



**Chessie System**

PERSONAL INJURY  
PREVENTION DEPARTMENT

*Compliance with*  
**OPERATING RULES**  
AND  
**SAFETY RULES**  
INSURE  
**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

THE BALTIMORE AND OHIO  
RAILROAD COMPANY



**Chessie System**

**OHIO**  
DIVISION

**TIMETABLE NO. 1**

Effective 2:01 A.M. Eastern Standard Time

**SUNDAY, AUGUST 4, 1974**

FOR INFORMATION OF EMPLOYEES ONLY

**OFFICERS OHIO DIVISION  
HEADQUARTERS—COLUMBUS, OHIO**

R. H. PRIDDY  
Division Manager

R. D. Pomeroy  
Superintendent of  
Operations

W. D. Treadway  
Superintendent Agencies  
and Yard Offices

G. R. Guess  
Superintendent of Car  
Utilization

R. H. Minser  
Superintendent  
Newark, Ohio

A. R. Carpenter  
Superintendent of Terminals  
Toledo, Ohio

Name and Location	Title
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**Ashland, Ky.:**

C. L. Hardy	Division Engineer
H. Dodd	Assistant Division Engineer

**Russell, Ky.:**

R. H. Savage	Trainmaster
P. S. Ervin	Road Foreman of Engines-Assistant Trainmaster

**Covington, Ky.:**

M. Bias	Chief Train Dispatcher
C. F. King	Division Engineer

**Columbus, Ohio:**

J. O. Riddle	Assistant Superintendent of Operations
R. W. Savage	Terminal Trainmaster
C. E. Smith	Assistant Terminal Trainmaster
R. R. Nadalin	Road Foreman of Engines-Assistant Trainmaster
D. L. Chenoweth	Assistant Road Foreman of Engines-Assistant Trainmaster
L. S. Pendleton	Chief Train Dispatcher
J. O. Dowler	Agent
H. N. Carder	Division Engineer
D. G. Hartley	Assistant Division Engineer

**Fostoria, Ohio:**

J. E. Snead	Assistant Trainmaster
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**Toledo, Ohio:**

G. S. Athanas	Assistant Superintendent of Terminals
T. H. McLaughlin	Assistant to Superintendent
A. Browning	Terminal Trainmaster
J. D. King	Terminal Trainmaster
M. F. Martin	Terminal Agent
E. H. Coulson	Road Foreman of Engines-Assistant Trainmaster
M. E. Gillespie	Assistant Terminal Trainmaster
R. C. Tober	Assistant Terminal Trainmaster
D. M. Newman	Assistant Terminal Trainmaster
R. D. Huffman	Assistant Terminal Trainmaster
L. G. Howland	Assistant Terminal Trainmaster
H. Bentley	Assistant Road Foreman of Engines-Assistant Trainmaster

**Chillicothe, Ohio:**

F. R. France	Trainmaster
G. W. Myers	Road Foreman of Engines-Assistant Trainmaster
K. L. Douglas	Chief Train Dispatcher
B. E. Chitwood	Agent

**Cincinnati, Ohio:**

D. R. Johnson	Division Engineer
J. T. Hamner	Assistant Division Engineer

**Newark, Ohio:**

C. G. Balsler	Trainmaster
R. V. Pyle	Road Foreman of Engines-Assistant Trainmaster
R. V. Lord	Assistant Terminal Trainmaster
C. R. Walker	Chief Train Dispatcher
R. L. Rose	Agent
G. P. Michael	Assistant Division Engineer

**Marietta, Ohio:**

D. E. Reed	Assistant Trainmaster-Agent
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**Zanesville, Ohio:**

P. F. Mobus	Agent
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# INDEX

Page/s

<b>SPECIAL INSTRUCTIONS—(In addition, See Specific Subdivisions)</b>	
Abbreviations, timetable .....	4
Automatic Block Signal Rules, Additional Instructions .....	7
Changes in Operating and Motor Car Rules .....	8-9
Dangerous Commodities, Handling .....	10
Dangerous Commodities, Handling-Chart .....	85
Foreign Line Engines, Use of .....	7
High Voltage Wires .....	9
Industrial tracks, Use of .....	7
Maps, Division .....	86-87
Markers .....	6
Medical and Surgical .....	83-84
Passenger trains, Extra .....	4
Personal Injury Reports .....	9
Railroad Crossings, Additional Instructions .....	7
Radio, Use of .....	10
Restrictions, Engine and equipment .....	5-6
Road Crossing automatic protection .....	7
Rule and Instructions Books, current requirement .....	4
Rules, Changes in Operating Rules and Motor Car Rules .....	8-9
Running Tracks within Yard Limits .....	7
Speed Restrictions, Equipment .....	5
Speed Restrictions, Diesel Units .....	4
Speed Restrictions, General .....	4
Speed Restrictions, Light Engines .....	5
Speed Signs, temporary .....	7
Spring Switch signal .....	7
Superiority of Trains .....	6
Telephone numbers .....	10
Temporary Speed Restrictions .....	5

**SUBDIVISIONS:**

Northern .....	11 thru 15
Cincinnati .....	16 thru 22
Columbus .....	23 thru 30
Pomeroy .....	31 thru 33
Armitage .....	34
Athens .....	35 thru 38
Toledo Terminal .....	39 thru 52
Renick .....	53
Parkersburg .....	54 thru 57
Chillicothe .....	58 thru 61
Portsmouth .....	62 thru 64
Eastern Ohio .....	65
Central Ohio .....	66 thru 69
O&LK .....	70 thru 73
Lake Erie .....	74 thru 78
Shawnee .....	79
Midland .....	80 thru 82

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**SPECIAL INSTRUCTIONS  
ALL SUBDIVISIONS:  
TIMETABLE ABBREVIATIONS:**

TT.....	Timetable
TO.....	Train Order
SI.....	Special Instructions
(T).....	Train Order Station Open Continuously
(TL).....	Train Order Station Open Less Than Continuously as shown on Station Pages
(X).....	Jct. or Crossing
(D).....	Defective Equipment Detector
(YL).....	Yard Limit

Any reference to "Rule/s" in Special Instructions refers to "Operating Rule/s" unless otherwise noted.

Any item of Special Instructions relating to an Operating Rule will be identified by the letter "T" preceding the rule number.

Employees whose duties are prescribed by the following Rules and instructions must be conversant with and have a copy accessible when on duty:

Form No.	Book	Effective
CDT-29	Operating Rules	April 27, 1969
CDT-30*	Rules and Instructions for Train Handling	1973
CDT-74	Radio Rules	Sept. 1, 1966
CDT-34	Motor Car Rules	Jan. 1, 1968
SF-32	Safety Rules	Oct. 1, 1968

\*Index Page 3 C&O-B&O-WM Form CDT-30, Rev. 11-73 modified to the extent that last item under heading "General" reading: 241 Handling Class "A" Explosives . . . 66 is eliminated.

When more than one main track is in service, tracks are numbered from North or East.

**EXTRA TRAINS CARRYING PASSENGERS**

Where regular passenger trains are not scheduled, MAXIMUM AUTHORIZED SPEED and SPEED RESTRICTIONS shown apply to all trains including Extra Trains carrying Passengers.

**SPEED RESTRICTIONS**

LOCATION AND CONDITIONS	PSGR. TRAINS	FRT. TRAINS
	MPH	MPH
Through turnouts at ends of double track, sidings and main track cross-overs except where movement is governed by signal indications.	20	10
Movement over all industrial trestles and bridges		10

**SPEED RESTRICTION—DIESEL UNITS**

Unless otherwise restricted to lower speeds, diesel units must not exceed the speed designated below. When units are intermixed in multiple control, the lowest speed applicable to any of the units must be observed.

DIESEL UNITS	MPH
1826-1840, 4472-4648, 5420-5529, 5600-5624, 5700-6263*, 6425-6599, 6608-6692, 7300-7318, 9400-9428, 9600-9621	65
9001-9186, 9500-9551	60
5060-5093, 5200-5298, 9552, 9554, 9558-9565, 9622-9625	50
8401-8421	45
8302-8303	35

\*Units 5829-5830, 5886-5897, 6083-6088 may be operated at a speed of 70 MPH when used in passenger service.

**Special Instructions—All Subdivisions (continued)  
SPEED RESTRICTIONS—LIGHT ENGINES**

Unless otherwise restricted, single light diesel units and single Budd car units must not exceed 30 MPH.

**SPEED RESTRICTIONS—EQUIPMENT**

Unless otherwise instructed	PSGR. TRAIN	FRT. TRAIN
	MPH	MPH
Pushing Cars	30	25
Loaded Open Top Hopper Cars		40
Loaded Wood Rack Cars		40
Camp Cars, X and XM Cars		40
Scale Test Cars		35
Ditcher Spreader Cars		30
Air Dump Cars		30
C&O Tool Car Derricks		30
Foreign Line Short Ore Cars	On tangents	30
	On curves	20
Unless all revenue or non-revenue pivoted or rotating equipment moving on its own wheels has been specifically cleared for movement at higher speeds	On tangents	20
	On curves	10

**TEMPORARY SPEED RESTRICTIONS**

Where radio communications are available, a member of the rear end train crew will remind the engineer of any temporary speed restrictions three (3) miles in advance of the restriction.

**ENGINE AND EQUIPMENT RESTRICTIONS**

(a).—A maximum of six units may be used in a locomotive consist with multiple unit control. Tonnage for a six-unit consist must not exceed the tonnage rating of five four-axle units.

(b).—*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.

(c).—*Heavy Cars*.—Cars with gross weight exceeding 315,000 lbs., unless otherwise restricted by specific Subdivision Special Instructions, must not be operated without authority of the Superintendent of Operations.

(d).—*Loaded Covered Hoppers*.—All loaded covered hoppers CNJ series 450-456 inclusive, 501-625 inclusive, L&NE series 12101-12665 inclusive, and CRDX series 4040-4059 inclusive, must be handled on rear of freight trains at a speed not exceeding 30 MPH.

(e).—*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 of Operations.

(f).—*Restriction on Use of Hoppers*.—Open Top Hoppers in C&O series 318000-318999 and 324000-326999 are restricted to coal and coke loading only.

(g).—*Cross-Ties*.—C&O wood rack cars of Series 80000-80299, loaded with cross ties bound in bundles may be handled in 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 of Operations.

(h).—*C&O Rodger Ballast Cars (Loaded or Empty)*.—C&O Rodger Ballast Cars 20,000-20,699, inclusive, should be handled in local freight train when practicable to do so.

If necessary to move these cars on trains other than local freights, they should be placed on rear regardless of classification.

(i).—*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. (This will not apply to caboose cars being held by Hump Retarder).

**Special Instructions All Subdivisions (continued)**  
**Engine and Equipment Restrictions (continued)**

(j).—*Passenger Cars With Steam Activated Air Conditioning.*—When AMTRAK passenger cars are equipped with steam activated air conditioning devices and handled in trains, the train line steam pressure must be maintained at not less than 175 lbs. to insure proper functioning of air conditioning devices. This will insure that steam pressure of at least 75 lbs. is maintained on each car as required by Rule 428 of form CDT-30.

The following AMTRAK passenger cars are equipped with steam-actuated air-conditioning devices:

No. 4483	No. 4500	No. 4537
No. 4488	No. 4520	No. 4880
No. 8035 (Dining Car)		

(k).—*Class "A" Explosives In Car/s Which Require EXCEPTION HANDLING.*—When train contains Class "A" Explosives in car/s which require EXCEPTION HANDLING, the train must be stopped and the EXCEPTION car/s, and car preceding and following the EXCEPTION car will be inspected at:

1. The first point practical after the automatic air brakes have been in continuous application on a moving train for a period of 30 minutes or more.
2. The first point practical after an emergency application of the automatic air brakes.

The inspection required under 1 and 2 above, is to determine that:

1. The air brakes are released.
2. There is no evidence of fire.
3. There is no evidence of abnormal overheating of brake shoes, wheel rims, wheel treads, or journals.
4. The car suspension system and draft gear assembly are in a safe and suitable condition for service.

If there is evidence of sticking brakes, measures must be taken to assure that air brakes and hand brakes are fully released.

If any evidence of abnormal overheating of any component of a car is discovered, or the suspension system or draft gear assembly of a car are found to be in an unsuitable condition, the car must be set out at the nearest practical point, not exceeding a speed of 10 miles per hour in moving the defective car to the point it is to be set out.

Advice as to cars so set out must be given to the Dispatcher at the first available Telegraph or Yard Office, using Form CF 56.

Class "A" Explosives which require EXCEPTION HANDLING should not be dispatched in scheduled trains unless:

1. The only service available is on scheduled trains.
2. The cars can be classified so as to be set off by the train before or at the point of its first crew change.

Any car containing Class "A" Explosives should not be dispatched in any of the run-through trains that operate beyond the junction terminal with the foreign railroad involved.

(l).—Unless otherwise authorized by the Superintendent of Operations, equipment is restricted in use of tracks, bridges, trestles, etc., as designated below:

Station, Track, Bridge, Etc.	Equipment	Restriction
All platforms, industrial and yard tracks	Spreader Cars	Move with caution, avoid platforms when possible.
All bridges and trestles on other than industrial tracks	Tenders: 18,000-21,000 gallon capacity	When loaded with coal or water, must not move on, unless separated from engine or another tender by at least two cars.

**T-19.—Markers.**

The use of reflectorized markers is permitted.

**T-71.—Superiority of Trains.**

On single track, unless otherwise provided, Eastward trains are superior to Westward trains of the same class.

**Special Instructions All Subdivisions (continued)**

**T-98.—Additional Instructions at Junctions and Crossings.**

Engines or cars must not be detached and left standing between absolute signals governing movement over, nor between derails protecting, a railroad crossing at grade.

**T-99.—Flagging.**

*Running Tracks Within Yard Limits.*—In compliance with Ohio State Law, passenger or freight cars must not be left standing on or on a track commonly called a "Running Track" within yard limits unless protected by a flagman, or red light is displayed on end of car. Red light must be displayed at least 30 minutes before sunset and not removed until at least 30 minutes after sunrise.

**T-103-D.—Highway and Street Crossings.**

Where cut section sign "CS" is installed near a highway crossing protected by automatic flashers or gates, if it can be avoided, no portion of train should pass the "CS" sign when picking up or setting off cars. When train departs for movement over crossing, not less than twenty seconds shall be consumed after passing the "CS" sign before reaching crossing.

When engines are switching or train or engine standing on track circuit causing flasher signals to operate or gates to lower and train or engine will not move over or foul crossing, the crew may use manual control feature where provided, to stop flasher signals or to raise gates to allow street or highway traffic to move. When Manual Control feature has been used for this purpose, movement must not be made over crossing until Manual Control feature has been operated to restore flashers or gates to automatic operation and flashers are working or gates are lowered, or a member of the crew protects the crossing.

**T-105.—Use of Sidings and Specified Tracks.**

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

**T-206.—Use of Foreign Line Engines.**

When Chesapeake and Ohio, Baltimore and Ohio, Western Maryland or Reading engines are used on C&O-B&O rails, it will not be necessary to precede the engine number with initials of the other railroad in train orders. Rule 206 modified.

**T-501.—Additional Instructions Automatic Block Signal Rules**

(a).—*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.

(b).—*Protection Single Budd Car Unit.*—When single unit Budd car is operated where Rules 501 to 519 inclusive, are in effect, the following will govern when car is stopped. It shall immediately be moved forward ten (10) feet and second stop made without the use of sand. If car cannot be moved forward immediately, flagman must go back a sufficient distance to stop a train moving at normal speed. Passengers will not be permitted to entrain or detrain until second stop is made.

