O 85-ton cars) must not be operated without authority of Superintendent. (See T.T.S.I. 40-3(k).)

**40-3(f).—REACHERS.**—Reachers must be used in switching tracks or portions of tracks not safe for engines.

40-3(g).—WOOD RACK CARS—*Pulpwood*.—Wood rack cars loaded with pulpwood must not be moved in through freight or manifest trains.

*Cross Ties*.—C&O wood rack cars of Series 80000-80299 loaded with cross ties bound in bundles may be handled in freight trains (other than manifest freight trains) RESTRICTED TO NOT EXCEED 40 M.P.H. and placed near head or rear of trains to permit close observation of lading by crew members.

In trains handling over 50 loaded coal cars such wood rack cars will be placed near rear of train.

Partly loaded wood rack cars will be handled only in work train or as authorized by Superintendent.

40-3(h).—HANDLING OF LOADED BI-LEVEL AND TRI-LEVEL CARS.—Loaded bi-level and tri-level cars must be placed at least five (5) cars behind the engine and must not be placed directly behind open gondola or hopper cars loaded with sand, gravel, coal, or similar commodity, except such loaded cars may be handled next to engine between Stevens and KC Jct., with the following restrictions:

(1) *Loaded* tri-level auto-rack cars must not be moved under 15th Street signal bridge just west of KC Junction, Covington, Kentucky.

(2) *Loaded* tri-level cars must use westward main and No. 1 track between Stevens and KC Junction, and must stop before any part of engine, car, or train passes 15th Street signal bridge regardless of signal indication displayed.

(3) *Empty* tri-level cars with rigid stanchions or hand rails must be handled on westward main track between Newport and 6th Street crossover, Dayton.

(4) *Empty* tri-level cars with bridge plates folded down and stanchions or handrails lowered may be moved on any track in either direction between Stevens and Robbins Street, Covington, except they must not be operated under overhead bridge No. H-6628 at 15th Street, Covington, on No. 8 track or the Nail Track.

(5) Before reverse movement at KC Junction can be made per Rule 670(a), rear car must clear insulated rail joint located 12 feet west of C&O No. 1 main track switch.

(6) Loaded or empty tri-level cars MAY be handled by NYC-L&N and B&O trains between KC Jct. and OB Cabin on No. 4 TRACK ONLY.

(7) Loaded or Empty tri-level auto-rack cars must not be handled on Miami Subdivision.

(8) Loaded or Empty BI-LEVEL auto-rack cars exceeding 16 feet 4 inches high and 11 feet wide must not be handled on Miami Subdivision.

40-3(i).—HANDLING DEFECTIVE CARS IN TRAIN.—Unless otherwise authorized by the Superintendent, cars with broken center sills, defective drawbars, draft gears, or similar defects must be handled on rear behind the caboose of freight trains other than manifest. Air brakes must be cut in and in proper working condition.

If air brakes are inoperative or if there is question of drawbar standing the pull, such car must be chained to the caboose.

Mechanical Department employe reporting such defective equipment ready for movement will designate the speed required for safe movement.

40-3(j).—NON-REVENUE SHIPMENTS: *Pivoted Rotating or Swinging Machinery*.—Rules E-1125(b), (f), and (g) are modified to permit non-revenue shipments of pivoted, rotating, or swinging machinery moving on their own wheels or loaded on cars to be handled in trains under the same restrictions that apply to revenue shipments of this type. Rule E-1125(e) is cancelled.

40-3(k).—ENGINE AND/OR EQUIPMENT RESTRICTIONS.—Unless otherwise authorized by the superintendent, engines and/or equipment are restricted in use of tracks, bridges, trestles, etc., as designated below:

STATION:— TRACK, BRIDGE, ETC.	ENGINE OR EQUIPMENT	RESTRICTION
Maysville— Distiller's Spur		Must not move over one car length beyond derail.
Maysville Brick Company Spur	All Engines	Must not operate beyond engine stop sign.
Melborne— American Marietta Company Track		Must not move beyond a point 860 feet east of main track switch.
Stevens Hump— Car Retarder Tracks	Ditcher Spreader Cars BS-2 and BS-3	Must not operate on east side of Hump over retarders.
Dayton— R. Breitenstein & Son Trestle	All Engines	Must not use.
Newport— Weingartner Coal and Supply Co. Trestle	6800-6811	Must not use. Other engines must not operate beyond engine stop sign.
Newport— Weingartner Lbr. Co. and Wiedemann Brewing Co. Tracks	1, 10, 11, 58, 1850-1856, 5005- 5093, 5100-5115, 5200-5298	Single units only may operate on, speed not to exceed 4 mph. Engines not listed must not operate on.
Cincinnati— Vogt Transfer Company Track	All Engines	Single units only may operate on.
Cincinnati— Water Street Yard, Tracks 5 and 6	5528-5595, 6800-6811	Must not operate on.
	5528-5595, 6500- 6501, 6600-6601, 6700-6709, 6800- 6811	Must not use. Engines not listed may operate on as single units only.
	Engine Tenders: 9,000 thru 21,000 gallon capacity	Must not move on unless emptied of coal and water.
Cincinnati— Kineon Viaduct	Cars with capacity of 70 tons or over with gross weight exceeding 210,000 Pounds.	Must not operate on.



## 40-3(k).—Continued.

STATION— TRACK, BRIDGE, ETC.	ENGINE OR EQUIPMENT	RESTRICTION
Cincinnati— NYC Ditch Tracks	Tool car derrick WC-20	Will not clear bridges be- tween Wood St. and Harriet St.
8th Street Yard— Buckeye Ware- house Co. Track	All Engines	Single units only may oper- ate on.
8th Street Yard— Richter Concrete Co. Trestle		Must not operate on.
Brighton— Barney Bunke Track Scales		Must not operate beyond engine stop sign.
Brighton— Barret Track		Must not handle cars on west end of engine while placing cars on this track.
Cheviot— Radell Concrete Products Co. Track (Consumers Mtl. Co.)		Must not operate on.
Cheviot— Brockamp Builders Supply Co. Trestle		
Cheviot— Diesel Fueling Track	All Engines and Cars	Sanding platforms north and south of the diesel fueling track, near the sand tower at Cheviot, will not clear employes riding side of car or engine. When not in use, hinged walkways attached to the platforms must be restored in place to provide seven foot clearance.
Cheviot-Miami SD's— Between MP-0 and MP-5	Engine Tenders: 21,000 gallon capacity	Must not operate unless emptied of coal and water.
Miami SD— Between MP-5 and MP-8.2	Engine Tenders: 21,000 gallon capacity	When loaded with coal or water must not operate unless separated from en- gine or another tender by at least two cars. When attached to C&O 120 or 150 ton wrecking crane the tender and crane must be separated from engine or another tender by at least two cars.

## 40-3(k).—Concluded.

STATION— TRACK, BRIDGE, ETC.	ENGINE OR EQUIPMENT	RESTRICTION
Bridgetown— Hamilton County Spur Tracks	All Engines	Must not operate on.
Miami— Camp Car Track		
Fageley Spur Trestle		
Willeys— Ohio Gravel Co. Track		Must not move under tippel.
Barret Track		
Richmond— Gas House Spur Trestle		Must not operate on.
Shera Coal Co. Trestle		
Webster— Spur Track	5060-5093, 5700-6263	May be operated on these tracks. Other engines must not operate beyond engine stop sign.
Muncie— Silver Plate Track		
Marion— Bell Coal Trestle	All Engines	Must not operate on.
Converse— Snake Track	95-98, 101-108, 4000-4030, 4500- 4523, 5528-5569, 6800-6811 5600-5601, 5700- 6263, 6700-6709, 7000-7093, 7500- 7546, 8000-8015, 8500-8506	Must not operate beyond engine sign. Coupled units must not operate beyond engine sign, but may be operated to end of track as single unit.

*All Subdivisions—Additional Restrictions:*

All Platforms, Industrial and Yard Tracks	Ditcher Spreader Cars BS-2 and BS-3	Move with caution, avoid platforms when possible.
All Bridges and Trestles on Industrial Tracks	All tenders	Must not be moved over bridges or trestles.
All Bridges and Trestles on Other Than Industrial Tracks	Engine Tenders: 18,000-21,000 gallon capacity	When loaded with coal or water, must not be moved, unless separated from en- gine or another tender by at least two cars.

**190.—MARKERS:**

(a).—Trains of other railroads may display markers as prescribed by that railroad when operating on Chesapeake and Ohio rails.

(b).—REFLEX MARKERS may be used where Automatic Block Signal Rules are in effect.

**310.—USE OF ENGINE WHISTLE AND BELL.**

*In addition to compliance with Rules 30, 31 and 32 the following instructions govern use of engine whistle and bell.*

**MAYSVILLE.**—Trains stopping at Maysville will not sound engine whistle signal 14(c), 14(d) and 14(e) as prescribed by Rule 99 except in emergency. This will not relieve the crew from affording flag protection in accordance with Rule 99.

All trains will sound one short sound of engine whistle approaching grade crossings within Maysville City limits except approaching "Slaughter House Crossing", 2700 feet west of MP-602 will sound road crossing whistle signal 14(l).

**830.—TRAIN CLEARANCE.**

**830-1.—TRAIN ORDER CLEARANCE.**—Trains originating at stations designated below may proceed without Clearance Form A, except when train order signal (where provided) is displayed for orders:

**CINCINNATI UNION STATION.**—Before leaving, "Verbal Clearance" will be secured from Chesapeake & Ohio Yardmaster:

Eastward—From Yardmaster at MD Cabin.

Westward—From Yardmaster at Cheviot.

**CHEVIOT.**—Eastward trains.

**PERU.**—Westward trains. (See 830-3(b).)

**ROCKWELL ST.**—Eastward Wabash SD Trains. (See 830-2.)

**830-2.**—In complying with Rule 83(e), trains will get Clearance Form A at points designated below:

**GRIFFITH.**—Eastward trains.

**CHEVIOT.**—Westward trains.

**830-3.—TRAIN ORDER SIGNALS.**

(a).—**CS CABIN.**—Eastward train order signal at CS Cabin will not apply to eastward trains originating at Stevens Yard.

Westward train order signal at CS Cabin will not apply to trains terminating at Stevens.

(b).—**PERU.**—Conductors of westward trains called at Peru will call at telegraph office for instructions before leaving.

(c).—**ROCKWELL ST.**—Eastward Wabash SD trains will call at telegraph office for instructions before leaving.

**840.—STARTING TRAIN.**

(a).—*Signal to start passenger trains at terminals and at intermediate stations where make-up of a train is changed will be given by communicating signal operated from rear of*

**840(a).—Concluded.**

train upon proper signal from the conductor. When the rear car is an office or private car, or a sealed or locked car, signal will be given from the next car ahead. At intermediate stations where the make-up of trains is not changed, signal will be given, when flagman has returned, by conductor to baggageman, who will give communicating signal to start.

**930.—YARDS.**—(See Rules 93(a), 93(b), 93(c) and 93(d)).

Yard Rules are in effect on main track at:

Maysville	Richmond
Stevens (CS Cabin)—Bridgetown	Peru
Muncie	

**930-1(a).**—Yard engines will display headlight to front and rear by night as prescribed by the first and second paragraphs of Rule 18-B.

**930-1(b).**—**SWITCHING SIGNALS.**—In Automatic Block Signal Territory when switching signals are used it is the responsibility of the employe controlling such signals to know that absolute signals in the route display other than stop-indication except when movement is to be made under the provisions of Rule 509-C.

**930-1(c).**—**CABOOSE CARS.**—Detached caboose cars must not be permitted to stand on any track unless hand brakes are set.

Caboose cars must not be cut off while in motion unless accompanied by a rider.

**930-1(d).**—**MARKERS.**—Yard and transfer engines will display markers when making extended movements on main track between Stevens and Cheviot. (See Rule 19-B)

**930-1(e).**—Between the points designated below, the Yardmaster instead of the Train Dispatcher will supervise train and engine movements on main tracks, in accordance with the rules and special instructions in effect:

BETWEEN	YARDMASTER	RULES IN EFFECT
CS Cabin and NX Cabin.....	Yardmaster at Middle Yard Office	D-251-D-254
NX Cabin and OB Cabin.....	Yardmaster at KC Junction	271-278
OB Cabin and MD Cabin.....	Yardmaster at MD Cabin	271-278
MD Cabin and Wood St.....		D-251-D-254
Gest St. and Liberty St.....		D-151
Liberty St. and East End Cheviot Yard.....	Yardmaster at Cheviot	271-278
YD Cabin and Eastward Absolute Block Signal 2350 Feet West of YD Cabin.....		271-279(b)

BETWEEN	YARDMASTER	RULES IN EFFECT
Wayne and Broadway Sts., Peru....	Yardmaster at Peru	271-279(b)
Broadway St. and Shops.....		93(a), 93(c)
Shops and East Interlocking Limits CW Tower.....		271-279(b)

## 930-2.—MAYSVILLE YARD.

Main	(a) Rule D-151 is modified to permit yard engines to occupy specified track (or tracks) and move in either direction without flag protection between the Absolute Block Signals within designated time limits, when so authorized by the Train Dispatcher.
	(b) Yard engine must clear and be reported clear 5 minutes before expiration of time limit authorized.
	(c) After having reported clear, the main track must not again be occupied unless a new time limit authority is secured.
	(d) If additional time is required, authority must be secured from the Train Dispatcher before expiration of the authorized time limit.
	(e) Before authorizing a time limit for yard engine to work, the Train Dispatcher must know the track (or tracks) are clear of opposing trains and engines, and Absolute Block Signal (or signals) are <b>BLOCKED IN STOP POSITION</b> . <i>Lever Blocks must not be removed or trains and engines be authorized to enter the track section occupied by the yard engine until Yard Conductor reports clear.</i>
	(f) Authorized time limit will not relieve yard crew of compliance with Rule D-252(b) when making crossover movements, or compliance with block signal indications.
	(g).— <b>PROTECTING MOVEMENT OF MOTOR CARS.</b> —Conductor of yard engine will, before making an extended movement against the current of traffic, call Operator at Maysville and inform him as to what movements will be made, so that this information can be furnished Motor Car Operators.

TRACK	INSTRUCTIONS
Main	(a) <b>CROSSOVER MOVEMENTS.</b> —Rule D-252(b) is modified to permit trains or engines to cross over through hand-operated switches upon hand signal from employe handling switch, who must secure authority of Yardmaster at Middle Yard Office for movement.
	(b) <b>ENTERING MAIN TRACK.</b> —Coney: Rule D-252(c) is modified to permit trains or engines to enter main track on hand signal from employe handling switch, who must secure authority of Yardmaster at Middle Yard Office for movement.
	(c) <b>THE NORMAL POSITION OF THE WEST LEAD SWITCH,</b> governing movements from the west lead to the westward main track, west end Stevens Yard is for westward movement from lead to westward main track. Unless otherwise directed by the Yardmaster, it is the responsibility of the switchtender to know the west lead switch is lined for movement on main track at least ten (10) minutes before a westward passenger train is due to leave CS Cabin.
	(d) <b>MOVEMENT AGAINST CURRENT OF TRAFFIC.</b> —Rule D-151 is modified to permit movements against the current of traffic between CS Cabin and NX Cabin by authority of the Yardmaster at Middle Yard Office and then only after full flag protection has been provided by a member of the crew preceding the train running against the current of traffic.
	(e) Trains or engines having work to do at intermediate points must clear the time of first-class trains ten (10) minutes.
	(f) Enginemen of trains operating on eastward track will sound engine whistle signal 14(l) and ring bell approaching the Hump Office.
	(g) <i>Coney.</i> — <b>Approach Indicators.</b> —Green light displayed indicates no train or engine approaching. No light displayed indicates train or engine approaching. <b>Electrically Locked Switches.</b> —After proper authority per Rules D-252(b) or D-252(c) has been obtained from Yardmaster at the Middle to cross over or enter main track, the electric lock appliance will be unlocked when green approach indicator light is displayed and switches may be lined for movement. When approach indicator does not display green light a train or engine is approaching. To obtain unlock remove padlock, then operate push button and wait until expiration of time limit for unlock. The operation of the push button on approach indicator located south of westward main track at west yard lead switch actuates westward absolute block signal to display Stop indication. The operation of the push button on approach indicator located south of eastward main track, at east yard lead switch, actuates eastward absolute block signal to display Stop indication.