**T-702.—Spring Switches.**

In other than automatic block signal territory, yellow light on spring switch signal indicates spring switch lined in normal position. When red light is displayed on such signal, movement over spring switch must not be made until the switch has been examined to insure it is properly lined.

**T-727.—Temporary Speed Signs.**

Speed restrictions may be governed by bulletin when numerals designating speed are displayed on Temporary Reduce Speed Signs.

**Special Instructions All Subdivisions (continued)**

**Changes In Operating and Motor Car Rules**

Rule or Inst. No.	Revision
Rule G Modified	The use of intoxicants, narcotics, or dangerous drugs by employes subject to duty, while on duty, or on Company property is prohibited. Possession of intoxicants, narcotics, or dangerous drugs or participation in any transaction involving same by employes on duty or on Company property is prohibited. The use of any medication, including those prescribed or dispensed by person or persons authorized to do so, that will adversely affect the employe's alertness, coordination, reaction, judgment, vision or gait when subject to duty or on duty is prohibited.
Rule I New Rule	The carrying or possession of firearms, or other weapons while on or off duty on company property except when duly authorized by the B&O, C&O, B&OCT, SIRC and WM companies, is prohibited.
Rule M-1 Modified	Train and engine service employes must not occupy the roof of a freight car or caboose under any circumstances. Other employes whose duties require them to occupy the roof of a car or caboose may do so only when equipment is standing.
Rule 11-A Modified	In Automatic Block Signal Territory, the explosion of two torpedoes is a signal to look out for flagman or other signal for one mile. In other than Automatic Block Signal Territory, the explosion of two torpedoes is a signal to immediately reduce speed sufficiently to stop short of train or obstruction and to proceed at that speed for one mile. The explosion of one torpedo will indicate the same as two, but the use of two is required. Torpedoes must not be placed at stations or on public crossings.
Rule 19 Modified	A train not equipped to display the prescribed markers will display a red flag by day and a red flag and a white light by night to indicate the rear of train.
Rule 93-A Modified	Except as provided by Rules D-151, 506 and State Law, flag protection against Second-Class trains, extra trains and engines is not required where Rule 93-A is in effect.
Rule 106-A New Rule	Conductors and Engineers will be qualified in accordance with qualification instructions issued by each division in Superintendent's Bulletin and reissued each year.
Rule 106-B New Rule	When a pilot is assigned to a train, he will accompany that party which is not qualified except when the Engineer is not qualified, the pilot will ride with the Engineer. When performing work at a station, he may, if necessary, accompany the Conductor after the Engineer has been instructed and understands the moves that are to be made.
Rule D-151 Modified	When a train has train order authority to operate against the current of traffic, it must not reverse direction and operate with the current of traffic on that track without permission of Train Dispatcher.
Rule 232 Modified	When a train operating on a clear block is passed by a train moving in the same direction, or reverses movement and follows a train, movement from that point must be made prepared to stop short of train ahead.
Rule 814 Cancelled in part.	Second paragraph of Operating Rule 814 is cancelled.
Rules 1312 and 1350 Modified	All baggage traffic matters which have been under the jurisdiction of the Manager of Mail, Express and Baggage Transportation, Baltimore, are transferred to the Manager of Passenger Service, Baltimore, Maryland, Speed Code 151. Inquiries and reports as to lost articles, checked baggage, shortage, damage, human remains, etc. should be forwarded to the Manager Passenger Service.

**Special Instructions All Subdivisions (continued)**

**Changes In Operating and Motor Car Rules (continued)**

Rule or Inst. No.	Revision
Rules MC-7 (c) and MC-7 (d) Modified	Motor Car Rules 7(c) and 7(d) referring to "C&O Rule 271 or B&O Rule 676" are modified to refer only to Rule 271.
MC-12 (a) Modified	The speed of all high rail trucks while operating on tracks must not exceed 20 miles per hour.

**HIGH VOLTAGE WIRES**

In the event wires carrying high voltage or power lines in connection with Automatic Block System are broken, swinging, or on the ground, employes will immediately notify the Train Dispatcher. If wires are in position to interfere with traffic or are liable to cause injury to persons, arrangements must be made to place watchman at the point until relief can be obtained.

**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, equipment or machinery involved must be given an immediate inspection by officer or employe in charge to ascertain condition.
- (2) *Train Accidents.*—In cases of injuries to employes in train or engine service accidents, where the condition or operation of engines and/or cars is or may be involved, an immediate inspection must be made of equipment, including, where necessary, a coupling and uncoupling test, or brake test; also an inspection of the track and roadbed. If not practical to make inspections and tests of equipment at point of accident, same should be made at the next available point. Inspection must be made by two qualified persons unless otherwise directed. Inspectors must make a separate report of inspection to their superior officer.
- (3) If any employe furnishes to a person, other than an official of the Railway Company, written statement concerning an accident, or injury, employe shall promptly furnish an exact copy of 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 accident is of such a nature that passengers might possibly have been subjected to injury, the Conductor in charge of 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-2 Book of Rules.)
- (6) When physically able to do so an employe sustaining injury, will report it to the Supervisor before leaving company premises. The Supervisor must arrange prompt first aid and when necessary, place the employe under the care of a company surgeon as soon as possible. Injuries must be reported promptly on the prescribed forms, however minor they may appear.
- (7) In case of fatal accident on line of road, the nearest state or local police should be promptly notified. If such police cannot be promptly contacted and brought to the scene within a short time, train will proceed without further delay. A member of the crew or other agent of the Company will be left at the scene to notify the police and make sure that the body is placed in the hands of the proper authority.

**Special Instructions All Subdivisions (continued)**

*Use of Radio.*—Use of privately owned and licensed Citizens Band Radios for operating purposes is forbidden.

*Handling Dangerous Commodities.*—Refer to chart in back of Timetable for position of cars in train. Read carefully the instructions posted in Yard Offices, cabooses, and work force bunk cars involving the handling of cars containing dangerous commodities.

Procedure to follow in the event of derailment:

- (1) Contact Dispatcher or Yardmaster giving as much detailed information as possible concerning the derailed cars (such as turned over, tracks blocked, tank cars leak, etc.)
- (2) If placarded cars are involved, obtain the following information from the waybill and give to the Dispatcher or Yardmaster:
  - A. Car initial and number
  - B. Full commodity name
  - C. Shipper
  - D. Origin
  - E. Consignee
  - F. Destination
  - G. Emergency phone number (if any). If waybill not available endeavor to secure commodity name from placards on the car but remain at a safe distance.
- (3) Keep people away in case of possible explosion or fire. Follow instructions of Dispatcher or Yardmaster, and await the arrival of Supervisory personnel.

**CHIEF TRAIN DISPATCHERS PHONE NUMBERS:**

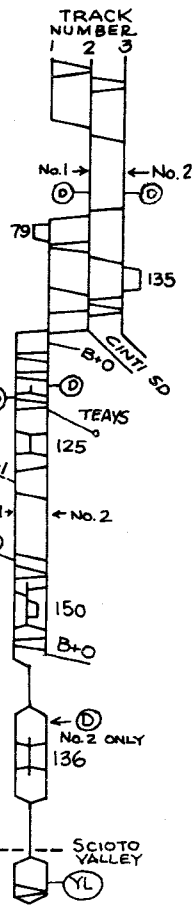
Columbus — Area Code 614 443-1576  
 Covington — Area Code 606 261-5447  
 Newark — Area Code 614 349-7045  
 Chillicothe — Area Code 614 773-3370

**TERMINAL TRAINMASTER PHONE NUMBER:**

Toledo — Area Code 419 666-1078

**NORTHERN SUBDIVISION**

WEST- WARD	Distance	Stations	Passing Sdg. Capacity in 50 ft. Cars	EAST- WARD
FIRST CLASS				FIRST CLASS
51 Daily				50 Daily
L AM	0.0	RUSSELL (T) (X)	Yard	A AM
438	3.6	RJ Cabin (T)	Yard	133
.....	7.8	Riverton	.....	.....
.....	8.5	Greenup	.....	.....
.....	15.5	DG Cabin	79-1	.....
453	19.0	NJ Cabin (T) (X)	135-3	118
.....	23.0	Sciotoville Jct. (X)	.....	.....
.....	30.3	Wheeler	.....	.....
.....	41.6	Teays Junction (X)	.....	.....
.....	42.6	Robbins	C 125	.....
.....	45.8	Greggs	.....	.....
.....	52.9	GB Cabin	.....	.....
.....	59.9	RA Junction (X)	.....	.....
.....	63.7	Vauces Center Siding	C 150	.....
.....	65.8	VA Junction (X) (WEDT)	.....	.....
.....	76.9	KN Cabin (EEDT)	.....	.....
.....	88.0	Vee	C 136	.....
.....	91.1	HC Cabin (WEDT)	.....	.....
.....	100.8	Fite	.....	.....
.....	104.6	Lockbourne (EEDT)	.....	.....
A AM	111.0	CH CABIN (WEDT)	L AM	.....



**DESIGNATION AND USE OF MAIN TRACKS**

Track Section Between	Rules In Effect	Track/s
RJ Cabin and Riverton	271-276	Three
Riverton and DG Cabin on No. 1 Track	271-276	Two
Riverton and DG Cabin on No. 2 Track — Eastward	D-251, D-252	
DG Cabin and NJ Cabin	271-276	Three
NJ Cabin and VA Jct. (see Note)	271-276	Two
VA Jct. and KN Cabin	271-276	Single
KN Cabin and HC Cabin	271-276	Two
HC Cabin and Lockbourne	271-276	Single
Lockbourne and CH Cabin	271-276	Two
Teays Industrial Extension (See T-84)	S-242	Single

Note. — In addition to Rules 271-276, Rule 277 is also in effect as designated below:

Robbins-Greggs: Between westward absolute block signals at West End Robbins and eastward absolute block signals 2329 feet west of MP-26.

## Northern Subdivision Special Instructions (continued)

## Designation and Use of Main Tracks (continued)

Rules 501 to 519, inclusive, are in effect on all passing sidings in territory where Rules 271-276 are in effect on main track. In addition, Rules 271, 272 and 273-276 are in effect on the following center sidings:

Robbins, Vauces and Vee.

## JOINT USE OF TRACKS

B&O trains and engines will use C&O tracks between RA Jct. and VA Jct. in accordance with Northern SD Special Instructions.

## MAXIMUM AUTHORIZED SPEED

	PSGR. TRAIN	FRT. TRAIN
	MPH	MPH
RJ Cabin and NJ Cabin	70	55
Running against the current of traffic	50	35
NJ Cabin and CH Cabin		50
RJ Cabin and CH Cabin: Trains in excess of 120 cars or 7,000 tons but not exceeding 160 cars or 14,000 tons		40
Trains in excess of 160 cars or 14,000 tons		35
Teays Jct. and Atomic Jct.		15

## SPEED RESTRICTIONS

	PSGR. TRAIN	FRT. TRAIN
	MPH	MPH
Greenup—City Limits	45	30
Ohio River Bridge		30
Curves between MP 27.2 and MP 28.7		30

## CHECKING SPEEDOMETER ON ENGINES

In checking speedometers on engines for accuracy as required by CDT-30 the following Mile Posts will not be used for this purpose:  
Between MP 52 and MP 53.

## T-B. — Standard Clock, Register Form, Bulletin and Notice Book.

Station	Location of Clock and Register Form	Location of Bulletin and Notice Book
Sciotoville	Locker Room	Locker Room

## ENGINE AND EQUIPMENT RESTRICTIONS

Unless otherwise authorized by the Superintendent of Operations, engines and/or equipment are restricted in use of tracks, bridges, trestles, etc., as designated below:

Station, Track, Bridge, Etc.	Engine or Equipment	Restriction
Portsmouth: Industrial Extension	Cars with gross weight exceeding 251,000 lbs.	Must not operate on
Mile Post 72: Sturm & Dillard Tipple on load tracks	All engines	Must not operate under tipple.
Camp 2: Sharon Sil- ica Track (loading Ramp)	All engines or cars.	Loading chute must be in raised position before passing loading ramp. Coal cars must be spotted with east end of east car directly under chute.
RA Jct.: Miami Sand and Gravel Co. Tracks	Engines and equipment other than coal cars	Must not pass sign located 429 feet west of derail, reading of "ENGINES MUST NOT PASS THIS POINT."

## Engine and Equipment Restrictions (continued)

Station, Track, Bridge, Etc.	Engine or Equipment	Restriction
Teays: Atomic Energy Plant (inside of fence) Tracks 1, 2 and 3	3000-3046 3500-3584  Cars ex- ceeding 70 ft. in length	Must not be operated in multiple on Track No. 2  Must not be handled on Tracks 1 and 2. Must not be handled on Tracks 3 and 4 when coupled to shorter cars.

## T-83. — Train Clearance.

Westward trains originating at RJ Cabin must receive Clearance Form A before leaving.

## T-84. — Train Register Stations.

Station	Location	Required to Register
Teays Jct.	Booth	See T-242
Teays	Booth	C&O and N&W trains moving to or from Atomic Energy Spur. (See Note).

*Note. — Teays-Atomic Energy Spur. —* N&W Trains and engines on Teays Spur must not go beyond Atomic Junction Spur Track switch on the running Track unless the track is seen or known to be clear. Movement beyond Teays Yard Office must be protected by flag.

*C&O and N&W Trains and Engines:* Train Register will govern authority to occupy Atomic Energy Spur Track. All trains and engines destined to or from Atomic Energy Spur Track will register.

The Conductor will examine the register and properly record his train or engine and inform the engineer accordingly. The engineer will not enter on Atomic Energy Spur until so informed by the Conductor.

The first train or engine registering on Atomic Energy Spur has the exclusive right thereto without protecting against other trains or engines.

At the time of registering to enter Atomic Energy Spur, Conductor will call Atomic Energy Plant from dial telephone located in Train Register Box for permission to enter plant. Instructions as to switching to be performed will be in Train Register Box on switch list prepared by plant personnel. In the absence of specific instructions as to the placing of cars, Conductor will be governed by instructions posted in Train Register Box.

In addition to complying with Rule 105, engines or equipment will not exceed a speed of 10 MPH between Teays and North Switch of No. 1 Wye Track and must not exceed a speed of 8 MPH beyond this point.

Kollinsky Tracks 1, 2, 3 and 4 will not be used to serve Atomic Energy Plant. In serving Atomic Energy Plant, cars will be placed on, or removed from Tracks 1, 2, 3, 4 or Main Lead inside fence as designated by Plant Personnel. Tracks must not be used beyond Limit signs located in tracks. Main lead must not be used beyond clearance point of east switch of No. 2 Wye Track.

## T-93. — Yard Limits Are Located At.

Russell	From 628 feet east of MP 528 East
Columbus	From 336.5 feet east of MP 91 West

## T-98. — Additional Instructions At Junctions and Crossings.

(a). — *New Boston.* — Trains and engines will make statutory stop before crossing N&W Railway at Detroit Steel Corp. Plant and will then proceed when tilting target is in vertical position for B&O movement.

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

(b) Before a train or engine moves over railroad crossing shown below, when signal governing movement over crossing displays STOP indication, the movement must be made in compliance with posted instructions:

Lockbourne .....Scioto Valley Electric Ry.