TRACK	INSTRUCTIONS
Main	(g)—Concluded. The operation of the push button on approach indicator located south of eastward main track at crossover between eastward and westward main track actuates eastward and westward absolute block signals to display Stop indication.
	(h) <i>Newport</i> .—When westward caboose cut-off signal located on south side of eastward main track 1100 ft. east of L. & N. Railroad Crossing displays lunar white indication, trains destined for Pennsylvania Railroad via Newport will cut off caboose east of L. & N. Crossing.
Yard 1, Tracks 1 to 10	(i) Trains arriving in Yard 1 at Stevens from the east must clear the leads and ladder tracks so that entrance to Tracks 1 to 10, inclusive, will not be blocked.
No. 5 track	(j) Trains routed into Track No. 5 must not block No. 5 track east of switch leading to No. 6 track except that Yardmaster may authorize the occupancy of No. 5 track between the switch leading to No. 6 track and the switch leading to the caboose track.
Thoroughfare track	(k) No. 11 thoroughfare track may be used in either direction between Coney and Planing Mill upon authority of Hump Yardmaster.
Yard 4	(l) When engine is attached to train in east end of Yard 4, the head brakeman must see that hand brakes are released on four head cars of train.
	(m) Rear brakeman of eastward freight trains are required to walk over train from head to rear end to see that all hand brakes are released. Unless engineer has information that rear brakeman has reached caboose, train will not exceed six (6) miles per hour leaving yard.
Various	(n) Westward freight trains arriving Stevens will not exceed a speed of 6 miles per hour passing Middle Yard Office.
Hump	(o) Cars must not be dropped from Hump at Stevens behind caboose cars in Yard 4.
	(p) Color-light humping signal mounted on pole on south side at apex of Stevens Hump with repeater signal mounted on pole on south side of No. 10 Track near west end of Yard 3, governing hump engine movements, displays following aspects and indications: Red—Stop Flashing Red—Pull West Yellow—Hump Normal Green—Hump Fast

TRACK	INSTRUCTIONS
Hump	(q) Trimmer Signal located on east side of Stevens Hump is equipped with two signal units located on north and south side of signal mast. Signal unit on north side governs westward movements from Tracks 1 to 7, inclusive. Signal unit on south side governs westward movements from Tracks 8 to 15, inclusive.  Signal Aspects and Indications: Yellow—Move West Red—Stop
	(r) Color-light switching signal located on pole just west of Middle Yard Office with repeater signal mounted on pole near east end of Yard 1 covering switching movements into Yard 2, displays following aspects and indications:  Red—Stop Yellow—Move West Slow Green—Move West Fast Flashing Yellow—Move East Slow Flashing Green—Move East Fast
Newport	(s) Protecting Cars With Blue Signal.—Rule 26-A is modified to permit hump engines to be placed in hump tracks so as to intercept the view of blue signal without notifying the workmen, when waiting to hump cars protected by the blue signal. Engine crew must remain on the engine, and cars thus protected must not be coupled to until the blue signal is removed.
	(t) Trains or engines must not clear on Weingartner Lbr. Co. and Wiedemann Brewing Co. tracks.
All	(u) Hand-operated switch of Newport Coal track is equipped with electric lock controlled by operator at KC Jet. This track may be used to clear for trains or engines.
	(v) An electric horn located on south side of eastward main track, between crossovers, Licking River, 2100 feet east of Mile Post 662, is in service for use of the operators at KC Jct., for calling employes on telephone. Any employe hearing one sound of this horn will immediately call the operator at KC Jct.

930-4.—NEWPORT.—OB CABIN.

TRACK	INSTRUCTIONS
L&N Main	(b) Westward absolute block and interlocking signal, located on north side of L&N Northbound Main Track at KC Jet., has dummy doll on cantilever attachment to indicate the signal governs westward movements from L&N Northbound Main Track to KC Interlocking.
K.C.Jet.	(c) <i>Application of Rule 670(a).</i> —Interlocking or block signals do not authorize or protect movement over switches which are located between a train or engine and a signal ahead. Such signals protect movement over switches located within the block governed, not those located within the block in which the train or engine is occupying. Crews picking up cars from No. 2 or No. 3 track between 12th and 15th Streets, Covington, must secure permission of the operator, regardless of signal indication displayed, before making movement. The operator must not give such permission when conflicting movements are involved.

930-5.—OB CABIN.—WOOD ST.—5th & BAYMILLER.

Main	(a) <b>CROSSOVER MOVEMENTS.</b> —Rule D-252(b) is modified between Wood St. and MD Cabin to permit trains or engines to cross over through hand-operated switches upon hand signal from employe handling switch, who must secure authority of Yardmaster at MD Cabin for movement.
	(b) <b>MOVEMENT AGAINST CURRENT OF TRAFFIC.</b> —Rule D-151 is modified to permit movements against the current of traffic between Wood St. and MD Cabin on authority of Yardmaster at MD Cabin who must know full protection has been provided before authorizing the movement.

930-5.—OB CABIN.—WOOD ST.—5th & BAYMILLER.—  
Concluded.

TRACK	INSTRUCTIONS
Park St.	(c).— <b>PARK STREET.</b> —When switching Park Street Freight House, trains or engines may occupy Westward Main Ditch Track, between Second St., and Wood Street, without flag protection within "time limit" authorized by Yardmaster at MD Cabin. Before "time limits" are authorized, Yardmaster must know that leverman at MD Cabin has placed signals and/or switches in position to prevent conflicting movement, with lever blocks applied. Lever blocks must not be removed, nor a train or engine authorized to enter working limits until the conductor has reported track section clear. Record will be made of time limits authorized.
Ditch Tracks	(d).— <b>AIR BRAKE TEST.</b> —Westbound cuts en-route NYC RR via Ditch Tracks will make a test of the automatic air brakes before moving off Ohio River Bridge and after releasing brakes will stand sufficient length of time to fully recharge auxiliary reservoirs. If cut is stopped at the signal located on north end of overhead structure, air brake test will be made at that point. If not stopped at this signal, test will be made before passing the first signal located 474 feet west of overhead structure.

930-6.—LIBERTY ST.—CHEVIOT.

Liberty St.	(a) <b>CROSSOVER MOVEMENT.</b> —Between Gest St. and Liberty St., trains or engines may cross over through hand-operated switches upon hand signal from employe handling switch, who must secure authority of Yardmaster at Cheviot for movement.
	(b) <i>Gest St. and Liberty St.</i> —Rule D-151 is modified to permit movement against the current of traffic between Gest St. and Liberty St. upon written permission of the Yardmaster at Cheviot who must know full protection has been provided before authorizing movement.
	(c) The normal position of the switch at the west end of the two-track section at Liberty St. is for movement over eastward main track.

TRACK	INSTRUCTIONS												
8th St. Yard	(d) Account excessive curvature of tracks, crews switching at this location will not exceed eight (8) miles per hour.												
Brighton	(e) ABSOLUTE BLOCK SIGNAL.—Eastward absolute block signal, located on south side of track at clearance point at east end of Brighton Passing Siding, 2800 feet east of MP-2, has dummy doll on cantilever attachment to indicate the signal governs eastward movements on main track.												
Allied Chemical and Dye Corp. Spur	(f) A gate located 210 feet east of switch point, secured with a switch lock, is in service on track serving Allied Chemical and Dye Corporation, Barrett Division at Brighton. Gate must be secured after work is completed.												
Cheviot Yard	(g) A track number displayed for eastward movement by yard track indicator located just west of YD Cabin authorizes use of track, in compliance with Rules 104 and 105. When letter "M" is displayed, trains or engines will proceed on old main track to Cheviot Yard Office. When numeral or letter "M" is not displayed, eastward trains and engines approaching Cheviot Yard will stop and get instructions for further movement before proceeding beyond entrance switch to yard.												
	(h) Trains receiving roll-by inspection entering Cheviot Yard will not exceed speed of eight (8) miles per hour.												
	(i) Unless otherwise directed, westward trains and engines approaching Cheviot Yard will stop and get instructions for further movement before proceeding beyond entrance switch to yard.												
Thoroughfare track	(j) The head brakeman on westward Miami Sub-division road engines will call the Yardmaster at Cheviot and obtain authority for movement over Thoroughfare Track to west end of Cheviot Yard. This authority must not be requested until road engine is ready to leave Ready Track. Telephone is located at west end of Ready Track.												
East End Cheviot Yard	(k) Signal aspects and indications of switching signal and switching repeater signal located at East End Cheviot Yard: <table border="0" style="margin-left: 20px;"> <thead> <tr> <th style="text-align: left;">Aspect</th> <th style="text-align: left;">Indications</th> </tr> </thead> <tbody> <tr> <td>Green.....</td> <td>Move West</td> </tr> <tr> <td>Yellow.....</td> <td>Move West Slow</td> </tr> <tr> <td>Red.....</td> <td>Stop</td> </tr> <tr> <td>Flashing Yellow.....</td> <td>Pull East</td> </tr> <tr> <td>Flashing Red.....</td> <td>Bring Engine Around to Train</td> </tr> </tbody> </table> <p>Flashing red indication is for bringing transfer engines westward on eastward lead to get on their train.</p>	Aspect	Indications	Green.....	Move West	Yellow.....	Move West Slow	Red.....	Stop	Flashing Yellow.....	Pull East	Flashing Red.....	Bring Engine Around to Train
Aspect	Indications												
Green.....	Move West												
Yellow.....	Move West Slow												
Red.....	Stop												
Flashing Yellow.....	Pull East												
Flashing Red.....	Bring Engine Around to Train												

TRACK	INSTRUCTIONS
Cheviot Yard	(l) AIR BRAKE TEST.—Engineman of eastward passenger trains will make running test of air brakes passing Cheviot, reducing speed to not more than 10 miles per hour; and if necessary to know that the air is working, will stop.
Cheviot-Brighton	(m) USE OF RETAINING VALVES.—The use of retainers by eastward freight trains between Cheviot and Brighton is not required, except that when in the judgment of the engineer the use of retainers are necessary they will be turned up at Cheviot after brakes are tested and turned down at Brighton or Liberty Street.