**Northern Subdivision Special Instructions (continued)**

**T-103. — Highway and Street Crossings.**

1.—Movement of trains and engines over highway and street crossings designated below will be governed by the following instructions:

Station and Street	Instructions
Wurtland: DuPont Crossing Riverside Road Crossing	(a) Westbound crews working Dupont Plant at Wurtland must clear Dupont Crossing five car lengths. If train will not clear Dupont Crossing five car lengths train must be left east of Riverside Road Crossing holding on to one car and leaving it east of switch leading into plant. Crews will protect all crossings when recoupling to their train.
Riverton: White Oak Crossing	(b) When westward trains are stopped at the absolute signal at Riverton, a member of crew will go to the telephone located at the absolute signal and ascertain from the Operator at NJ Cabin the probable time that the train will be held. If it is to be held in excess of ten (10) minutes. White Oak Crossing must be cut.
Greenup:	(c) Trains switching at Greenup must cut the first crossing east of Greenup Station, and leave cars not closer than sixty (60) feet east of the crossing, and thirty (30) feet west of the crossing.
NJ Cabin: Private Road Crossings	(d) When eastward trains stop at NJ Cabin to deliver L&N empties to westward Cincinnati SD trains, they must leave the rear of their trains west of the first farm crossing east of eastward absolute block signal located just east of MP-1.
Sciotoville: Public Road Crossing MP-4.3	(e) Eastward trains performing work will cut Crossing.
Portsmouth: Industrial Track Sawmill Crossing	(f) When crews are setting off cars on that portion of old B&O main line, they will cut crossing.

2.—Automatic crossing gates are in service at the following Crossings:

Location	Highway or Street
Grays Branch	Federal Access Road
Wheeler	Lucasville Road

**T-103-E. — Hand Brakes.**

*DG Cabin and NJ Cabin.*—Crews setting off lake coal and empties on No. 1 track must set sufficient hand brakes on each end of the cut to avoid any possibility of cars rolling. Air brakes must not be depended upon to hold cars. When cars are set off in No. 1 track at DG Cabin 25 car lengths of room must be left on the east end of track, when practicable. Coal trains picking up empty coal cars at NJ Cabin must place empties behind loads in train.

**T-105. — Use of Sidings and Specified Tracks.**

(a).—*Wurtland.*—Cars must not be kicked from main track to the loading track at DuPont Chemical Plant. All cars handled in this track must be shoved by the engine at not exceeding eight (8) miles per hour.

(b).—*Portsmouth-Sciotoville.*—Former B&O main track between Lincoln Street and crosstie bumping block 9694 feet east of connection track switch to C&O at Sciotoville is designated as the Portsmouth Industrial Extension of the B&O Railroad. In addition to complying with Rule 105, trains and engines must not exceed a speed of 10 miles per hour.

(c).—*Greggs.*—Cars containing Company material must not be left on either No. 1 or No. 2 Interchange track.

**Northern Subdivision Special Instructions (continued)**

**T-105. — Use of Sidings and Specified Tracks (Continued)**

(d).—*Vaues.*—When setting off cars at west end Interchange Track for east they must be left east of any cars in this track for the B&O.

(e).—*Hopetown.*—Cars for Scioto Farm Chemical Company must be spotted at door No. 4, if possible, otherwise at door No. 5. If unable to spot at either door they must be shoved down on level track and properly secured by hand brakes.

(f).—*Between MP-56 and MP-57, Flintkote Plant.*—Crews must not hold onto extra cars when pulling or spotting cars in No. 1 or No. 3 stalls at Flintkote Plant.

No. 1 stall will accommodate 2 50-ft. cars.

No. 3 stall will accommodate 2 50-ft. cars.

Eastward trains serving the plant will, when practicable, operate the engine from the west unit.

Wheel stops located on No. 3 spur track will not prevent extended (long) drawbars from striking wall at end of track.

**T-221. — Train Order Signals.**

Train order signal at RJ Cabin will not apply to trains originating or terminating at Russell.

**T-242. — Train Register Operation.**

Station	Location	Required to Register
Teays Jct.	Booth	Teays Industrial Extension trains per Rule S-242.

**T-501. — Additional Instructions Automatic Block Signal Rules.**

*Slide Detector Fence.*—When absolute block signal governing movement over track section protected by slide detector fence displays STOP indication, a member of the crew will operate push button located on signal mast or in relay case, and when signal displays an indication more favorable than STOP, train will proceed at restricted speed, looking out for obstruction on track within the limits of slide detector fence, reporting conditions from next open office.

After push button has been operated, if indication more favorable than STOP is not displayed, the engineer or conductor will secure authority to proceed per Rule 509-A.

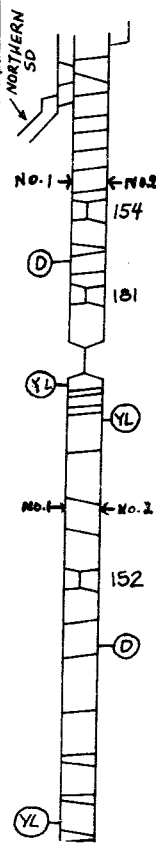
Fences are located between MP-3.7 and MP-3.8.

**T-605. — Interlocking Rules.**

Rules 605-609, inc., are in effect at Portsmouth (Gallia St.)

**Cincinnati Subdivision**

WEST-WARD	Distance	Stations	Passing sdg. Capacity in 50 ft. cars	EAST-WARD
FIRST CLASS				FIRST CLASS
51 Daily				50 Daily
L A M 453	0.0	NJ CABIN (T) (X)		A A M 118
.....	7.6	South Portsmouth		.....
.....	12.8	GN Cabin		.....
.....	20.1	Garrison	C 154	.....
.....	29.1	Vanceburg		.....
.....	40.3	CD Cabin	C 181	.....
.....	40.9	Concord		.....
.....	44.0	Pence (WEDT)		.....
.....	53.0	Springdale (EEDT)		.....
.....	58.8	Maysville (TL) (X)	Yard	.....
.....	63.2	BH Cabin		.....
.....	67.2	South Ripley		.....
.....	69.5	Dover		.....
.....	71.9	Stoney Point	C 152	.....
.....	76.0	Augusta		.....
.....	81.7	Wellsburg		.....
.....	87.9	Foster		.....
.....	90.9	Carntown		.....
.....	99.4	New Richmond		.....
640 A A M	107.6	CS CABIN (T) (X)		1137 L P M



(TL) Maysville open 7:59 A.M. to 4:59 P.M. Daily except Sat. & Sun.

**DESIGNATION AND USE OF MAIN TRACKS**

Track Section Between	Rules In Effect	Track/s
NJ Cabin and Crossover Taylor (on No. 2 track)	271-276	Two
NJ Cabin and Crossover Taylor (on No. 1 track)	D-251, D-252 See T-501	
Crossover Taylor and Pence	D-251, D-252	Single
Pence and Springdale	271-276	
Springdale and Carntown	D-251, D-252	Two
Carntown and CS Cabin	271-276	

**MAXIMUM AUTHORIZED SPEED**

	PSGR. TRAIN MPH	FRT. TRAIN MPH
NJ Cabin and CS Cabin except as follows:	70	55
Running against the current of traffic	50	35
Trains in excess of 110 cars or 7,000 tons but not exceeding 120 cars or 11,000 tons		50
Trains in excess of 120 cars or 11,000 tons but not exceeding 160 cars or 14,000 tons		40
Trains exceeding 160 cars or 14,000 tons		35

**Cincinnati Subdivision Special Instructions (continued)**

**SPEED RESTRICTIONS**

	PSGR. TRAIN MPH	FRT. TRAIN MPH
South Shore—City limits	45	45
234 feet and 2271 feet west of MP 562	65	...
Vanceburg—City limits	30	30
4948 feet west of MP 586 and 610 feet west of MP 587	60	...
3866 feet west of MP 595 and 908 feet west of MP 596	60	...
Maysville—City limits	35	35
Dover—City limits	30	30
Augusta—City limits	25	25

**CHECKING SPEEDOMETER ON ENGINES**

In checking speedometers on engines for accuracy as required by CDT-30 the following Mile Posts will not be used for this purpose:  
 MP 589 and MP 590  
 MP 611 and MP 612  
 MP 628 and MP 629  
 MP 629 and MP 630

**T-B.—Standard Clocks, Register Form, Bulletin and Notice Books.**

Station	Location of Clock and Register Form	Location of Bulletin and Notice Books
Maysville	Telegraph Office*	Telegraph Office

\*Indicates no Standard Clock.

**ENGINE AND EQUIPMENT RESTRICTIONS**

Unless otherwise authorized by the Superintendent of Operations, 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 Brick Company Spur	All Engines	Must not operate beyond engine stop sign
Track Serving ZMS Inc.		Must not be moved onto barge.
Carntown: Black River Mining Co. Spur		Must not operate through loading facility on No. 2 or No. 3 track
Melbourne: American Marietta Company Track		Must not move beyond a point 860 feet east of main track switch

**T-31.—Use of Engine Whistle and Bell.**

(a).—*Taylor.*—Engines working in the Charles Taylor & Sons Company Plant, Taylor, Kentucky, must ring engine bell continuously while in the plant.  
 (b).—*Maysville.*—Engine bell will be rung continuously when moving within city limits of Maysville beginning at least 100 yards before reaching the first street crossing at grade and continuing until engine has passed last street crossing at grade.

All trains or engines will sound one short sound of engine whistle at least 50 yards before reaching the first street crossing at grade and one short sound at a distance of not less than 50 yards before reaching each street crossing at grade until last street crossing at grade is passed, except that signal 14-J will be sounded approaching "Slaughter House Crossing," 2700 feet west of MP-602.

This will not relieve trains or engines of sounding engine whistle or horn where other rules or conditions require its use.

**T-83.—Train Clearance.**

Eastward trains originating must receive Clearance Form A before leaving CS Cabin.

**Cincinnati Subdivision Special Instructions (continued)**

**T-93. — Yard Limits Are Located At.**

Maysville	805 ft. west of MP 598 and 594 ft. west of MP 603
CS Cabin	From 2413 ft. West of MP 649 to Western Div.

**T-93-1. — Maysville Yard.**

Track	Instructions
Main	(a) Yard engines may 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. When movements are made against the current of traffic under these conditions, manual block system rules are not in effect. Rule D-251 modified.
	(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 blocked in stop position. 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.
	(f) Authorized time limit will not relieve yard crew of compliance with Rule D-252 when making crossover movements, or compliance with block signal indications.
	(g) Protecting Movement of Motor Cars.—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.

**T-103. — Highway and Street Crossings.**

1.—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.
MP-545.4: Hooker Chemical Plant Crossing	(b) Road crossing leading to Chemical Plant must not be blocked for a period of more than 5 minutes.
So. Portsmouth: Main St. Court St.	(c) 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	(d) Freight trains must not block crossings east of depot.
Taylor: 1st crossing east of crossover	(e) Westward trains having work to perform in Brick Plant, will cut off from train in clear of first road crossing immediately east of westward absolute block signal at crossover.
Vanceburg: Main St., Court St., Second St.	(f) Freight trains stopped for a period of more than five (5) minutes, must cut crossings.
Maysville: Commerce St.	(g) Westward freight trains stopping at Maysville must not block Commerce Street Crossing.

**Cincinnati Subdivision Special Instructions (continued)**

**T-103. — Highway and Street Crossings (continued)**

**1. — (continued)**

Station and Street	Instructions
Augusta: All Street Crossings	(h) 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.
Melbourne: Melbourne Ave. & Anderson Ave.	(i) When trains are stopped on these public crossings, trains must be cut at once.
MP 634: Marble-Cliff Quarries Crossing	(j) Trains stopped at Carntown for any reason must stop before blocking grade crossing of the Marble Quarries Co., located just west of Mile Post 634. If for any reason it is not possible to stop before blocking this crossing, the crossing must be cut immediately.
MP 634.7	(k) The private road crossing located 1650 feet East of Mile Post 635 must not be blocked for a period of more than five (5) minutes. If necessary, this crossing must be cut.
New Richmond	(l) Eastward trains stopped on absolute signal just East of New Richmond will stop clear of Ferry Landing Crossing and call Train Dispatcher on telephone located on south side of No. 2 track opposite depot.
MP 649-650: Two Private Crossings.	(m) All trains and engines will sound crossing whistle signals 14-J approaching and passing private road crossing serving Martin Marietta Company, located approximately 600 feet west of Mile Post 649 and the private road crossing, located approximately 700 feet east of Mile Post 649.

2.—Automatic crossing gates are in service at the following crossings:

Location	Highway or Street
Hooker Chem. Co. Mp-545-546	Johnston Lane
Hydro-Carbon	Access Road
South Shore	State Route 7
Vanceburg	Court Street
Rome	State Route 8
Carrs	State Route 8
Maysville	Commerce St.
	Poplar St.
	Lexington St.
	Walnut St.
	Union St.
	Wood St.
	Main St.
Broadway St.	
Augusta	Carmel St.
Augusta	Upper St.
High Level Dam MP-628-629	Access Road

3.—Additional instructions applying to movement over crossings protected by automatic crossing gates:

Station and Street	Instructions
Hooker Chem. Co. MP545-546	(a) 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.

**Columbus Subdivision Special Instructions (continued)**

**T-105. — Use of Sidings and Specified Tracks.**

(a). — *Delaware-Pennwalt Company.*

Safety Switch Installed: A safety switch enclosed in a metal square "D" type box and located on the Northwest corner of building on the south side of the Pennwalt Company Track, Delaware, Ohio, is in service.

This switch when placed in ON position deactivates the plant blower and activates a blue light and warning bell on the Pennwalt crossing.

Crews serving this plant will, before passing the safety switch location, place this switch in ON position. After service is completed safety switch must be returned to OFF position.

(b). — *Carey.* — When C&O crews leave cars on AC&Y transfer track at Carey, the cars must be left standing in clear of the Yellow Post located just beyond the AC&Y-PC crossing.

**T-605. — Interlocking Rules.**

Rules 605-609, inc. are in effect at the following stations:

- HX Cabin (Mosel)
- LM Cabin (Columbus)
- FS Cabin (Frankfort St.)
- HV Cabin (HV Jct.)
- SK Cabin (Valley Crossing — Groveport Pike)

**T-702. — Location and Use of Spring Switches.**

Location	Normal Position For Movement On	Designated Speed In Normal Position	
		Facing Movement	Springing Switch
Parsons Yard: East End Empty Yard Lead (dog leg)	Lead	10 MPH	10 MPH
Buckeye "6" Crossover West Switch	No. 1 Main Track	15 MPH	20 MPH

**MOVEMENT OF M OF W CARS**

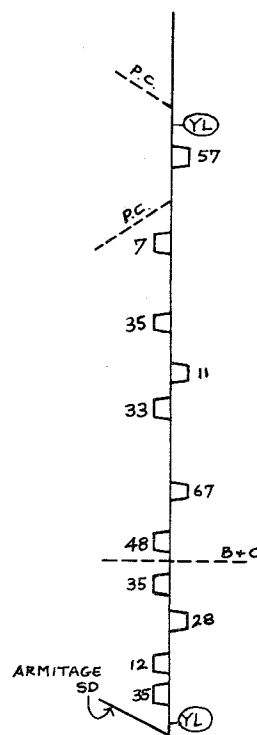
Additional instructions governing the movement of MofW Cars and equipment modifying or supplementing MC Rule 4.

Track Section Between	Authority for Movement
Parsons: HV Jct. and Valley Crossing	(a) Verbal permission of Yardmaster. Authority of Train Dispatcher not required.
Marion: East and West Yard Limits	(b) Train Dispatcher may authorize car movement through or within these limits when block is occupied by yard engines. When so authorized, car lineup will contain the following instructions in "Remarks"—"Protect against yard engines." Before entering an occupied block section, Car Operator will call Operator at MD Cabin Marion or F Cabin Fostoria 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.
Fostoria: East and West Yard Limits	

**Pomeroy Subdivision**

**WESTWARD**

Distance	Stations
0.0	POMEROY
2.2	Middleport
4.9	Hobson Yard (T) (X)
8.8	
13.7	Kanauga (T)
0.1	
13.8	Kanauga Junction (X)
4.5	
18.3	Gallipolis (TL)
5.5	
23.8	Kerrs
4.0	
27.8	Bidwell
4.7	
32.5	Vinton
7.9	
40.4	Minerton
6.2	
46.6	Radcliff
7.6	
54.2	Eagle
0.5	
54.7	Dundas (X)
2.8	
57.5	McArthur
14.1	
71.6	Starr
2.3	
73.9	Summit
2.3	
76.2	Union Furnace
5.5	
81.7	OLDTOWN (TL) (X)



(TL) Gallipolis open 8:00 A.M. to 5:00 P.M. daily except Sat. & Sun.  
Oldtown open 8:30 A.M. to 5:30 P.M. daily except Sat. & Sun.

**DESIGNATION AND USE OF MAIN TRACK**

Track Section Between	Rules In Effect	Track
Pomeroy and Oldtown	230-237	Single

**JOINT USE OF TRACKS**

Penn Central Trains will be governed by C&O-B&O Rules and Regulations when using track between Pomeroy and Gallipolis.

**MAXIMUM AUTHORIZED SPEED**

	MPH
Pomeroy and Hobson Yard	25
Hobson Yard and Gallipolis	35
Gallipolis and Oldtown	25

**SPEED RESTRICTIONS**

	MPH
Curve between MP 127.9 and MP 127.8	20
Curve between MP 122.9 and MP 122.8	30
Curve between MP 84.7 and MP 84.5	20
Curve between MP 84.0 and MP 83.9	20
Through Campbells tunnel	10
Dundas — B&O Crossing	20

**ENGINE AND EQUIPMENT RESTRICTIONS**

(a). — *100-ton Hi-Cube (2800 cubic ft. or greater capacity) Covered Hoppers.* — Trains handling these cars will avoid operation in the speed range of 10 to 24 miles per hour. If speed cannot be maintained at or above 25 miles per hour, it will be reduced to 10 miles per hour.

Train and engine crews will be given a message notifying them when their train contains any of these cars.

(b). — *Heavy Cars.* — Cars with gross weight exceeding 263,000 lbs. must not be operated without authority of Superintendent of Operations.

**Cincinnati Subdivision Special Instructions (continued)**

**T-103. — Highway and Street Crossings (continued)**  
**3. (continued)**

Station and Street	Instructions												
MP-546: Hydro-Carbon Access Road	<p>(b) 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;"><b>Use of Push Buttons</b></p> <p>a. 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.</p> <p>b. 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."</p>												
South Shore: State Route 7	<p>(c) When block signal No. 5494 (just west of Fullerton) displays an APPROACH indication, eastward trains will stop at Harrison Avenue crossing, South Shore, to avoid actuating gate and flasher circuit of State Route 7. Member of crew will call train dispatcher for instructions from telephone located near Harrison Avenue.</p>												
Vanceburg: Main St. Market St. Court St.	<p>(d) Eastward Freight Trains. — When necessary to stop before reaching crossings, stop will be made west of Rowley Street. Eastward trains stopped or delayed within 2300 feet of Rowley Street will not exceed speeds designated approaching crossings listed below for movements with the current of traffic:</p> <table border="0" style="margin-left: 40px;"> <tr> <td>Main Street</td> <td style="text-align: right;">10 MPH</td> </tr> <tr> <td>Market Street</td> <td style="text-align: right;">20 MPH</td> </tr> <tr> <td>Court Street</td> <td style="text-align: right;">20 MPH</td> </tr> </table> <p>When necessary for westward trains to stop before reaching above crossings stop will be made east of Second Street.</p> <p>All Westward Trains. — When stopped or delayed within 2600 feet of Second Street will not exceed speeds designated approaching crossings listed below, for movements with the current of traffic:</p> <table border="0" style="margin-left: 40px;"> <tr> <td>Court Street</td> <td style="text-align: right;">20 MPH</td> </tr> <tr> <td>Market Street</td> <td style="text-align: right;">30 MPH</td> </tr> <tr> <td>Main Street</td> <td style="text-align: right;">30 MPH</td> </tr> </table>	Main Street	10 MPH	Market Street	20 MPH	Court Street	20 MPH	Court Street	20 MPH	Market Street	30 MPH	Main Street	30 MPH
Main Street	10 MPH												
Market Street	20 MPH												
Court Street	20 MPH												
Court Street	20 MPH												
Market Street	30 MPH												
Main Street	30 MPH												
Augusta Eastward Trains Performing Work	<p>(e) When necessary for eastward train on No. 2 track to perform work, the following will apply: Rear portion of eastward train should be stopped sufficient distance west of eastward Automatic Block Number Plate Signal 6200 to allow entire train to be west of this point when recoupled. After head end of eastward train has performed work on No. 1 Main Track and has returned to No. 2 Main Track, the main track crossover should be lined and locked in normal position and engine and cars should proceed east of westward "BEGIN FLASHER CIRCUIT" sign erected near westward Automatic Block Number Plate Signal 6183 before making reverse move to recouple train. Crew will not be relieved of protecting crossings when returning to train under above conditions except as provided by Rule 103-C (3) or 103-C (4).</p>												

**Cincinnati Subdivision Special Instructions (continued)**

**T-105. — Use of Sidings and Specified Tracks.**

(a). — *Center Passing Sidings.* — When take siding signal (Rule 294) is displayed, trains will stop at entrance switch to passing siding and call train dispatcher for instructions. When communication has failed, train will enter siding and use telephone at opposite end. If communication is still not available, crew will inspect train for defects and must not re-enter main track without permission as required by Rule D-252. Every effort must be made by conductor or engineer to contact the train dispatcher using any means of communication available.

When necessary to run another train through passing siding, conductor of train on main track will see that entrance switch is properly lined for expected train to enter siding. Hand signal from employe stationed at entrance switch will indicate switch is properly lined and will relieve the train using siding from calling train dispatcher for instructions. This will not relieve train using siding of compliance with Rule D-252, when re-entering main track.

(b). — *Hooker Chemical Company—MP-545.* — Kicking or dropping cars in Hooker Chemical Company tracks is prohibited.

**T-221. — Train Order Signals.**

CS Cabin. — Train order signals do not apply to trains originating or terminating at Stevens.

**T-501. — Additional Instructions Automatic Block Signal Rules.**

*Use of No. 1 Main Track—NJ Cabin-Taylor.* — Between NJ Cabin and crossover Taylor, trains or engines may occupy and move in either direction, on No. 1 main track without flag protection within designated time limits, when so authorized by the train dispatcher.

Before authorizing time limit the train dispatcher must know the track section is clear of opposing trains or engines and that proper absolute block signals have been blocked in position to protect the authority.

Conductor of trains or engines so authorized will clear and report clear to train dispatcher five (5) minutes before time limit expires.

If additional time is required, authority must be secured by the Conductor before expiration of the authorized time limit.

Train dispatchers protection must be maintained until Conductor reports clear, or has provided flag protection.

When train or engine has reported clear, before expiration of authorized time limit, No. 1 main track must not again be occupied without proper permission.

When time limit is authorized, trains or engines entering No. 1 main track through hand-operated switches between these points are relieved of complying with Rule 505.

Authorized time limit will not relieve trains or engines of compliance with Rule D-252 when crossing over or occupying No. 1 main track.

*Switch Indicator.* — When switch indicator located on north side of No. 1 main track at hand-operated electrically-locked crossover 2,250 feet west of MP 545 displays green light after switches have been lined, trains or engines may cross over from No. 2 to No. 1 Track through this crossover, without providing flag protection on No. 1 Track or waiting for signal protection. Rule 505 modified.

Display of green light will not relieve train or engine crews of securing permission to cross over.

When red light is displayed by switch indicator, trains or engines authorized to cross over from No. 2 to No. 1 Track through this crossover must comply with Rule 505.

Trains or engines authorized to cross over from No. 1 to No. 2 Track will be governed by indication displayed by eastward absolute dwarf signal.

**T-605. — Interlocking Rules.**

Rules 605-609, inc., are in effect at CS Cabin (Stevens).

T-702. — Location and Use of Spring Switches.

Location	Normal Position For Movement On	Designated Speed In Normal Position	
		Facing Movement	Springing Switch
GN Cabin—East End Eastward Passing Siding	No. 2 Main Track	25 MPH	15. MPH
Garrison—East End Center Passing Siding	No. 2 Main Track		
Garrison—West End Center Passing Siding	No. 1 Main Track		
CD Cabin—East End Center Passing Siding	No. 2 Main Track		
CD Cabin—West End Center Passing Siding	No. 1 Main Track		
Stoney Point—East End Center Passing Siding	No. 2 Main Track		
Stoney Point—West End Center Passing Siding	No. 1 Main Track		

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 of Operations and Chief Train Dispatcher from next available point of communication of a signal not displaying a yellow light as above.

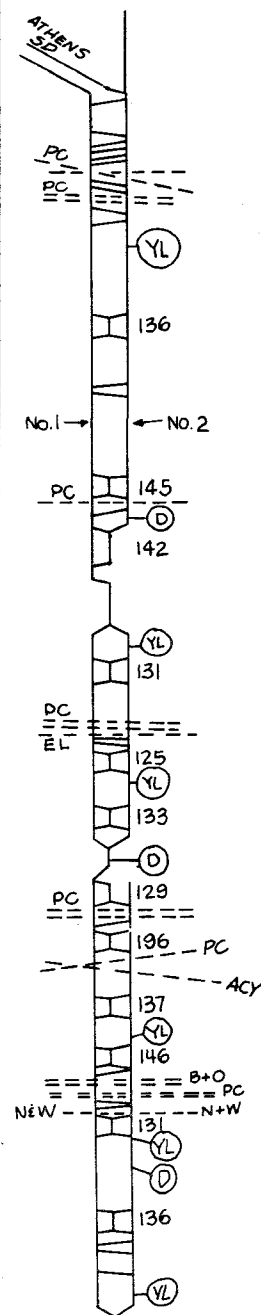
MOVEMENT OF M OF W CARS

Additional instructions governing movement of MofW Cars and equipment modifying or supplementing MC Rule 4.

Track Section Between	Authority for Movement
Maysville: Yard Limits	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.

WESTWARD

Distance	Stations	Sdg. Cap.	
0.0	CH CABIN (X) (WEDT)	Yard	
0.5	0.5		
0.5	HX Cabin (T)		
0.6	0.1		
0.6	Mosel (X) (EEDT)		
1.4	1.4		
2.0	Parsons (T)		
5.5	5.5		
7.5	LM Cabin		
0.7	0.7		
8.2	HV Junction (X)	C 136	
4.2	4.2		
12.4	Ackerman		
4.4	4.4		
16.8	Linworth		
5.0	5.0		
21.8	Powell		
2.1	2.1		
23.9	Powell Wye		
2.0	2.0		
25.9	Hyatts	C 145	
5.7	5.7		
31.6	Delaware (X)		
6.6	6.6		
38.2	Meredith (WEDT)		
5.1	5.1		
43.3	Prospect		
4.8	4.8		
48.1	Owens (EEDT)		
3.9	3.9		
52.0	MA Cabin	C 131	
1.1	1.1		
53.1	Marion (X)		
0.9	0.9		
54.0	MD Cabin (T)		
6.8	6.8		
60.8	Morrall		
4.1	4.1		
64.9	Harpster (WEDT)		
6.5	6.5		
71.4	Upper Sandusky (T)	C 129	
9.8	9.8 (EEDT)		
81.2	Carey (X)		
0.4	0.4		
81.6	C Cabin		
6.6	6.6		
88.2	Alveda		
7.1	7.1		
95.3	B&O Crossing—		C 146
F Tower (T) (X)			
0.7	0.7		
96.0	Fostoria (X)		
7.4	7.4		
103.4	Rising Sun		
3.8	3.8		
107.2	Bradner		
5.9	5.9		
113.1	Pemberville	C 136	
6.1	6.1		
119.2	LeMoynes		
3.4	3.4		
122.6	VR TOWER (T) (X)		
(WEDT)			



**Columbus Subdivision Special Instructions (continued)**

**DESIGNATION AND USE OF MAIN TRACKS**

Track Section Between	Rules In Effect	Track/s
CH Cabin and Mosel on passenger connection	271-276	Single
Mosel and Third Running Track (on No. 2 Track)	271-276	Two
Mosel and Third Running Track (on No. 1 Track), Westward	D-251, D-252	Two
East End Third Running Track and HV Jct.	D-251, D-252	Two
HV Jct. and Meredith	271-276	Two
Meredith and Owens	271-276	Single
Owens and Harpster	271-276	Two
Harpster and Upper Sandusky	271-276	Single
Upper Sandusky and VR Tower (See Note)	271-276	Two

Note.—In addition to Rules 271-276, Rule 277 is also in effect as designated below:

Upper Sandusky:—Between westward absolute block signal 450 feet west of PC Crossing and eastward absolute block signal 3550 feet east of MP-65.

Rules 501 to 519, inclusive, are in effect on all passing sidings in territory where Rules 271-276 are in effect on main track. In addition, Rules 271, 272 and 273-276 are in effect on the following center sidings:

Linworth, Delaware, MA Cabin, MD Cabin, Morral, Upper Sandusky, Carey, Alveda, B&O Crossing, Fostoria, and Pemberville

**JOINT USE OF TRACKS**

C&O trains and engines will use tracks of other railroads in accordance with their timetables, rules and regulations, as follows:

Yard "A" and B&O Port Columbus Yard PC-B&O  
 Fostoria-Blair Yard N&W  
 Fostoria-B&O Yard B&O

Trains of other railroads will be governed by C&O-B&O Rules and Regulations when using tracks designated as follows:

Fostoria-C&O Yard N&W-B&O  
 F. Tower and VR Tower B&O

**MAXIMUM AUTHORIZED SPEED**

	MPH
CH Cabin and Mosel (psgr. main)	30
Mosel and HV Jct.	40
Running against the current of traffic	35
HV Jct. and VR Tower	50
Trains handling more than 180 cars, or with one or more loaded cars and handling more than 160 cars, or 10,000 tons.	35

**SPEED RESTRICTIONS**

	MPH	
Columbus—Curves between MP 1.2 and LM Cabin	Eastbound	30
	Westbound	25
Columbus—Curves between LM Cabin and Greenlawn Avenue	Eastbound	35
	Westbound	30
Marion—ELRR Crossing	25	
Marion—City Limits	30	
Fostoria—B&O Crossing to curve at passenger station	35	

**CHECKING SPEEDOMETER ON ENGINES**

In checking speedometers on engines for accuracy as required by CDT-30, the following Mile Posts will not be used for this purpose: Between MP 2 and MP 3.