930-7.—RICHMOND YARD.

Main	(a) <i>Protecting Movement of Motor Cars.</i> —Conductors of yard engines will, before making an extended move, call the Operator and inform him as to what movements he will make so that the Operator can furnish this information to Motor Car Operators.
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930-8.—MUNCIE YARD.

	(a) <i>Protecting Movement of Motor Cars.</i> —Conductors of yard engines will, before making an extended move, call the Operator and inform him as to what movements he will make so that the Operator can furnish this information to Motor Car Operators.								
	(b) Signal aspects and indications of semaphore switching signals located at east and west ends, Muncie Yard. <table border="0" style="margin-left: 20px;"> <thead> <tr> <th style="text-align: left;">Aspect</th> <th style="text-align: left;">Indications</th> </tr> </thead> <tbody> <tr> <td>Horizontal blade with red light.....</td> <td>Stop</td> </tr> <tr> <td>Diagonal blade with yellow light.....</td> <td>Move Eastward</td> </tr> <tr> <td>Vertical blade with green light.....</td> <td>Move Westward</td> </tr> </tbody> </table> <p>When switching is completed control lever last used must be restored to "OFF" position. Both cabinets must be closed and locked.</p>	Aspect	Indications	Horizontal blade with red light.....	Stop	Diagonal blade with yellow light.....	Move Eastward	Vertical blade with green light.....	Move Westward
Aspect	Indications								
Horizontal blade with red light.....	Stop								
Diagonal blade with yellow light.....	Move Eastward								
Vertical blade with green light.....	Move Westward								
Main									

930-8.—MUNCIE YARD.—Concluded:

TRACK	INSTRUCTIONS
Joint Track (N.K.P.- C&O)	<p>(c) Chesapeake and Ohio engines may use N.K.P. New Castle Division Main track between west end Joint Track and White River Bridge, and the New Castle Division Connecting Track, under N.K.P. Rules and permission of the N.K.P. Yardmaster at Muncie.</p> <p>The Joint Track will be used under Chesapeake and Ohio Rules and permission of the operator at Muncie.</p> <p>The above tracks must not be occupied until proper permission has been secured.</p> <p>Movements on joint track approaching Broadway and Hackley Streets will not exceed 5 miles per hour.</p>

930-9.—PERU YARD.

Main	<p>(a) Westward trains arriving Peru on either main track or No. 2 yard lead will receive track number on track indicator located just East of Broadway. Letter "R" displayed in addition to track number will indicate train will receive roll-by inspection.</p> <p>When letter "M" is displayed for main track movement, westward trains will, unless otherwise instructed, come down No. 1 yard lead and head into main track at crossover from No. 1 yard lead to main track upon yellow hand signal from switchtender at east end of yard.</p> <p>In the absence of yellow hand signal from switchtender, crews will handle their own switches.</p> <p>When track number is not displayed trains must stop East of Broadway and call Yardmaster for instructions.</p>												
	<p>(b) CW TOWER.—When track number is displayed on yard track indicator at CW Tower, eastward trains may proceed into yard on green hand signal from Switchtender at the west end of Peru Yard. In the absence of green hand signal from switchtender, crews will handle their own switches.</p> <p>When track number is not displayed, trains will stop before fouling Main Street Crossing and call Yardmaster for instructions.</p>												
Switching Lead	<p>(c) Signal aspects and indications of switching signal located at the west end Peru Yard.</p> <table border="0"> <thead> <tr> <th style="text-align: left;"><i>Aspect</i></th> <th style="text-align: left;"><i>Indication</i></th> </tr> </thead> <tbody> <tr> <td>Red.....</td> <td>Stop</td> </tr> <tr> <td>Yellow.....</td> <td>Move East</td> </tr> <tr> <td>Green.....</td> <td>Move West</td> </tr> <tr> <td>Flashing Yellow.....</td> <td>Kick East</td> </tr> <tr> <td>Flashing Green.....</td> <td>Kick West</td> </tr> </tbody> </table> <p>When switching is completed the control switch must be set in the "OFF" position.</p>	<i>Aspect</i>	<i>Indication</i>	Red.....	Stop	Yellow.....	Move East	Green.....	Move West	Flashing Yellow.....	Kick East	Flashing Green.....	Kick West
<i>Aspect</i>	<i>Indication</i>												
Red.....	Stop												
Yellow.....	Move East												
Green.....	Move West												
Flashing Yellow.....	Kick East												
Flashing Green.....	Kick West												

930-9.—PERU YARD.—Concluded.

TRACK	INSTRUCTIONS
Various	<p>(d) The switches at the west end of Peru yard designated below will not be restored by crews of freight and passenger trains, but will be left in the position last used:</p> <ol style="list-style-type: none"> <li>(1) Switch leading south from main track to No. 1 and No. 2 yard tracks.</li> <li>(2) Switch leading south from the main track to yard lead.</li> <li>(3) Switch at east end of double track.</li> <li>(4) The switches at east end of Peru yard, except the main track switch at the east end of No. 1 yard lead.</li> </ol> <p>(e) Normal position of switch on Main track just west of Peru passenger station leading to No. 1 Yard Lead is for movement on No. 1 Yard Lead.</p> <p>(f) Trains and engines will approach above switches expecting to find them lined against their movement.</p> <p>(g) Trains receiving roll-by inspection will not exceed a speed of eight (8) miles per hour entering Peru Yard.</p>
Diesel Shop	<p>(h) When moving a consist of two or more units westward into or within the Diesel Shop at Peru, Ind., the controls will be set up and operated from the west control units.</p>

930-10.—BURNHAM.

C.W.I.R.R.	<p>(a) Trains and engines moving from north end of yard to northbound C.W.I.R.R. passing siding or main track will not pass Stop board located at clearance point of Wabash track and yard lead, without permission of the operator at Burnham Tower.</p>
No. 1 Yard Track	<p>(b) Trains out of Rockwell Street Yard, picking up at Burnham Yard, will head in No. 1 Yard track unless otherwise instructed.</p>

980.—ADDITIONAL INSTRUCTIONS APPLYING AT JUNCTIONS AND CROSSINGS.

(a).—CINCINNATI JCT.—Target diagonal for C&O trains to proceed and, in addition, trains will receive hand signal from B&O switch tender before fouling any track.

(b).—GEST STREET.—Stop at "STOP" board and proceed only on yellow hand signal from operator when target is vertical.

980.—Concluded.

(c).—MIAMI-WABASH SD'S.—Before a train or engine moves over railroad crossing shown below, when absolute block signal governing movement over crossing displays Stop-indication, in addition to complying with Rules 509-A or 509-B the movement must be protected against movement on the other railroad in compliance with instructions posted in telephone booths:

Losantville.....CCC&StL Ry.  
 Muncie.....NKP RR  
 Drew.....PRR  
 Deer Creek.....CCC&StL Ry.  
 Phoenix.....NKP RR  
 Peru.....NKP RR  
 Hoovers.....PRR  
 Kewanna.....PRR  
 Wade.....Monon RR

1006.—AIR BRAKES AND HANDLING TRAINS ON GRADES.

1006-1.—RETAINING VALVES.—See TTSI-930-6(l) and (m).

1030.—HIGHWAY AND STREET CROSSINGS.