**Columbus Subdivision Special Instructions (continued)**

**ENGINE AND EQUIPMENT RESTRICTIONS**

Unless otherwise authorized by the Superintendent of Operations, engines and/or equipment are restricted in use of tracks, bridges, trestles, etc., as designated below:

Station, Track, Bridge, Etc.	Engine or Equipment	Restriction
Mosel: Columbus Terminal Whse. Co.	All engines	Must have window awnings lowered to clear west wall of building.
Parsons: Wheel Shed Structure over No. 1 and No. 2 Shop Tracks	All equipment exceeding 17 feet in height or 8 feet 6 inches in width	Must not be moved under shed.
Mound Street	All engines	Must not enter A&P Warehouse
Carey: Nat'l Limestone Plant-Gas track	Engines	Multiple unit engines must not use
Coal Trestle	Engines	Must not operate on trestle
Camp Car Track	Engines	Must not operate beyond sign reading "TRACK NOT SAFE FOR ENGINES BEYOND THIS POINT" located 580 feet east of point of switch
Alveda: Team Track	Engines	Must not operate beyond sign reading "TRACK NOT SAFE FOR ENGINES BEYOND THIS POINT" located 1050 feet east of point of switch.

**T.B.—Standard Clocks, Register Form, Bulletin and Notice Books.**

Station	Location Of Clock and Register Form	Location Of Bulletin and Notice Books
	Crew Callers Office	Crew Callers Office
Parsons	Mosel Yard Office	Mosel Yard Office
MD Cabin	Yardmaster's Office	Yardmaster's Office
B&O Crossing	West End Yard Office	West End Yard Office (Note)

Note.—B&O bulletin and notice books located at West End Yard Office B&O Crossing.

**T-31.—Use of Engine Whistle and Bell.**

B&O Crossing.—All trains and engines will ring engine bell continuously when approaching and passing Center Siding B&O Crossing and will sound engine whistle frequently when siding is occupied with cars to warn employees working near this track.

**T-83.—Train Clearance.**

Trains must receive Clearance Form A before leaving stations designated below as follows:

Parsons Eastward Trains (HX Cabin)  
 Westward Trains (Parsons Tel. Ofc.)

**T-93.—Yard Limits Are Located At**

Columbus	East end on Northern SD 336.5 feet east of MP 91 to West end 369 feet west of MP 5
Marion	East end 1972 feet east of MP43 West end 2231 feet west of MP48
Fostoria	East end 1894 feet east of MP 86 West end 1951 feet east of MP 92
Walbridge	East end 1339 feet east of MP 115 West to Toledo Terminal

**T-93-1.—Columbus Yard**

Track	Instructions
Main	(a) Between HV Jct., and Valley Crossing, Mosel and CH cabin, the Yardmaster at Parsons instead of the Train Dispatcher will supervise train and engine movements on main tracks, in accordance with the rules and special instructions in effect. Rule 250-D modified.

**Columbus Subdivision Special Instructions (continued)**

**T-93-1. — Columbus Yard (continued)**

Track	Instructions					
Main	(b) When trains are delayed, or may cause delay to other trains, the conductor or engineman will communicate with the Yardmaster.					
	(c) Movements Against the Current of Traffic.— Movements against the current of traffic between the following points may be made on verbal or written permission of the Yardmaster at Parsons. LM Cabin and East End Third Running Track—No. 2 Track. LM Cabin and Mosel—No. 1 Track. Mosel and East End Double Track Groveport Pike—Both Tracks. Before authorizing such movements the Yardmaster must know that protection has been provided. Manual Block system rules are not in effect. Rule D-251 modified.					
	(d) Crossover Movements.—Rule D-252 is modified to permit trains and engines to crossover and occupy the main tracks at hand operated switches between LM Cabin and Groveport Pike upon hand signal from employe handling switch who must secure permission of the Yardmaster for movement and know that protection is provided.					
	(e) West End Parsons Yard.—Switchtenders, when available, are responsible for handling all main track crossover switches at west end of Parsons Yard. If switchtender is absent or handling other movements a crossover movement may be handled by crew if it will not conflict with other movements. Crossover switches must not be handled by the crew without authority of the Yardmaster or signal is received from switchtender.					
	(f) Westward Dwarf Absolute Block Signal located between main tracks at MP-5, west end Parsons Yard, governs movement on No. 2 main track and through crossovers to No. 1 main track, or to Third Running Track. This signal does not authorize movements against current of traffic beyond signal bridge 960 feet west of MP-5.					
	(g) Normal position of east switch is for movement from No. 6 yard track to No. 1 main track. Westward dwarf absolute block signals govern movements from No. 6 yard track or No. 1 main track over spring switch. Eastward dwarf absolute signal is a spring switch signal governing facing movements over spring switch when moving "against the current of traffic on No. 1 main track" and displays aspects and indications not in conformity with Book of Rules as follows: <table border="0"> <tr> <td><b>Aspect</b></td> <td><b>Indication</b></td> </tr> <tr> <td>Yellow Light</td> <td>PROCEED at designated speed.</td> </tr> <tr> <td>Red Light</td> <td>STOP—Before moving over spring switch it must be known that switch is lined and fitting properly.</td> </tr> </table> Use of Push Buttons.—Push buttons for control of westward dwarf absolute block signals governing movement over Buckeye "6" crossover are provided in box mounted on pedestal between No. 6 yard track and No. 1 main. Member of train or engine crew will operate push buttons in compliance with instructions posted in this box when signal governing movement displays STOP indication. Push buttons are also provided on existing control panel in Switchtender's Shanty near Parsons Avenue, which will be operated in accordance with instructions posted in Shanty when it is desired to control these signals from this point. Stop Signals.—When above signals cannot be changed from STOP indication by operation of push buttons, train or engine will be authorized by Yardmaster at Parsons to proceed in accordance with Rule 509-A. When authorized to pass STOP signal governing movement from No. 6 yard track to No. 1 main track, the use of push buttons will not relieve employe of compliance with Rule 702-A.	<b>Aspect</b>	<b>Indication</b>	Yellow Light	PROCEED at designated speed.	Red Light
<b>Aspect</b>	<b>Indication</b>					
Yellow Light	PROCEED at designated speed.					
Red Light	STOP—Before moving over spring switch it must be known that switch is lined and fitting properly.					
Buckeye "6" Crossover between No. 6 Yard Track and No. 1 Main						

**Columbus Subdivision Special Instructions (continued)**

**T-93-1. — Columbus Yard (continued)**

Track	Instructions								
Frankfort Street	(h) Frankfort St.—Movement through connecting track to PC tracks will be indicated by one short and one long sound of engine whistle.								
Dual-Control Switches	(i) Dual-Control Switch.—Rule 513 is modified to permit hand operation of dual-control switches at Groveport Pike upon receiving permission of Operator at HX Cabin (Mosel).								
Securing Train	(j) Parsons.—Crews arriving Parsons Terminal will be governed by instructions of the Yardmaster as to securing their train.								
Yarding Trains	(k) Parsons.—Road crews will yard their trains on track designated by Yardmaster and will pull their train into clear and will, if necessary, pull out onto the lead or otherwise double the overflow (if any) as instructed by the Yardmaster.								
Yard "A"	(l) All hand-operated switches located in middle track between LM Cabin and connecting track to Penn Central at Dennison Avenue must be lined and locked in normal position for movement on Middle Track when not in use.								
Mosel Hard Crossing	(m) Mosel.—Tilting Target Signal governs movement over "Hard Crossing" at Mosel and displays aspects and indications as follows: <table border="0"> <tr> <td><b>Aspect</b></td> <td><b>Indication</b></td> </tr> <tr> <td>Vertical</td> <td>Northern SD trains may move over crossing to yard train.</td> </tr> <tr> <td>Horizontal</td> <td>Governs movement to Athens SD and N&amp;W connection.</td> </tr> <tr> <td>Diagonal</td> <td>Governs switching movements at East End Parsons Yard.</td> </tr> </table>	<b>Aspect</b>	<b>Indication</b>	Vertical	Northern SD trains may move over crossing to yard train.	Horizontal	Governs movement to Athens SD and N&W connection.	Diagonal	Governs switching movements at East End Parsons Yard.
<b>Aspect</b>	<b>Indication</b>								
Vertical	Northern SD trains may move over crossing to yard train.								
Horizontal	Governs movement to Athens SD and N&W connection.								
Diagonal	Governs switching movements at East End Parsons Yard.								

**T-93-2. — Marion Yard**

Shop Tracks	Derails equipped with Mechanical Department locks indicate the east end of east and west shop tracks at MD Cabin
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**T-93-3. — Fostoria Yard**

Westward dwarf absolute block signal governing movement to No. 2 main track or southwest connection track also governs movement from the lead serving No. 3 yard track and Engine track. Trains or engines moving from lead to No. 1 and No. 2 yard tracks and from lead to No. 3 yard and Engine track must not accept signal indication for movement from these tracks without knowing that hand-operated switch immediately west of dwarf signal is lined for the move.

**T-98. — Additional Instructions At Junctions and Crossings.**

Before a train or engine moves over railroad crossings shown below, when signals governing movement over crossing display STOP indication, the movement must be made in compliance with posted instructions.

Delaware	PC
C Cabin (Carey)	PC-ACY

**T-103. — Highway and Street Crossings.**

1.—Movement of trains and engines over highway and street crossings designated below will be governed by the following instructions:

Station and Street	Instructions
Delaware: Williams St.	(a) When westward trains or engines stop before reaching crossing, stop will be made not less than 500 feet east of centerline of crossing. Flashers will not be timed out unless part of train or equipment is occupying track section between Park Avenue and restart section which begins 467 feet east of centerline of Williams Street Crossing. Westward trains or engines stopped or delayed between Park Avenue and Williams Street must not exceed a speed of 15 MPH approaching crossing.



**Columbus Subdivision Special Instructions (continued)**

**T-103. — Highway and Street Crossings (continued)**

**1. (continued)**

Station and Street	Instructions
Delaware: Belle Point Road	(b) A push button is mounted on relay case for Trainmen to use to cut out flashers when standing on center passing siding. When flashers have been cut out, trains or engines must, when resuming movement, stop with leading wheels on street side of insulated joints at crossing and must not move over crossing until it has been ascertained that flashers are working.
Upper Sandusky: Spring Street	
Carey: City limits all Street Crossings	(c) The excessive blocking of street crossings, especially State Route 23 (Onion Farm Crossing) is prohibited. Trains or engines excessively delayed will arrange to cut crossings immediately.
VR Tower: State Route 163	(d) Unless Lunar White Light, on signal bridge at MP 113, is illuminated for track on which movement is being made, westward freight trains must stop clear of State Route 163 to avoid blocking crossing. Member of crew will immediately call Operator at "VR" Tower for Instructions.

2.—Automatic crossing gates are in service at the following Crossings:

Location	Highway or Street
Linworth	Godown Road (County Road 68)
Hyatts	County Road 124
	Barks Road
	Bellefontaine Avenue
Marion	Columbia St.
	Center Street
	Silver Street
	Fairgrounds Road (County Road 175)
MD Cabin	Fairgrounds Road (County Road 175)
MP 49.8	County Highway No. 66
Harpster	State Route No. 119
Carey	U.S. Route 23 and Findlay Street
Alveda	U.S. Route No. 224
Fostoria	Columbus Ave. and Sandusky Street
Bradner	State Route 281
Pemberville	Bierly Ave.
MP 108.6	State Route 582

3.—Additional instructions applying to movement over crossings protected by automatic crossing gates:

Station and Street	Instructions
Linworth: Godown Road (County Road 68)	(a) White posts, indicating beginning of RESTART limits are in service as shown below applying to track designated: North side of No. 1 Track: 550 feet east of centerline of crossing; North side of Center Siding: 400 feet east of centerline of crossing; South side of Center Siding: 400 feet west of centerline of crossing. When necessary for trains or engines to stop before reaching crossing, stop will be made before passing white post applying to their movement.

**Columbus Subdivision Special Instructions (continued)**

**T-103. — Highway and Street Crossings (continued)**

**3. (continued)**

Station and Street	Instructions
Marion: County Road 138 Barks Road	(b) The movement of trains and engines over this crossing will be governed by Rule 103-D. White posts identifying RESTART limits for crossing protection are in service on north side of No. 1 main track 350 feet either side of center line of crossing and apply to both main tracks and center passing siding. When necessary for trains or engines to stop on main tracks or center passing siding before reaching crossing, stop will be made before passing white posts applying to their movement.
Marion: Silver Street Bellefontaine Ave.	(c) Eastward trains or engines on No. 1 or No. 2 tracks stopping west of Silver Street must be stopped west of white post. Westward trains stopping at MA Cabin must be stopped east of white post located east of westward home signal.
MD Cabin: Fairgrounds Road (County Road 175)	(d) When necessary for trains or engines to stop before reaching crossing, stop will be made before reaching restart limits as follows: Eastward movements on No. 2 track stop west of white post located on south side of No. 2 track 715 feet west of centerline of crossing. Eastward and westward movements on LYBY track (first track south of No. 2 track) stop at least 125 feet from centerline of crossing. Operating circuits extend for a short distance either side of crossing on the SCALE, MIDDLE, WEST SHOP AND CAB tracks. Movement over crossing on these tracks must not be made unless gates are down or crossing is protected by member of crew. Push buttons for manual control of gates are provided in box mounted on new instrument house. When "LOWER" button has been operated to lower gates, button marked "RAISE" must be operated after movement is completed to cause gates to raise.
Carey: Findlay Street U.S. Route 23	(e) Trains or engines must not stand between white clearance posts located east and west of crossing. Stop should be made clear of clearance posts unless immediate movement over crossing is to be made. Westward trains or engines on No. 1 or No. 2 track must stop east of insulated joints painted yellow located east of crossing when westward absolute block signal governing westward movement on that track displays STOP indication. Trains or engines moving on storage lead will stop with leading wheels on highway side of insulated joints painted yellow and will not move over crossing until gates are down or crossing is protected by a member of the crew.
Alveda: Route 224	(f) When necessary for eastward train or engine on No. 1 main track to stop west of crossing, stop will be made west of Mile Post 83. Eastward train or engine stopped or delayed on No. 1 main track within 3000 feet of crossing will not exceed a speed of 15 MPH approaching crossing.
Pemberville: Bierly Ave.	(g) White post, indicating beginning of RESTART limit for crossing protection on No. 2 Track, is in service on south side of this track, 971 feet east of centerline of Bierly Avenue. When necessary for westward trains or engines to stop on No. 2 Track before reaching crossing, stop will be made before passing white post.

**Pomeroy Subdivision Special Instructions (continued)****T-B. — Standard Clocks, Register Forms, Bulletin and Notice Books.**

Station	Location of Clock and Register Form	Location of Bulletin and Notice Books
PC Hobson Yard	Crew Lobby	Crew Lobby
Oldtown	Yard Office	Yard Office

**T-83. — Train Clearance**

Trains must receive Clearance Form A before leaving stations designated below as follows:

Pomeroy	Before leaving Pomeroy, Conductor will call Operator at Hobson Yard to obtain "verbal" clearance from Train Dispatcher.
Oldtown	All trains (When office is open).

**T-93. — Yard Limits Are Located At.**

Pomeroy	From 1260 feet west of MP 128 East
Oldtown	From 2595 feet east of MP 51 West

**T-98. — Additional Instructions At Junctions and Crossings.**

(a). — *Kanauga. — Holding Signals.* — When eastward semaphore holding signal located 525 feet west of Kanauga train order office displays STOP indication, eastward trains must stop and be governed by instructions of Operator at Kanauga. When this signal displays CLEAR indication eastward trains may proceed to eastward train order signal at Kanauga.

When eastward PC holding signal located on north side of PC main track 911 feet west of Kanauga train order office displays STOP indication, eastward PC trains must stop and be governed by instructions of Operator at Kanauga. When this signal displays CLEAR indication eastward PC trains may proceed to eastward train order signal at Kanauga.