1030-1.—AUTOMATIC FLASHER LIGHT CROSSING SIGNALS.—In addition to complying with Rule 103(c), trains and engines will not exceed speed designated below, when they are stopped or delayed within the limits shown below, or when approaching crossing at a speed of 8 miles per hour or less:

STATION AND HIGHWAY OR STREET	LIMITS	SPEED APPROACHING CROSSING
Richmond: South "O" St.	1050 feet west of crossing	15 mph for eastward movement.
South "N" St.	1050 feet west of crossing	13 mph for eastward movement.
Phoenix: Miller Ave.	600 feet west of crossing 850 feet east of crossing	Eastward and westward movements stopped or delayed in these limits on Phoenix <i>Passing Siding</i> must stop with leading wheels on the street side of the insulated joints at the crossing until it has been ascertained that the flashers are working.
LaCrosse: Main St. (St. Rd. 8)	400 feet west of crossing 450 feet east of crossing	Eastward and westward movements stopped or delayed in these limits on LaCrosse <i>Passing Siding</i> must stop with leading wheels on the street side of the insulated joints at the crossing until it has been ascertained that the flashers are working.

1030-2.—In addition to complying with Rule 103(c), movement of trains and engines over highway and street crossings designated below will be governed by the following instructions:

STATION AND STREET	INSTRUCTIONS
Hydro-Carbon—Kings Addition	(a) Westward trains switching at Taylor must not block crossing at either Hydro Carbon or Kings Addition. Stop clear of the crossing at Kings Addition but if this will block crossing at Hydro Carbon, train should be pulled down and Kings Addition crossing cut.
So. Ports-mouth: Main St. Court St.	(b) Eastward freight trains stopping to set-off or pick-up cars must leave train west of Court Street crossing just west of MP-551, to avoid blocking Ferry, Main and Court Street crossings
East End Depot	(c) Freight trains must not block crossings east of depot.
G. N. Cabin: St. Paul's Crossing	(d) Trains occupying westward passing siding must cut road crossing at St. Paul station.
Maysville: Slaughterhouse Crossing,	(e) Eastward trains having over 55 cars, when stopping to do work, must leave their trains west of the Slaughterhouse crossing.
Commerce St.	(f) Westward freight trains stopping at Maysville must not block Commerce Street crossing.
Augusta: All Street Crossings	(g) Trains must not block any public crossing or street in the city of Augusta, Ky.; this is to comply with city ordinance, which, if violated, will result in prosecution and fines.  (h) Eastward trains switching at Augusta should stop back of gate circuit sign sufficient distance so that engine will clear circuit after picking up and returning to train.
Griffith: Main Street	(i) Engines switching Mapes industrial track when making eastward move to eastward main track will stop before fouling Main Street Crossing and then proceed over crossing not exceeding 4 miles per hour only when highway traffic is protected by a member of the crew properly stationed at the crossing.
Hammond: Douglas Street	(j) Westbound C&O trains will stop 200 feet east of Douglas Street and call the signalman at Michigan Central crossing and be governed by his instructions.
Highland Avenue	(k) When rear of train blocks Highland Avenue, arrangements must be made to cut Highland Street Crossing before legal time limit is exceeded.



1030-3.—AUTOMATIC CROSSING GATES.—Rule 103(d) applies to the movement over highway and street crossings designated below:

SUBDIVISION	LOCATION	HIGHWAY OR STREET
	South Shore....	State Route 7
	Hooker Chem. Co. MP-545-546.....	Johnston Lane
	Hydro-Carbon..	Access Road
	Rome.....	State Route 8
	Carrs.....	State Route 8
		Commerce St.
		Poplar St.
		Lexington St.
		Walnut St.
Cincinnati....	Maysville.....	Union St.
		Wood St.
		Main St.
		Broadway St.
		Carmel St.
	Augusta.....	Upper St.
	High Level Dam MP-628-629....	Access Road
		6th St.
		Walnut St.
	Dayton.....	Vine St.
		Thornton St.
	Cincinnati.....	Mill St.
Miami.....	Muncie.....	McGalliard Road
Wabash.....	Merrillville....	State Route 53

1030-3(a).—In addition to complying with Rule 103(d), the movement of trains and engines will be governed as follows:  
CINCINNATI SUBDIVISION:

STATION AND STREET	INSTRUCTIONS
MP-546: Hydro-Carbon Access Road	<p>(1) Access Road Crossing must not be blocked in excess of ten (10) minutes by standing cars or switching movements. Push button control of gates is provided on westward track only. Trains or cars stopped on gate circuit before reaching crossing; or when stopped on gate circuit after clearing crossing will use push button to raise gates permitting vehicular traffic to move.</p> <p style="text-align: center;"><i>Use of Push Buttons</i></p> <ol style="list-style-type: none"> <li>Operate push button stencilled "RAISE". This will initiate "timing-out" cycle which, when completed, will raise gates which have been lowered due to occupancy of westward approach circuit.</li> <li>Westward trains ready to resume through movement must not move over crossing unless gates are down or crossing is protected by member of crew. Gates may be lowered by operation of push button stencilled "LOWER".</li> </ol>

1030-3(a).—Continued.

STATION AND STREET	INSTRUCTIONS
Hooker Chem Co. MP 545-546	(2) Trains or engines moving with the Current of Traffic will be governed as follows when necessary to stop before reaching crossing: Eastward movements will stop 600 feet west of crossing; Westward movements will stop 400 feet east of crossing.
Augusta: Upper St.	(3) Eastward trains, performing work or cutting crossing, must not leave any part of train between Sign indicating beginning Crossing gate circuit, located 2500 feet west of crossing, and east side of crossing.
Dayton: 6th St.	(4) In order to avoid blocking street crossings in Dayton when block signal No. 6583, located east of Sixth Street Crossing, displays other than clear indication, freight trains of more than 50 cars, will stop at signal and call operator at NX Cabin to determine if complete movement over crossings may be made.  (5) Westward trains backing over at 6th Street crossover should back east of Sixth Street Crossing, Dayton, so crossing gates will clear up. Signs reading: "Beginning Crossing Gate Circuits" are located on south side of eastward main track 282 feet east of Mile Post 659 and north side of westward main track 462 feet east of Mile Post 659. Trains doing work between these signs and 6th Street, Dayton, should not consume more time than necessary to do their work account holding the gate down and delaying street traffic.
Cincinnati: Mill St.	(6) Rule 103(d)-(1) will apply to trains or engines stopped or delayed within 700 feet of Mill Street crossing instead of 2500 feet.  (7) Trains or engines on westward "Ditch" main track or C. & O. freight house track must stop in clear of clearance posts unless immediate movement is to be made over crossing.
Muncie: McGalliard Road	(8) Westward trains or engines on eastward "Ditch" main track must stop in clear of clearance posts unless immediate movement is to be made over crossing.  (9) <i>When necessary to stop before crossing is reached:</i> <i>Westward Movements</i> on main track will stop east of white post located on north side of main track near Walnut Street and westward movements on passing siding will stop east of white post located 50 feet east of crossing on south side of passing siding. <i>Eastward Movements</i> on main track will stop west of white post located 650 feet west of crossing on north side of main track and eastward movements on passing siding will stop west of white post located 50 feet west of crossing on south side of passing siding.

STATION AND TRACK	INSTRUCTIONS
Merrillville: State Route 53	<p>(10) Westward trains or engines on main track stopped or delayed within 2900 feet of crossing must not exceed 10 m.p.h. approaching crossing.</p> <p>(11) <i>When necessary to stop before crossing is reached:</i>  <i>Main Track.</i>—Westward movements will stop east of white post located on south side of main track just east of County Road No. 330.  <i>Passing Siding.</i>—Westward movements will stop east of white post located on north side of siding just east of east House Track switch. Eastward movements will stop west of white post located on north side of siding 550 feet west of State Route 53.</p>
Merrillville: State Route 53	<p>(12) <i>Movements on House Track.</i>—Gate on South Side of main track will not lower until track section between white posts located on south side of House Track 40 feet each side of crossing, is occupied. East switch of House Track must be reversed before westward train or engine passes white post east of switch. When continuous eastward movement is made the switch must be left in reverse position until all of movement has passed this white post.</p>

## 1050.—USE OF SIDINGS AND SPECIFIED TRACKS.

1050-1.—CAPACITY OF SIDINGS.—The capacity of sidings in 50 foot cars indicated on station pages includes distance between clearance points of siding, allowing 160 feet for two engines and one caboose and width of highway plus 50 feet on each side for cutting each crossing on siding.

1050-2.—INDUSTRIAL TRACKS.—Crews performing work at industries equipped with gates or doors manually or electrically operated and protected by a derail (or lock) will not remove derail (or lock) until gates or doors are fully opened, except where derail (or lock) controls operation of gate or door, movement must not be made until it is known gate or door is fully opened.