(b). — *Dundas.* — Before a train or engine moves over B&O railroad crossing, when signals governing movement over crossing display STOP indication, the movement must be made in compliance with posted instructions.

Trains or engines stopped or delayed between the distant signal and signal governing movement over crossing will, before moving over crossing, be governed as follows, regardless of the signal indication displayed by signal governing movement over crossing:

Westward: Trains or engines will stop east of yellow rail joints located 350 feet east of signal governing westward movement over crossing.

Eastward: Trains or engines will stop west of yellow rail joints located 174 feet west of signal governing eastward movement over crossing.

Trains Performing Switching: Will make cut so that when recoupled, engine will be behind yellow rail joints. When ready to resume movement, occupy track section between yellow rail joints and signal governing movement over crossing.

Key Releases: Trains or engines which have moved over and cleared crossing, finding it necessary to move back over crossing, may operate key release located on mast of signal governing movement over crossing as follows:

Insert switch key in release device and turn clockwise to position marked "TAKE," hold for 5 seconds and remove key. Signal should then indicate PROCEED. If signal does not clear, comply with instructions posted in C&O release device box located on north side of Relay House.

Stop Signals: When signals will not change from STOP indication, and no conflicting movement is apparent, trains or engines will be governed by instructions contained in C&O release device box.

**T-104. — Hand-Operated Switches.**

Normal position of designated switches:

*Oldtown. — Junction Switch of Armitage and Pomeroy Sub divisions.* — For movement to and from Armitage SD.

**Pomeroy Subdivision Special Instructions (continued)****T-105. — Use of Sidings and Specified Tracks.**

(a). — *Kyger Creek. — O. V. E. Interchange Track.* — Train will not occupy O. V. E. main tracks beyond east switch of set off track without flag protection.

(b). — Trains or engines using the following "Storage Tracks" must expect to find them occupied with standing cars or other equipment:

Station	Capacity of Storage Track In 50 Ft. Cars
Kanauga	57
Gallipolis	7
Bidwell	35
Vinton	11
Minerton	33
Eagle	67
Dundas	48
McArthur	35
Starr	28
Summit	12
Union Furnace	35

**T-221. — Train Order Signals.**

Hobson Yard, eastward Train Order Signal at Hobson Yard does not apply to Northward Penn-Central trains enroute to Penn-Central tracks.

Kanauga, westward Train Order Signal at Kanauga does not apply to Southward Penn-Central trains enroute to Penn-Central Main Track.

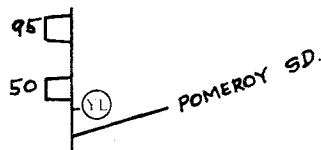
**MOVEMENT OF M OF W CARS**

Additional instructions governing the movement of MofW Cars and equipment modifying or supplementing MC Rule 4.

Track Section Between	Authority for Movement
Hobson Yard and Pomeroy	Verbal permission of operator at Hobson Yard who will inform motor car operator the location of trains and yard engines. Movement will be made under such flag protection as may be necessary or extreme precaution exercised and speed controlled so car can be stopped short of obstruction or removed from track to prevent accident. Authority of Train Dispatcher not required.

**Armitage Subdivision**
**WESTWARD**

Distance	Stations
0.0	NELSONVILLE
5.6	Haydenville
10.8	OLDTOWN (TL) (N)



(TL) Oldtown open 8:30 A.M. to 5:30 P.M. Daily except Sat. & Sun.

**DESIGNATION AND USE OF MAIN TRACK**

Track Section Between	Rules In Effect	Track
Nelsonville and Oldtown (See T-241)	S-241	Single

**MAXIMUM AUTHORIZED SPEED**

	MPH
Nelsonville and Oldtown	30

**ENGINE AND EQUIPMENT RESTRICTIONS**

*Heavy Cars.*—Cars with gross weight exceeding 263,000 lbs. must not be operated without authority of the Superintendent of Operations.

**T-B.—Standard Clock, Register Form, Bulletin and Notice Books.**

Station	Location of Clock and Register Form	Location of Bulletin and Notice Books
Oldtown	Yard Office	Ready Room

**T-93.—Yard Limits Are Located At**

Oldtown	From 1103 feet west of MP 52 West
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**T-104.—Hand-Operated Switches.**

*Oldtown.*—Junction Switch of Armitage and Pomeroy Subdivisions—Normal position of switch is for movement to and from Armitage SD.

**T-105.—Use of Sidings and Specified Tracks.**

Trains or engines using the following "Storage Tracks" must expect to find them occupied with standing cars or other equipment:

Station	Capacity of Storage Track In 50 Ft. Cars
Nelsonville	95
Haydenville	50

**T-241.—Clearance Form A Operation.**

*Oldtown.*—Rule S-241 is modified to permit trains or engines to occupy Armitage Subdivision without Clearance Form A between Pomeroy Subdivision Junction Switch, Oldtown and MP 53 Armitage Subdivision. All movements between these points must be made prepared to stop within one half the range of vision.

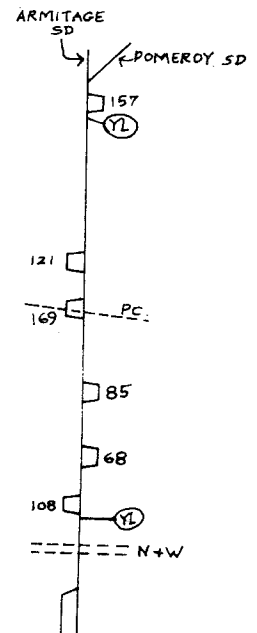
**MOVEMENT OF M OF W CARS**

Additional instructions governing the movement of MofW Cars and equipment modifying or supplementing MC Rule 4.

Track Section Between	Authority for Movement
Oldtown: Within Yard Limits	Verbal permission of Operator (when on duty), who will inform Car Operator the location of trains and engines. Movement will be made under such flag protection as may be necessary or extreme precaution exercised so that car can be stopped short of obstruction or removed from track to prevent accident. When no operator on duty movement may be made under flag protection. Permission of Yardmaster not required.

**Athens Subdivision**
**WESTWARD**

Distance	Stations
0.0	OLDTOWN (TL) (X)
1.5	Logan
5.6	Enterprise
8.9	Rockbridge
12.7	Sugar Grove
19.5	Lancaster (TL) (X)
23.9	Hookers
28.4	Carroll
31.7	Lockville
35.1	Canal Winchester
39.2	Groveport
43.5	Valley Crossing (X)
44.0	Groveport Pike (EEDT)
44.1	MOSEL



(TL) Oldtown open 8:30 A.M. to 5:30 P.M. Daily except Sat. & Sun.  
Lancaster open 8:30 A.M. to 5:30 P.M. Daily except Sat. & Sun.

**DESIGNATION AND USE OF MAIN TRACKS**

Track Section Between	Rules In Effect	Track/s
Oldtown and MP 33	230-237	Single
MP 33 and MP 29 Lancaster	See T-97	Single
MP 29 and Valley Crossing	230-237	Single
Valley Crossing and Groveport Pike	605-609	Single
Groveport Pike and Mosel	D-251, D-252	Two

**MAXIMUM AUTHORIZED SPEED**

	MPH
Oldtown and Mosel	30

**SPEED RESTRICTIONS**

	MPH
Lancaster Street Crossings between MP 30.3 and MP 30.8	15
Lancaster—Broad Street	10
Columbus—Williams Road	10

**CHECKING SPEEDOMETER ON ENGINES**

In checking speedometers on engines for accuracy as required by CDT-30, the following Mile Posts will not be used for this purpose:  
Between MP 7 and MP 8

**ENGINE AND EQUIPMENT RESTRICTIONS**

(a).—*Heavy Cars.*—Cars with gross weight exceeding 263,000 lbs. must not be operated without authority of the Superintendent of Operations.

(b).—Unless otherwise authorized by the Superintendent of Operations, engines and/or equipment are restricted in use of tracks, bridges, trestles, etc., as designated below:

Station, Track Bridge, Etc.	Engine or Equipment	Restriction
Lancaster: Unloading pit in team track	All engines, derricks and heavy equipment	Must not move over.
Bridge 355 Bridge 397 Bridge 440 Bridge 494	200-ton cranes	Must not exceed 15 m.p.h.

**Athens Subdivision Special Instructions (continued)**

**T-B. — Standard Clocks, Register Forms, Bulletin and Notice Books.**

Station	Location of Clock and Register Form	Location of Bulletin and Notice Books
Oldtown	Yard Office	Ready Room

**T-83. — Train Clearance.**

Trains must receive Clearance Form A before leaving stations designated below as follows:

Oldtown	All trains (When office is open)
Lancaster	All trains (When office is open)

**T-93. — Yard Limits Are Located At**

Oldtown	East end 1103 ft. west of MP 52 East end Pomeroy SD 2595 ft. east of MP 51 West end 1057 ft. west of MP 49
Columbus	From 577 feet east of MP 9 west

**T-97. — Extra Trains.**

*Lancaster.* — Movement of trains and engines may be made on the main track between MP29 and MP 33 without train orders. All movements must be made prepared to stop within one half the range of vision expecting to find track occupied.

**T-98. — Additional Instructions At Junctions and Crossings.**

(a). — *SK Cabin (Valley Crossing-Groveport Pike)* is designated as an Unattended Interlocking with Rules 605 to 609, inclusive, remaining in effect within interlocking limits. All controlled facilities are controlled by the Operator at HX Cabin.

**Emergency Push Button.** — When so instructed by Operator at HX Cabin, a member of train or engine crew will operate emergency push button in box located on relay case in southwest quadrant of crossing with N&W Railway. Instructions for operating emergency push button are located in telephone box adjacent to relay case.

**Stop Indication.** — When Interlocking Signals governing movement over crossing display STOP indication, in addition to complying with Rule 607, the movement must be protected against movement on N&W rails in compliance with instructions contained in telephone boxes located near these signals.

(b). — *Lancaster.* — Penn Central crossing is equipped with a tilting target. Before making movement over crossing, member of crew must see that target is placed in position designated below:

Horizontal	For C&O Movement
Vertical	For Penn Central Movement

Target has no normal indication and will be left in position last used.

**T-103. — Highway and Street Crossings.**

1. — Movement of trains and engines over Hookers County Road No. 43 will be governed by the following instructions:

Automatic flasher light crossing signals are in service. White posts identifying RESTART limits for crossing protection as follows:

For Eastward Approach: 326 feet west of centerline of crossing on north side of main track.

For Westward Approach: 270 feet east of centerline of crossing on south side of main track.

When necessary for trains or engines to stop on main track before reaching crossing, stop will be made before passing white post applying to their movement. In compliance with Rule 103-D, trains or engines stopped or delayed when approaching crossing within 1725 feet of white post applying to their movement will not foul crossing until flashers have operated for twenty seconds.

**Athens Subdivision Special Instructions (continued)**

**T-103. — Highway and Street Crossings (continued)**

2. — Automatic crossing gates are in service at the following Crossings:

Location	Highway or Street
Groveport	Ebright Road Crossing County Road 118
	Hamilton Road Crossing

3. — Additional instructions applying to movement over crossings protected by automatic crossing gates:

Station and Street	Instructions
Groveport: Ebright Road County Road 118	(a) Automatic Highway Crossing Gates and Flasher Light Signals are in service. The movement of trains and engines over this crossing will be governed by Rule 103-D. Movements on passing siding must not foul crossing unless gates are down or crossing is protected by member of crew.
Groveport: Hamilton Road Crossing	(b) Automatic Highway Crossing Gates and Flasher Light Signals are in service. The movement of trains and engines over this crossing will be governed by Rule 103-D. White posts indicating beginning of RESTART limits are in service as shown below applying to track designated: North Side of Main Track: 372 feet east of centerline of crossing. South Side of Main Track: 354 feet west of centerline of crossing. When necessary for trains or engines to stop on main track before reaching crossing, stop will be made before passing white post applying to their movement. Movements on passing siding must not foul crossing unless gates are down or crossing is protected by a member of crew.

**T-104. — Hand-Operated Switches.**

*Oldtown.* — *Junction Switch of Armitage and Pomeroy Subdivisions.* — Normal position of switch is for movement to and from Armitage SD.

**T-105. — Use of Sidings and Specified Tracks.**

Trains or engines using the following "Storage Tracks" must expect to find them occupied with standing cars or other equipment:

Station	Capacity of Storage Track In 50 Ft. Cars
Oldtown	157
Sugar Grove	121
Lancaster	169
Carroll	85
Canal Winchester	68
Groveport	108

**MOVEMENT OF M OF W CARS**

Additional instructions governing the movement of MofW Cars and equipment modifying or supplementing MC Rule 4.

Track Section Between	Authority for Movement
Oldtown: Within Yard Limits	(a) Verbal permission of Operator (when on duty), who will inform Car Operator location of trains and engines. Movement will be made under such flag protection as may be necessary or extreme precaution exercised so that car can be stopped short of obstruction or removed from track to prevent accident. When no operator on duty movement may be made under flag protection. Permission of Yardmaster not required.

**Athens Subdivision Special Instructions (continued)**

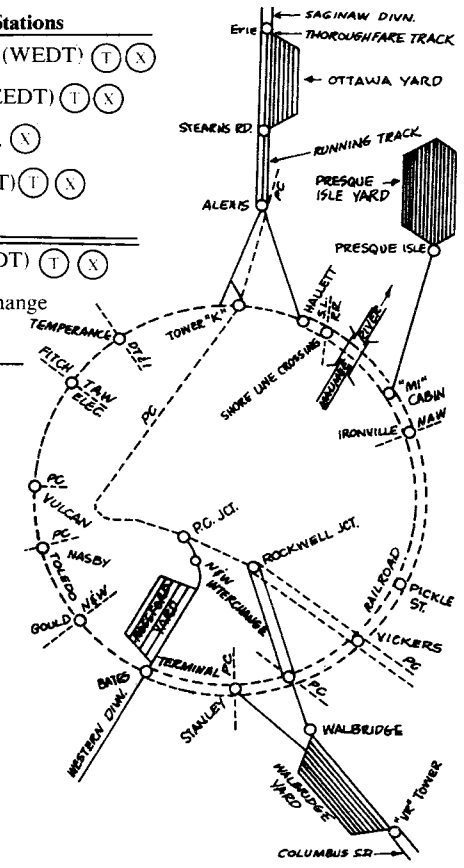
**Movement of M of W Cars (continued)**

Track Section Between	Authority for Movement
Lancaster: Between Mile Post 33 and Mile Post 29	(b) Before moving through or within these limits, in addition to lineup on CDT-35 authorized by the Train Dispatcher, Car Operators will call Operator (when on duty) to ascertain the location of trains and engines.
Valley Crossing and Mosel	(c) Verbal permission of Yardmaster. Authority of Train Dispatcher not required.