Gates and doors must be closed and secured and derails (where provided) replaced after work is completed.

1050-3.—Trains and engines using tracks designated below will be governed by the following instructions:

(a).—CENTER PASSING SIDING.—Take Siding signal indication Rule 294 will not authorize use of center passing sidings without permission of the train dispatcher. Conductor of train holding main track between siding switches for the purpose of running another train through the siding may obtain permission for use of siding. Hand signal from employe stationed at entrance switch will be authority for use of siding.

(b).—FERNALD.—Trains or Engines handling cars to the Virginia-Carolina Corp. track will shove car or cars into the track and will not detach from the car or cars until they have come to rest.

## 1070.—APPROACHING PASSENGER STATION.

**SOUTH PORTSMOUTH.**—In complying with Rule 107 westward trains approaching South Portsmouth Depot on the time of eastward passenger trains, unless they receive yellow hand signal from operator (when on duty), or unless they have information from train dispatcher that such trains are late, will stop at telephone located at crossover east of Depot and call the operator to determine whether they have sufficient time to pull train by the station without delay to eastward passenger trains.

2510-1.—CROSSING OVER OR ENTERING MAIN TRACKS (See T.T.S.I. 930 instructions applying to specific locations within designated yard limits.)

5010.—ADDITIONAL INSTRUCTIONS GOVERNING MOVEMENT OF TRAINS AND ENGINES UNDER AUTOMATIC BLOCK SYSTEM RULES:

5010-2.—*Instructions Governing Train Stop Device in Unequipped Territory:*

- (a) Automatic train-stop device on engines handling passenger trains will be operated with cut out cock sealed in normal cut-in position over territory not equipped with inductors to actuate train-stop device in accordance with the following instructions:
- (b) The automatic train-stop device will not provide protection to the train and has no normal function in unequipped territory.
- (c) On engines so equipped the Engineer must be familiar with the procedure for resetting and cutting out train-stop device.
- (d) Receiver on automatic train-stop device will respond to stray iron or steel that may protrude two or more inches above top of rail, or other unusual condition, which may cause an undesired brake application. When this occurs the Engineer must recognize such application so that he will be able to re-set the device after train stops. If after receiving several undesired stops or trouble develops which prevents resetting the device the train-stop device must be cut out and the Train Dispatcher notified.
- (e) When Train Dispatcher is notified of trouble developing with train-stop device he must immediately notify the proper Mechanical Department officer so that corrective measures may be taken.

5010-3.—ABSOLUTE BLOCK SIGNALS.—*Maysville.*—When STOP-INDICATION is displayed on either eastward or westward Absolute Block Signals at east and west yard limits, Maysville, and communication has failed, Rule 509-B is modified to REQUIRE AUTHORITY OF TRAIN DISPATCHER TO PROCEED.

5010-5.—STOP INDICATION—NON AUTOMATIC BLOCK SIGNAL SYSTEM TERRITORY.—When STOP indication is displayed by signal governing movement into other than Automatic Block Signal System territory trains or engines will stop and secure permission of the Train Dispatcher to proceed.

If communication is not available, the train, after stopping, may proceed in accordance with the rules or instructions in effect beyond the signal.

5010-5.—Concluded.

If movement is to be made over power-operated switches Rule 509-A(4) will apply and movement at RESTRICTED speed will apply to entire train over switches.

6050.—INTERLOCKING RULES.

6050-1.—Interlocking Rules 605(a) to 671, inclusive, are in effect within interlocking limits at:

CS Cabin (Stevens)	CG Cabin (Cottage Grove)
NX Cabin (See Note)	CW Cabin (CW Tower)
KC Cabin (KC Jct.)	North Judson (PRR Tower)
MD Cabin (Cincinnati)	

Note.—

NX CABIN.—“NX” Interlocking is designated as an unattended interlocking with Rules 605(a) to 671, inclusive, remaining in effect within interlocking limits. All controlled facilities are controlled by the Operator at KC Junction.

EMERGENCY PUSH BUTTONS.—When so instructed by Operator at KC Junction, a member of train or engine crew will operate emergency push button in box on east end of relay case which is located between NX Cabin and No. 2 main track. Instructions for operating emergency push button are located in telephone box adjacent to this relay box.

STOP-INDICATION.—If STOP indication is displayed for movement through interlocking, in addition to complying with Rule 663, the movement must be protected against movement on L&N rails in compliance with instructions contained in telephone boxes located near the signals.

If STOP indication is displayed on C&O Railway when route is lined for movement to L&N rails, trains or engines will be governed by instructions of L&N Train Dispatcher at Latonia, Kentucky.

If STOP indication is displayed on L&N Railroad when route is lined for movement to C&O rails, trains or engines will be governed by instructions of Yardmaster at KC Junction, obtained through Operator.

7130.—LOCATION AND USE OF SPRING SWITCHES.

7130-1.—Rules 713(a) and 713(b) are in effect. When spring switches are hand-operated Rules 104-104(j), inclusive, apply.

LOCATIONS	NORMAL POSITION FOR MOVEMENT ON	DESIGNATED SPEED IN NORMAL POSITION	
		FACING MOVEMENT	WHEN SPRING SWITCH
GN Cabin—East End Eastward Passing Siding	Eastward Main Track	25 m.p.h.	15 m.p.h.
GN Cabin—West End Westward Passing Siding	Westward Main Track		
Garrison—East End Center Passing Siding	Eastward Main Track		
Garrison—West End Center Passing Siding	Westward Main Track		
CD Cabin—East End Center Passing Siding	Eastward Main Track		
CD Cabin—West End Center Passing Siding	Westward Main Track		
Stoney Point—East End Center Passing Siding	Eastward Main Track		
Stoney Point—West End Center Passing Siding	Westward Main Track		

7130-2.—A member of the crew of train on double track moving from siding to main track will observe if the dwarf spring switch signal on main track displays a yellow light within 40 seconds after rear of train clears the switch. Report must be made to the Superintendent and Chief Train Dispatcher from next available point of communication of a signal not displaying a yellow light as above.

7150.—ELECTRICALLY LOCKED SWITCHES.—Rules 715(a)-715(f) are in effect.

7150-1.—NON-ELECTRICALLY LOCKED, HAND-OPERATED SWITCHES IN 271 TERRITORY:

Location	Track
Carntown.....	Team Track
Mentor.....	{ Team Track—Midwest Bottle Gas Co. Watson Coal Co.
California.....	Team Track
New Richmond.....	{ House Track Hill Track
Ross.....	Team Track
Melbourne.....	Massey Concrete Products Co.
KC Jct.....	{ Rose Brothers Co. Stewart Iron Works Golden Rule Track
Peru.....	{ City Light Standard Cabinet Russel Peru Elevator East End of No. 1 Yard Lead Heating Plant

7150-2.—ELECTRICALLY-LOCKED SWITCHES IN OTHER THAN 271 TERRITORY.

GN Cabin.....Crossover

REVISED RULES

Operating Department Rules (Form CDT-29) and Passenger and Freight Train Handling Instructions (Form CDT-30) are revised as follows:

RULE OR INST. NO.	REVISION
18-B	Third paragraph reading: “Headlight on end coupled to cars, may be extinguished,” is cancelled.
Second Paragraph Added to 250-B	When restricting indication is displayed by a block signal, restricted speed applies until entire train passes the next signal. When restricting indication is displayed by a signal governing movement into other than Automatic Block Signal System Territory; restricted speed applies to the movement of entire train by the signal and through crossovers, turnouts, interlocking limits, and over power switches protected by the signal.

RULE OR INST. NO.	REVISION
Fifth paragraph 509-C	"When not practicable for the engine to be in position to permit the signal indication to be plainly seen the train must not depart without complying with Rules 509-A or 509-B, unless Rule 279(a) is in effect <i>and cab of diesel engine is more than thirty feet beyond the signal.</i> "
1256	When necessary to cut train to permit highway traffic to cross, such crossing will be protected by a member of the crew when train is being recoupled.
727(b), 1651(f)	<i>Temporary Reduce Speed Signs.</i> —Rules 727(b) and 1651(f) are modified to require Temporary Reduce Speed Signs to be placed far enough in advance of the Temporary Slow Speed Sign (where used) or the condition being protected to permit reduction from maximum speed to the required speed but, when practicable, not less than 8,000 feet.
1651(c), 1651(e), 1654, 1706, 1807	<i>MofW Flag Protection.</i> —Rules 1651(c), 1651(e), 1654, 1706 and 1807 are modified to permit Maintenance of Way work to be performed on main track without live flag protection when protection is provided by the Train Dispatcher in accordance with Rules 7(d), 7(e) or 7(g) of the Rules Governing the Use of Motor, Push, and Trailer Cars, Velocipedes and Other MofW On-Track Equipment.
First paragraph E-108	<i>Ground Relay.</i> —In event the ground relay trips, reset as prescribed in operating manual. If the ground relay trips a second time, reset again. If it trips a third time, isolate the diesel engine or engines affected. A stop for inspection must be made at the nearest point where inspector is available. The inspector or maintenance man will determine whether a 'Diesel Unit Isolation Report Tag' should be applied to the isolation switch."
E-109	<i>Ground Relay Knife Switch.</i> —Ground Relay Knife Switch—The ground relay knife switch, when open, eliminates the protection of electrical equipment by the ground relay. This switch must not be opened in normal operation. If train is being delayed due to continuous ground relay action on one or more diesel units and it is necessary to clear main track, the ground relay knife switch may be opened and unit or units operated for further movement provided instructions are obtained from proper authority. When operating under above conditions, unit or units must be kept under close observation and engine crew alerted for smoke or unusual conditions which may arise therefrom.