**Toledo Terminal Subdivision**

**WESTWARD**

Distance	Stations
0.0	VR TOWER (WEDT) (T) (X)
3.1	Walbridge (EEDT) (T) (X)
5.1	Rockwell Jct. (X)
16.4	Alexis (EEDT) (T) (X)
21.3	ERIE (X)
0.0	BATES (NEDT) (T) (X)
3.5	N&W Interchange
3.9	PC Jct. (X)



**DESIGNATION AND USE OF MAIN TRACKS**

Track Section Between	Rules In Effect	Track/s
VR Tower and Penn-Central Crossing (Walbridge)	271-276	Single
Penn-Central Crossing (Walbridge) and Rockwell Jct.	D-251, D-252	Two
Alexis and Erie on No. 2 Track		
Alexis and Crossover Stearns Road No. 1 Track	271-276	Single
Alexis and Absolute Block Signals at Crossover Stearns Road on Running Track		
Absolute Block Signals at Crossover Stearns Road and Erie on No. 1 Track		Two
Hallett and Alexis	See Note	Single
Bates and PC Jct.	271-276	Single

*Note.*—Hallett-Alexis.—Signal indication to proceed, displayed at Alexis for southward trains, or at Hallett for northward trains, will authorize train or engine to enter and use Running Track in accordance with indication displayed. Automatic Block Signal Rules 501 to 519 are in effect on Running Track between Hallett and Alexis.

Operators at Alexis and Hallett must check with each other before admitting train or engine to Running Track to ascertain that:

- (a) There are no opposing or conflicting movements;
- (b) Levers are blocked in position to prevent opposing movement from entering Running Track.

**Toledo Terminal Subdivision Special Instructions (continued)**

**JOINT USE OF TRACKS**

C&O-B&O trains and engines will use the tracks of other railroads in accordance with their timetables, rules and regulations, as follows:

Rockwell Jct. and Airline Yard, Toledo	PC
Stanley Yard	PC
Front St.-Homestead Yard	N&W
Hallett and Galena Streets, Toledo	AA

Trains of other railroads will be governed by C&O-B&O Rules and Regulations when using tracks designated as follows:

Rockwell Jct. and Walbridge	PC
Alexis and Erie	PC
Walbridge Yard	N&W-PC

**MAXIMUM AUTHORIZED SPEED**

	MPH
VR Tower and Walbridge	50
Walbridge and Rockwell Jct.	40
Hallett and Stearns Road on Running Track ( <i>See Note</i> )	30
Alexis and Erie	50
Bates and Dock Jct.	30
Dock Jct. and PC Jct.	20

*Note.—Hallett and Stearns Road.—If operation on Running Track by signal indication is suspended and other methods are used, trains or engines will not exceed a speed of 15 MPH.*

*Hallett.—Northward Trains moving on Direction A main track receiving MEDIUM CLEAR indication at Hallett governing movement to Running Track may proceed at 15 MPH through interlocking.*

**SPEED RESTRICTIONS**

	MPH
Curve Rockwell Jct.	30
Walbridge: Over Union St. Crossing	30
Hallett: through interlocking	15
Direction A Main	10
Direction B Main	10
K Tower Interlocking	10
Bates-Wye tracks	10
PC Jct. — Through turnout	10

**T-B. — Standard Clocks, Register Forms, Bulletin and Notice Books.**

Station	Location of Clock and Register Form	Location of Bulletin and Notice Books
Walbridge	Terminal Building	Terminal Building
	.....	Eastbound Yard Office—West End
	.....	Eastbound Yard Office—East End
	.....	Yardmasters Office—Arrival Yd.
	.....	Hump Office
Presque Isle	.....	Crew Locker Room—West End Yard D
	.....	Dock Yard Office
Rossford	Hump Yard Office	Hump Yard Office
	Central Yard Office	Dock Junction Yard Office
	.....	Crew Register Room Roundhouse
Lake Front	.....	Yardmasters Office

**ENGINE AND EQUIPMENT RESTRICTIONS**

(a).—100 ton Hi-Cube (2800 cubic ft. or greater capacity) Covered Hoppers.—Trains handling these cars will avoid operation in the speed range of 10 to 25 miles per hour. If speed cannot be maintained above 25 miles per hour, it should be reduced to 10 miles per hour.

(b).—Unless otherwise authorized by the Superintendent of Operations, engines and/or equipment are restricted in use of tracks, bridges, trestles, etc., as designated below:

**Toledo Terminal Subdivision Special Instructions (continued)**

**Engine and Equipment Restrictions (continued)**

**(b). (continued)**

Station, Track, Bridge, Etc.	Engine or Equipment	Restriction
Presque Isle- All Piers	All Tenders	Must not move on.
Presque Isle: Dumpers No. 1, No. 2, No. 3	Cars with gross weight exceeding 263,000 lbs.	Must not operate on.
	All Engines	Must not operate on Barney inclines on load tracks nor beyond kickback switches on empty tracks.
Dumper No. 4	All Engines	Must not operate on Barney incline on load track nor on trestle on empty return track.
		Cars with gross weight exceeding 263,000 lbs.
Toledo: East Toledo storage silos—Libbey-Owens Track No. 18 Loading Chute	All Equipment	Engines and equipment must not be operated under loading chute unless chute is swung clear and secured against No. 8 silo

**T-83. — Train Clearance.**

Northward C&O freight trains enroute to Northern Region must obtain Clearance Form A, authorized by the Saginaw Division Train Dispatcher, before leaving Walbridge.

**T-93. — Yard Limits Are Located At:**

Toledo	From 1339 feet east of MP 115 on Columbus SD East of Walbridge and; From MP 195 on Western Div. South of Bates to MP 124.2 North of Erie
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**T-93-1. — Toledo Terminal RR.**

Trains and engines of other railroads using Toledo Terminal tracks will do so in accordance with the Toledo Terminal Railroad Timetable and Current Special Instructions.

C&O-B&O crews will use tracks of the Toledo Terminal Railroad Company in accordance with the above instruction and are not required to have T.T.R.R. Book of Operating Rules.

**T-93-2. — Lakefront Dock.**

B&O and C&O train and enginemen working at Lakefront Dock and Railroad Terminal Company in addition to being subject to operating and safety rules of C&O-B&O are also subject to understanding and compliance with Bulletins and Notices of Lakefront Company posted at all on-duty points at Lakefront and will no longer be posted in C&O-B&O Bulletin and Notice Books.

**T-93-3. — General All Yards.**

Track, Etc.	Instructions
Markers: Yard Engs.	(a) Markers.—Yard engines will display markers when making extended movements between Walbridge-Rockwell Jct.-Rossford-Presque Isle-Ottawa yards.
Puller Runs: Air Test	(b) When making air brake tests on puller runs, a member of crew will contact yardmaster either verbally or by proper whistle signals when test is started and when completed and will then contact Yardmaster immediately for instructions.
Foreign Inter- change	(c) Crews will not make other than initial coupling between cuts of cars on foreign yards when pulling from or delivering to the various connections, unless authorized by proper authority to do so.

**Toledo Terminal Subdivision Special Instructions (continued)**

**T-93-3. — General All Yards (continued)**

Track, Etc.	Instructions
Vacations: Marking Up	(d) It is the responsibility of men going on vacation to mark off for vacation and to mark up promptly at the close of the vacation period. Except Engineers and firemen who have made arrangements in advance with the road foreman of engines and trainmen who have made arrangements with the crew clerk at Walbridge for additional time off, men who fail to mark up at the expiration of their vacation period will be considered absent without permission. When a man marks up at the close of his vacation period and desires extra time off, he will be permitted to again mark off, provided that sufficient men are available.
Bids Vacancies	(e) Enginemen working at Presque Isle Dock, Lake Front Dock, Rossford Yard and all locations at Walbridge other than Terminal Building who send a bid to the Walbridge Terminal Building Crew Dispatchers office from any of these points must verify this by calling the Crew Dispatcher by telephone before the bidding period closes, giving him the same information shown on the bid.
Time Tickets	(f) When turning in time at the completion of tour of duty, relieving time will be the time engine stops at the point designated by the Yardmaster. Conductors and Engineers will report their relieving time on the actual minute basis. The Conductor will fill out Puller Slips <b>COMPLETELY</b> and turn in with working time slip at end of tour of duty.

**T-93-4. — Walbridge Yard**

Track, Etc.	Instructions
Main	(a) Between VR Tower and Rockwell Jct., the Yardmaster at Walbridge instead of the Train Dispatcher will supervise train and engine movements on main tracks in accordance with the rules and special instructions in effect, Rule 250-D modified. When trains are delayed, or may cause delay to other trains, the conductor or engineman will communicate with the Yardmaster at Walbridge.
	(b) Joint PC-C&O Movement Against the Current of Traffic.—Movements against the current of traffic between CP-286 (Oakdale Ave.) and PC Crossing Walbridge may be made upon verbal permission as follows: Southward or Eastward—Permission of PC Train Dispatcher at Toledo Union Station. Northward or Westward—Permission of C&O Yardmaster at Walbridge. Before granting permission for such movements, the PC Train Dispatcher and the C&O Yardmaster will consult with each other to know that proper protection has been afforded. Following movements against the current of traffic must not be permitted except in emergency.
General	(c) Engineers placing engines in the passing track at Walbridge to be relieved, will leave the engine as near as possible to the first switch of the crossover from the passing track to the ore track, located 575 ft. east of the road crossing, so additional engines may be placed behind them without fouling the west end of the track.
	(d) Normal Position of Switches.—Switch leading from C&O Yard "A" lead to the Toledo Terminal Railroad must be left lined for movement to the Toledo Terminal R.R. direction "A" main track after using. Switch leading from C&O Yard "A" lead, to the Toledo Terminal R.R. Yard must be left lined for C&O Yard "A" lead after using.

**Toledo Terminal Subdivision Special Instructions (continued)**

**T-93-4. — Walbridge Yard (continued)**

Track, Etc.	Instructions												
General	(d) Normal Position of Switches (continued) Normal position of switches on PM Caboose Track is for movement on straight track. The normal position of hand-operated switches in Hump Lead and Eastbound Pullout Track is normal for movement on new connecting track. Normal position of No. 13 Switch Yard D, west lead, is for movement to No. 13 extension track. Normal position of No. 12 Switch Yard D, west lead, is for movement to No. 12 track. Normal position of west switch of crossover at Cummings Rd. is for movement on No. 19 track and east switch of crossover is for movement on No. 18 track.												
	(e) Crews of road trains and yard cuts leaving their trains or cars in arrival yard will remain in clear after cutting off and must not foul ANY track without permission of Yardmaster as designated below: East end of arrival yard—Arrival Yard Yardmaster West end of arrival yard—Yard D Yardmaster												
	(f) Train Check.—To permit clerk to check cars in train (unless otherwise instructed), trains entering or leaving Walbridge Yard limits will not exceed a speed of 8 miles per hour with entire train while passing Terminal Building or VR Tower.												
	(g) All puller runs will be spotted as instructed by the Yardmaster.												
	(h) Conductors and brakemen on puller and yard cuts moving into Walbridge Yard will stay with their train until it is yarded.												
Northern Region Trains Leaving Walbridge	(i) Trains or engines awaiting movement in vicinity of Union Street, Walbridge, Ohio, must secure permission of Walbridge Yardmaster or receive signal from Switchtender, before lining switches or fouling tracks in that vicinity.												
	(j) Northern Region trains leaving Walbridge Yard will call Yardmaster at Terminal Building, Walbridge, as to route to be used for the movement from Yard "D" and Hump Classification Yard to the Toledo Terminal Railroad.												
Yarding of Columbus Sub- Division Trains at VR Tower	(k) Westward freight trains and engines will be governed by indications displayed on track indicator located just east of "VR" Tower: <table border="1"> <thead> <tr> <th>Aspect</th> <th>Indication</th> </tr> </thead> <tbody> <tr> <td>A-1</td> <td>Head in No. 1 track Arriving Yard</td> </tr> <tr> <td>A-2</td> <td>Head in No. 2 track Arriving Yard</td> </tr> <tr> <td>A-3</td> <td>Head in No. 3 track Arriving Yard</td> </tr> <tr> <td>A-4</td> <td>Head in No. 4 track Arriving Yard</td> </tr> <tr> <td>H</td> <td>Head in Hump Receiving Yard.</td> </tr> </tbody> </table>	Aspect	Indication	A-1	Head in No. 1 track Arriving Yard	A-2	Head in No. 2 track Arriving Yard	A-3	Head in No. 3 track Arriving Yard	A-4	Head in No. 4 track Arriving Yard	H	Head in Hump Receiving Yard.
Aspect	Indication												
A-1	Head in No. 1 track Arriving Yard												
A-2	Head in No. 2 track Arriving Yard												
A-3	Head in No. 3 track Arriving Yard												
A-4	Head in No. 4 track Arriving Yard												
H	Head in Hump Receiving Yard.												
VR Tower to Hump Receiving Tracks	(l) Westbound trains and engines entering Walbridge Yard via Hump Lead to Hump Receiving Tracks must ring engine bell continuously from VR Tower to entrance to designated Hump Receiving Track. This in addition to provisions of Rule 30 of the Operating Rules.												
Hump Receiving Yard	(m) Dual-control switches and signals governing movements to and from Tracks 1 to 8, inclusive, are controlled by operator at VR Tower. Dual-control switches must not be hand-operated without permission of Operator at VR Tower who will secure authority of yardmaster at Hump (when on duty), otherwise from Yardmaster directing the movement. When signals governing movement over dual-control switches cannot be changed to display other than "STOP," the Yardmaster may authorize movement over switches in compliance with Rule 509-A(3).												
Eastbound Yard	(n) Crews working on either end of Eastbound Yard will not place more than 80 cars in Tracks Nos. 1, 2, 3, 4, 5, 6, 7 and 9 from their end of the yard without first contacting the crew or yardmaster at the opposite end of the yard to determine the situation.												