RULE OR INST. OR	REVISION
E-511-B	<i>Engine Terminals.</i> —Movement of diesel units on engine terminal tracks, turntable tracks, ready tracks, and similar tracks must be made with caution, prepared to stop within one-half the range of vision, and when approaching standing cars or diesel units, must not exceed a speed of 4 miles per hour. Hand brakes must not be released nor any attempt made to move a diesel unit under its own power until it is known the air brakes are effective. When hostlers or mechanical department employes are moving more than one unit coupled, the units will be operated from the lead unit. "B" units or disabled units may be shoved, using proper precautions to prevent accident.
E-1102(d), 1207	Except when journals have burned or broken off, fire extinguishers, liquids, or snow must not be used to treat (cool) hot journals. Equipment set off account hot journals must be carefully inspected, packing or lubricators removed, and <i>box lids closed</i> . All signs of fire around journal boxes, body of equipment, and the removed packing or lubricator must be thoroughly extinguished, by means of fire extinguishers, liquids, or snow. Except in emergency, equipment with hot journals must not be set off on tracks where flammable commodities may be endangered.
E-1125(b) (e), (f), (g)	See TTSI 40-3(j).
E-1129	<b>CLEARANCE CAR X-1836.</b> —In handling this car when it is not being operated to measure clearances, the following instructions will govern: <ol style="list-style-type: none"> <li>(1) The car must be handled on rear of trains immediately ahead of caboose cars.</li> <li>(2) Before coupling to or moving the car, it must be ascertained that all measuring arms are secured in the "IN" position and a close check kept on them while the car is being moved.</li> <li>(3) The car should be protected from rough handling at all times, it must not be used in switching nor cut off and allowed to roll, but when it is set off, it must be secured by brakes or otherwise.</li> </ol>

**MOVEMENT OF MofW CARS**

**MC-4.—Additional instructions governing the movement of MofW Cars and equipment. Modifying or supplementing MC Rule 4.**

TRACK SECTION BETWEEN	AUTHORITY FOR MOVEMENT
Maysville Yard Limits	(a) Train Dispatcher may authorize car movement through or within these limits when block is occupied by yard engines. Before entering an occupied block section, car operator will call operator to ascertain the location of yard engines. Movement will be made under such flag protection as may be necessary, prepared to stop within one-half the range of vision. Permission of Yardmaster not required.
CS Cabin and Planing Mill, Stevens Yard	(b) Rule MC-4(c) is modified to permit movement of motor car without permission of yardmaster: <i>Westward from CS Cabin:</i> On old engine lead, through east end of No. 11 thoroughfare track to switch No. 75, thence through engine track No. 4 to old No. 11 (south track) to Planing Mill. <i>Eastward from Planing Mill:</i> On new No. 11 (north track) to switch No. 75, thence No. 11 thoroughfare and old engine lead to CS Cabin. Movement is to be made at a speed that will enable operator of motor car to stop within one-half of his scope of view. Motor cars must have permission of Tower Yardmaster to use No. 11 thoroughfare west of Planing Mill.
CS Cabin and NX Cabin	(c) Verbal authority of Yardmaster at Middle Yard Office, Stevens, for movement with current of traffic only.
NX Cabin and OB Cabin	(d) Verbal authority Yardmaster at KC Jct.
OB Cabin and MD Cabin, MD Cabin and Wood St., MD Cabin and 5th and Baymiller Streets	(e) Verbal authority Yardmaster at MD Cabin.
Cincinnati Jct. and absolute signal, 2350 ft. west of YD Cabin	(f) Verbal authority of Yardmaster at Cheviot.
Yard Limits: Richmond and Muncie	(g) Train Dispatcher may authorize car movement through or within these limits when block is occupied by yard engines. Before entering an occupied block section, car operator will call operator to ascertain the location of yard engines. Movement will be made under such flag protection as may be necessary, prepared to stop within one-half the range of vision. Permission of Yardmaster not required.

**MC-4.—Concluded.**

TRACK SECTION BETWEEN	AUTHORITY FOR MOVEMENT
Peru: East End Yard Office and Wayne St. East End Yard Office and CW Cabin	(h) Verbal authority of Yardmaster at Peru.
Griffith: Main Track Passing or Siding	(i) Verbal authority of operator at Griffith.

**MC-4-1.—**Unless the above instructions otherwise provide, the yardmaster or operator granting permission for movement of car must know the track sections are clear of opposing trains and engines before giving permission for movement.

Car operators will report promptly when clear of track sections over which they have obtained permission to move.

**MISCELLANEOUS**

**A.—HIGH VOLTAGE WIRES.—**In the event there is a break or for any reason any wires carrying high voltage in connection with power lines or Automatic Block System are found swinging or on the ground, employes will immediately communicate the information to the train dispatcher and signal maintainer. If any wires are in such position that they interfere with traffic or are liable to cause injury to persons, arrangements should be made to place watchmen at the point until relief can be obtained.

**B.—PERSONAL INJURY REPORTS.—**Whenever employes are injured, the officer or employe in charge will act as follows:

- (1) **NON-TRAIN ACCIDENT.—**Whenever employes are injured in a non-train accident the tools, instrument, particular equipment or machinery involved must be given an immediate special inspection by the officer or employe in charge to ascertain condition.
- (2) **TRAIN ACCIDENTS.—**In cases of injuries to employes in train or train service accidents, where the condition or operation of engines and/or cars is or may be involved, there must be an immediate special inspection made of such equipment, including, where indicated, a coupling and uncoupling test, or brake test; also an inspection of the track and roadbed and/or such other inspection as might be indicated. If it is not practical to make such inspections and tests of equipment at point of accident same should be made at the next available point. Such special inspection must be made by two qualified persons unless otherwise directed. Inspectors must make a separate report to the superior officer covering such special inspection.

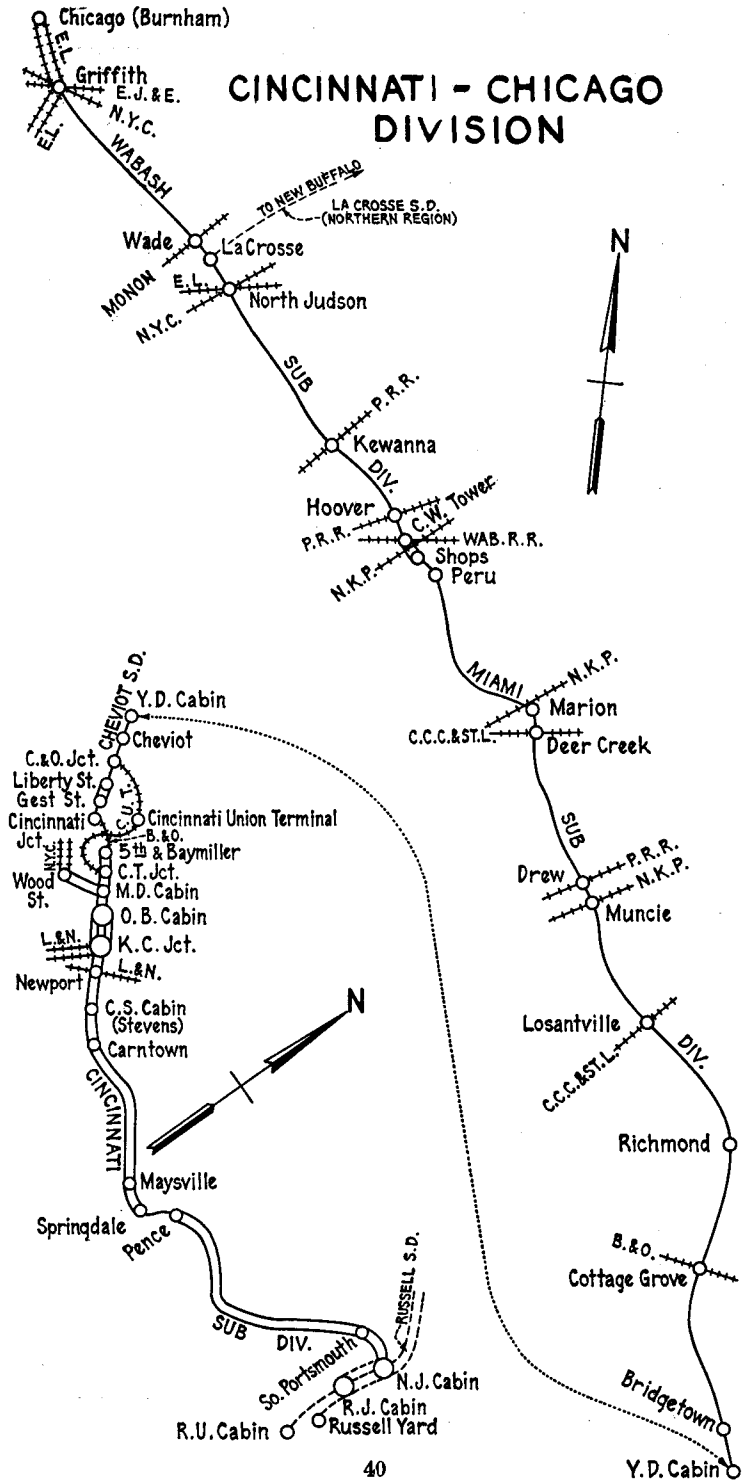
MISCELLANEOUS—Concluded.

- (3) If any employee furnishes to a person, other than an official of the Railway Company, any written statement concerning an accident, or injury, such employee shall promptly furnish an exact copy of such statement to his immediate superior.
- (4) In all highway crossing accidents the conductor of the train involved will make report on Form CJ-8 to the Superintendent. He should include, in space Z, under "REMARKS" the names and addresses of all outside witnesses at the scene, together with the license numbers of all automobiles that were stopped at the crossing at time of accident.
- (5) In the event a passenger train is involved in an accident and such accident is of such a nature that passengers might possibly have been subjected to injury, the conductor in charge of such train will have such passengers complete and sign Form CJ-99, regardless of whether or not such passengers claim to have been injured, as provided for in printed instructions accompanying Form CJ-99. (See General Rule M-3, Book of Rules.)

NAME— LOCATION	SURGICAL STAFF OFFICE ADDRESS	TELEPHONE No.
<b>South Shore, Ky.</b>		
*C. A. Thompson	South Shore, Ky.	76021
<b>Portsmouth, O.</b>		
*Albert L. Bemdt	1304 Gallia St.	EL 3-4400
*T. G. McCormick	1114 Offnere St.	1007
<b>Vanceburg, Ky.</b>		
*Elwood Esham	Vanceburg, Ky.	30-J
<b>Maysville, Ky.</b>		
*H. C. Denham	611 Forest Ave.	LO 4-3331
<b>Augusta, Ky.</b>		
*C. A. Marguardt	Main St.	3641
<b>Dayton, Ky.</b>		
*E. M. Britenbarg	438 6th Ave.	CO 1-2878
<b>Newport, Ky.</b>		
*L. M. Quill	30 East 8th St.	HE 1-6311
<b>Covington, Ky.</b>		
*C. J. Farrell	808 Scott St.	HE 1-6100
C. E. Smith, Oculist	Room 403 Doctors Bldg.	HE 1-1446
*J. A. Dorger	515 Coppin Bldg.	HE 1-0298
<b>Cheviot, O.</b>		
*J. V. Custer	5975 Glenway Ave.	481-7120
Wm. E. Heil		
Chas. J. Amann		
<b>Richmond, Ind.</b>		
*R. W. Dreyer	{ 2 S. W. 17th St. .... 3-2775 or 2-4091 Res. 410 S. W. F St. .... Res. 3-1139	
<b>Muncie, Ind.</b>		
*M. G. Schulhof	420 W. Washington St.	AT 4-4491
M. H. Gustafson	2606 W. Jackson St.	AT 4-4901
*W. F. Kammer	Muncie Clinic	AT 4-4491
<b>Marion, Ind.</b>		
*R. W. Lavengood	511 Glassblock Bldg.	{ NO 2-6500 NO 2-2337
<b>Peru, Ind.</b>		
*D. W. Ferrara	Wabash Hospital	} GR 3-5200
*S. J. Ferrara	Wabash Hospital	
<b>Fulton, Ind.</b>		
*F. C. Dielman	Fulton, Ind.	UL 7-2215
<b>North Judson, Ind.</b>		
*D. F. Llamas	520 North Lane St.	896-2724
<b>Hammond, Ind.</b>		
*R. G. Husted	7905 Calumet Ave. (Munster)	836-5800
<b>Valparaiso, Ind.</b>		
R. C. Eades	{ 6 Napoleon St. .... 27191 3538 Central Ave., E. Gary. .... 21372 Res. 203 Jefferson St. .... 30541	
<b>Chicago, Ill.</b>		
*A. T. G. Remmert	{ 209 W. Jackson Blvd. .... HA 7-1421 Res. 166 W. Jackson Blvd. ....	

\*Asterisk indicates doctor who will respond to emergency call.

# CINCINNATI - CHICAGO DIVISION



**SPEED TABLE**

Time per Mile		Miles per Hour	Time per Mile		Miles per Hour	Time per Mile		Miles per Hour			
Min.	Sec.		Min.	Sec.		Min.	Sec.				
0	45	80.00	1	20	45.00	1	55	31.30	2	30	24.00
0	46	78.26	1	21	44.44	1	56	31.03	2	31	23.84
0	47	76.59	1	22	43.90	1	57	30.77	2	32	23.68
0	48	75.00	1	23	43.37	1	58	30.51	2	33	23.53
0	49	73.47	1	24	42.86	1	59	30.25	2	34	23.38
0	50	72.00	1	25	42.35	2	00	30.00	2	35	23.23
0	51	70.59	1	26	41.86	2	01	29.75	2	36	23.08
0	52	69.23	1	27	41.38	2	02	29.51	2	37	22.93
0	53	67.92	1	28	40.91	2	03	29.27	2	38	22.78
0	54	66.66	1	29	40.45	2	04	29.03	2	39	22.64
0	55	65.45	1	30	40.00	2	05	28.80	2	40	22.50
0	56	64.28	1	31	39.56	2	06	28.57	2	41	22.36
0	57	63.16	1	32	39.13	2	07	28.34	2	42	22.22
0	58	62.07	1	33	38.71	2	08	28.12	2	43	22.08
0	59	61.02	1	34	38.29	2	09	27.91	2	44	21.95
1	00	60.00	1	35	37.89	2	10	27.69	2	45	21.82
1	01	59.02	1	36	37.50	2	11	27.48	2	46	21.69
1	02	58.06	1	37	37.11	2	12	27.27	2	47	21.56
1	03	57.14	1	38	36.73	2	13	27.07	2	48	21.43
1	04	56.25	1	39	36.36	2	14	26.87	2	49	21.30
1	05	55.38	1	40	36.00	2	15	26.66	2	50	21.18
1	06	54.54	1	41	35.64	2	16	26.47	2	51	21.05
1	07	53.73	1	42	35.29	2	17	26.28	2	52	20.93
1	08	52.94	1	43	34.95	2	18	26.09	2	53	20.81
1	09	52.18	1	44	34.61	2	19	25.90	2	54	20.70
1	10	51.43	1	45	34.29	2	20	25.71	2	55	20.58
1	11	50.70	1	46	33.96	2	21	25.53	2	56	20.45
1	12	50.00	1	47	33.64	2	22	25.35	2	57	20.34
1	13	49.31	1	48	33.33	2	23	25.17	2	58	20.22
1	14	48.65	1	49	33.03	2	24	25.00	2	59	20.11
1	15	48.00	1	50	32.73	2	25	24.83	3	00	20.00
1	16	47.37	1	51	32.43	2	26	24.66	4	00	15.00
1	17	46.75	1	52	32.14	2	27	24.49	6	00	10.00
1	18	46.15	1	53	31.86	2	28	24.32	12	00	5.00
1	19	45.55	1	54	31.58	2	29	24.16			