**Toledo Terminal Subdivision Special Instructions (continued)**

**T-93-4. — Walbridge Yard (continued)**

Track, Etc.	Instructions
Eastbound Yard	(o) When car men are working on or about cars on No. 18 track, Eastbound Yard, a blue flag derail located 170 feet west of east end of track will be locked with car department lock in derailing position. When this derail is not used for protection it must be stored in a convenient location by car department employees.
	(p) When crew is using the east lead of repair track and east end of No. 1 track in spotting or pulling the repair track, the conductor will notify the Yardmaster or crew working at Crandall Road.
	(q) The switch under overhead bridge on No. 1 Track leading to the east repair track lead must be lined for No. 1 Track at all times when not in use.
	(r) East switch of switching lead located in pullout track 546 feet west of eastward dwarf signal (governing movement from pull-out track at VR Tower) is a RACOR TRAIL THROUGH SWITCH (painted yellow). Eastward movements on either switching lead or eastbound pullout track may trail through switch without stopping when there are no conflicting movements from the adjacent track and the route is seen or known to be clear. When operated by hand, the hand-throw lever must be placed and left completely at rest on the lever stop to assure that the points are secured in place to provide safe operation over the switch and proper function of the switch mechanism at the time of the next trail-through movement. Eastward movements that change position of switch points by trail-through movement, must not take slack nor reverse direction until one full car or at least two sets of trucks has passed through the switch points.
Yard E	(s) Yard crews coupling cars on Shop Track while car repairmen are on duty, must not couple more than 4 cars at a time until the entire track is coupled, and use every precaution while performing this work.
	(t) Switches for No. 12, Yard "E," known as Wrecker Track, must be kept lined and locked for movement on the Lead at both ends. Either switch found unprotected by lock must be immediately reported to the Trainmaster's office.
No. 68 Hump	(u) Engines crossing from westbound running track to No. 68 Hump must get permission from Hump Yardmaster (when on duty), otherwise from the Yardmaster directing the movement, who must notify Car Retarder Operator in "D" Tower when such movements are to be made. After movement is completed, hand-operated switches must be restored.
Switching or Hump Operation	(v) Receiving Hump. — When crews are assigned to switch cars out of trains or make set over, at east end of receiving hump tracks, it will be necessary to contact Yardmaster on hump before entering tracks No. 1 to No. 8 Receiving Hump. This does not apply to crews handling road cabooses from Hump to road caboose tracks.
	(w) Glass Shipments and Flat Cars. — In handling carload shipments of flat glass consigned to the Libby-Owens-Ford Glass Company, the following instructions will govern: <ol style="list-style-type: none"> <li>(1) Cars of glass must not be humped into tracks against other cars or other cars humped into tracks against cars of glass.</li> <li>(2) Cuts containing cars of glass must not be flat switched until cars of glass are set aside.</li> <li>(3) In flat switching, cars of glass must not be kicked into tracks against other cars, or other cars kicked into tracks against cars of glass.</li> <li>(4) Do not hump or flat switch loaded flat cars. Such cars must be given special handling.</li> </ol>

**Toledo Terminal Subdivision Special Instructions (continued)**

**T-93-4. — Walbridge Yard (continued)**

Track, Etc.	Instructions												
Switching or Hump Operation	(x) Hump Classification Tracks No. 1 to No. 68. — Green indication shows switch lined for movement to the left-hand track and yellow indication for movement to the right-hand track. When indicator is dark, facing point movement must not be made over switch until it is ascertained that it is safe to do so.												
	(y) Hump Classification Tracks must not be used at the west end for switching without permission from the Hump Yardmaster. When placing cars in west end of Hump Classification Yard, before shoving, all hand brakes must be released. The required number of hand brakes must be applied when cars are in clear.												
	(z) Humping Signals. — Color light signals governing movement to north hump from tracks 8 and 7, (also track 6 when crossover is lined for movement to Track 7) are controlled from hump office. When more than one movement is involved, Humping Signal will NOT be displayed until engineers concerned have been instructed that the signal does not apply to their movement.												
	<b>North Humping Signals</b>												
	<table border="0" style="width: 100%;"> <thead> <tr> <th style="text-align: left;">Aspect</th> <th style="text-align: left;">Indication</th> </tr> </thead> <tbody> <tr> <td>Green</td> <td>Proceed</td> </tr> <tr> <td>Red</td> <td>STOP</td> </tr> <tr> <td>Yellow following Green</td> <td>Reduce Speed</td> </tr> <tr> <td>Yellow following Red</td> <td>Back Up</td> </tr> <tr> <td>Green following Yellow</td> <td>Increase Speed</td> </tr> </tbody> </table> <p>Color light signals governing movement to south hump from tracks 1 to 5, inclusive, (also track 6 when crossover is lined for movement on track 6), are controlled from Conductors shanty, located across from hump office. When more than one movement is involved, Humping Signal will NOT be displayed until engineers concerned have been instructed that the signal does not apply to their movement.</p>	Aspect	Indication	Green	Proceed	Red	STOP	Yellow following Green	Reduce Speed	Yellow following Red	Back Up	Green following Yellow	Increase Speed
Aspect	Indication												
Green	Proceed												
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Red over Red	STOP												
Green over Red	Proceed												
Yellow over Red following Green over Red	Reduce Speed												
Yellow over Red following Red over Red	Back Up												
Green over Red following Yellow over Red	Increase Speed												
	(aa) Trimmer Signals. — Trimmer signal located on south side of north hump lead governs eastward movement from tracks 1 through 27. Trimmer signals located between south hump lead and dog leg governs eastward movement from tracks 28 through 68.												
	<table border="0" style="width: 100%;"> <thead> <tr> <th style="text-align: left;">Aspects</th> <th style="text-align: left;">Indications</th> </tr> </thead> <tbody> <tr> <td>RED</td> <td>Remain in clear</td> </tr> <tr> <td>YELLOW</td> <td>Move East</td> </tr> </tbody> </table> <p>Car retarder operator in "A" Tower must keep trimmer signals in stop position (red light) at all times except when instructed by the Yardmaster to display them (yellow light) for an immediate movement. Engines must remain in clear in hump classification tracks 1 through 68 until permission for movement is received from Hump Yardmaster and proper trimmer signal is displayed. Hump Yardmaster may permit a train or engine to pass STOP trimmer signal when it is known that the switches involved are properly lined and the engine involved has received specific instructions from Hump Yardmaster to make the movement.</p>	Aspects	Indications	RED	Remain in clear	YELLOW	Move East						
Aspects	Indications												
RED	Remain in clear												
YELLOW	Move East												



**Toledo Terminal Subdivision Special Instructions (continued)**

**T-93-4. — Walbridge Yard (continued)**

Track, Etc.	Instructions									
Switching or Hump Operation (continued)	(aa) Trimmer Signals (continued) Member of hump train crew must either be positioned in vicinity of hump apex to be seen and give hand signal or issue instructions via radio, to hump engines, indicating proper line-up for eastward movement into Hump Receiving tracks. Engineer will accept such hand signal or instructions to move eastward over apex after receiving trimmer signal and/or required permission of Hump Yardmaster.									
	(ab) Switching Signal No. 20 Lead. — Switching signal governing switching or double over movements on No. 20 lead with aspects and indications displayed to the West only as follows: <table border="0" style="width: 100%;"> <tr> <td style="text-align: center;"><b>Aspects</b></td> <td style="text-align: center;"><b>Indications</b></td> </tr> <tr> <td style="text-align: center;">Red Light</td> <td style="text-align: center;">STOP</td> </tr> <tr> <td style="text-align: center;">Yellow Light</td> <td style="text-align: center;">Move East</td> </tr> <tr> <td style="text-align: center;">Green Light</td> <td style="text-align: center;">Move West</td> </tr> <tr> <td style="text-align: center;">Dark</td> <td style="text-align: center;">Not in Use</td> </tr> </table> <p>Instructions for use of switching signal are posted in control box located on northeast corner of roundhouse.</p>	<b>Aspects</b>	<b>Indications</b>	Red Light	STOP	Yellow Light	Move East	Green Light	Move West	Dark
<b>Aspects</b>	<b>Indications</b>									
Red Light	STOP									
Yellow Light	Move East									
Green Light	Move West									
Dark	Not in Use									
Skatemen	(ac) Skatemen assigned at the west end of the Hump Classification Tracks will report by telephone to the Hump yardmaster at the time they go on duty. They will be responsible for having one skate on rail of each classification track except No. 1. Skates will be located between 5 and 12 car lengths from the west end of the tracks. Crews switching in these tracks, or making movements through the tracks, will remove the skates for their movement and replace them after passing the skate location, except crews handling trains from Classification Tracks will not be required to replace skates.									
	(ad) Skatemen will get a turn-over from the men they relieve regarding clear tracks, brakes set, clearances at the west end of the tracks and such other information as may be needed. Hand skates applied by skatemen must not be depended upon to stop cars moving into clear tracks. Such cars must be protected by application of sufficient hand brakes by skatemen.									
	(ae) The skatemen will station themselves in a position to protect cars moving into their tracks and will remain in the proper position to give this protection at all times. They will secure information regarding tracks to be used in humping trains.									
	(af) Skatemen will check to see that skates and hand brakes are on all tracks and also to determine the clearance at the west end of the tracks and will observe where there are gaps between cars. This information will be reported to the Yardmaster from time to time as conditions require.									
	(ag) Skatemen will be responsible for a specific group of tracks and will assist on other tracks as they may be instructed by the Hump Yardmaster.									
	(ah) Skatemen will set hand brakes on the six west cars in all tracks and more if necessary.									
	(ai) Skatemen will assist in coupling cars and will protect the west end of tracks for movements being made from the opposite end.									
	(aj) Near the close of the trick, skatemen will check the condition of tracks and will give this information to the men relieving them. Skatemen will continue on duty until their relief arrives or until they are relieved by the Hump Yardmaster.									

**Toledo Terminal Subdivision Special Instructions (continued)**

**T-93-4. — Walbridge Yard (continued)**

Track, Etc.	Instructions
Car Retarder Operators	(ak) All instructions to car retarder operators from Hump yardmaster must be immediately acknowledged by car retarder operators affected by these instructions.
	(al) Car Retarder Operators in "B" Tower must keep switch lined for No. 3 track at all times except when instructed by Yardmaster for immediate movement.
	(am) No. 1-68 crossover from the North to South Hump must not be lined or re-lined except on instructions from the yardmaster. Switches controlling movement of this crossover must be kept locked at all times until permission for its use has been secured.
	(an) Car Retarder Operators. — Switch levers must not be moved until the switch indication light is displayed or until it is definitely known the last car has cleared the switch point.
	(ao) When practicable and upon instruction of the yardmaster all "digs" must be brought to the Apex of the Hump in order to secure benefit of master retarder.
PC Crossing Main Tracks	(ap) Cars must at all times be retarded in such a manner to avoid overspeed impacts and to allow cars to roll at such a speed to be safely protected by skatemen.
	(aq) Car retarder operators must be alert at all times to protect against run-away cars or cars that have been misrouted.
	(ar) Retarders will be utilized to assist in retarding movement of large cuts with engine attached moving over the apex of the hump when necessary. Car Retarder must be fully released before engines move through the retarder.
Toledo Port Authority	(as) In applying Rule 609 to reverse movements within interlocking limits of PC Crossing, road crews or yard crews, doubling train or switching within interlocking limits are authorized to accept instructions of yardmaster as permission for movement. The Yardmaster will, before authorizing such movement have a thorough understanding and permission of the operator at PC Tower of the movements to be made.
	(at) Open top or flat loads received from industries at the Toledo Port Authority must be approved by yardmasters at Presque Isle Docks before such loads are moved onto Toledo Terminal rails. Dock yardmasters must not issue approval for movement of open top or flat loads over Toledo Terminal rails until they have received authority from the Yard Operations Center (I.B.M. Room) and the Toledo Terminal dispatcher is notified. In the absence of the Dock yardmaster such approval will be received from the WALBRIDGE yardmaster.

**T-93-5. — Rossford Yard.**

Track, Etc.	Instructions
Yard Main	(a) Dock Jet. and Hump Yard. — Trains, engines or yard cuts using the Yard Main between Dock Junction and the Hump Yard Office will first secure permission from the Yardmaster at the Hump Office.
General	(b) Conductors and brakemen on puller and yard cuts moving into Rossford Yard will stay with their train until it is yarded.

**T-93-6. — Presque Isle Yard.**

Track, Etc.	Instructions
Toledo Port Authority	(a) Open top or flat loads received from industries at the Toledo Port authority must be approved by yardmasters at Presque Isle Docks before such loads are moved onto Toledo Terminal rails. Dock yardmasters must not issue approval for movement of open top or flat loads over Toledo Terminal rails until they have received authority from the Yard Operations Center (I.B.M. Room) and the Toledo Terminal dispatcher is notified. In the absence of the Dock yardmaster such approval will be received from the Walbridge yardmaster.

## T-93-6. — Presque Isle Yard (continued)

Track, Etc.	Instructions									
Use of Radio	(b) Crew contacting Dock yardmaster or other crews working in or about Presque Isle Docks by radio will do so by using channel two (2).									
No. 3 Empty Hole	(c) The kickback in No. 3 empty hole must not be used for any purpose other than placing cabooses on rear end of trains.									
Scissors Crossover	(d) Movement over scissors crossover must not be made until proper hand signal is given by a member of the crew, stationed at the switch nearest the engine, or on the leading car, or on the end of the engine in the direction moving, to protect the movement.									
Brake Test Puller Runs	(e) Unless otherwise provided when engines at Dock are coupled to trains, as soon as brake test is started Head Brakeman will ask for clearance from Operator at MI Cabin. When brake test is completed, Head Brakeman will inform Operator train is ready to depart. Engineers will inform Head Brakeman either verbally or by proper whistle signal of start and completion of air test.									
Hand Brakes	(f) When cars are left on the High Buck Tracks, sufficient hand brakes must be set to hold cars.									
	(g) When placing cars for coal machines or into Stub Tracks, a sufficient number of hand brakes must be set to assist the engineer to properly control the speed of the cars being handled.									
	(h) In compliance with Rule 103-E, sufficient hand brakes must be set on west end of cars left standing in the ten "woods" tracks at Presque Isle Dock. Engineers must not attempt to shove these tracks before all hand brakes are released.									
Loaded Tracks all 4 coal Machines (Switches)	(i) Movement must not be made over any of the spring-loaded switches located on all loaded tracks at the four coal machines, Presque Isle Docks until a member of the crew has manually positioned the switch or switches for movement. Rule 104 applies. They must not be considered as spring switches.									
All Tracks	(j) Unless otherwise instructed, Conductor or Brakemen on runs entering yard will call Yardmaster as soon as train stops in clear.									
	(k) Operation of Power Switches and Electrically-Locked Switches.—Power and electrically-locked switches are controlled by retarder operator (when on duty). Switches may be operated locally by trainmen after securing permission of Retarder Operator (when on duty). Instructions for operating switches are posted in control boxes.									
	(l) Switching Signals.—Signals governing switching movements on new Ore Track may be operated from the control boxes located at west end of Woods lead and west end of Ore Dock between No. 2 and No. 3 Ore Tracks. Instructions for operating signals are posted in control boxes.									
	(m) Aspects and indications displayed by color light switching signals are as follows:									
	<table border="0"> <thead> <tr> <th>Aspect</th> <th>Indication</th> </tr> </thead> <tbody> <tr> <td>Red Light</td> <td>STOP</td> </tr> <tr> <td>Yellow Light</td> <td>Move East</td> </tr> <tr> <td>Green Light</td> <td>Move West</td> </tr> </tbody> </table>	Aspect	Indication	Red Light	STOP	Yellow Light	Move East	Green Light	Move West	
Aspect	Indication									
Red Light	STOP									
Yellow Light	Move East									
Green Light	Move West									
Ore Dock Lead	(n) Crossing Protection Signals and Derails in Service.—Following aspects and indications will be displayed by signals governing movements over tracks listed below when Hayes derails are in normal or derailing position on Ore Dock Lead and No. 5 Ore Machine Track:									
	<table border="0"> <thead> <tr> <th>Track</th> <th>Aspect</th> <th>Indication</th> </tr> </thead> <tbody> <tr> <td>New Coal Dumper Lead.....</td> <td>Green Light...</td> <td>Proceed over Crossing</td> </tr> <tr> <td>Ore Dock Lead No. 5 Ore Machine Track.....</td> <td>Red Light.....</td> <td>Stop</td> </tr> </tbody> </table>	Track	Aspect	Indication	New Coal Dumper Lead.....	Green Light...	Proceed over Crossing	Ore Dock Lead No. 5 Ore Machine Track.....	Red Light.....	Stop
Track	Aspect	Indication								
New Coal Dumper Lead.....	Green Light...	Proceed over Crossing								
Ore Dock Lead No. 5 Ore Machine Track.....	Red Light.....	Stop								

## T-93-6. — Presque Isle Yard (continued)

Track, Etc.	Instructions								
Ore Dock Lead (continued)	(n) (continued) When derails are in non-derailing position following aspects and indications will be displayed:								
	<table border="0"> <thead> <tr> <th>Track</th> <th>Aspect</th> <th>Indication</th> </tr> </thead> <tbody> <tr> <td>New Coal Dumper Lead</td> <td>Red Light</td> <td>Stop</td> </tr> <tr> <td>Ore Dock Lead No. 5 Ore Machine Trk.</td> <td>Yellow Light</td> <td>Proceed Over Crossing</td> </tr> </tbody> </table> <p>Power Failure.—In event of power failure, no aspects will be displayed by the signals. Before moving over crossing, arrangements must be made to properly protect movement.</p>	Track	Aspect	Indication	New Coal Dumper Lead	Red Light	Stop	Ore Dock Lead No. 5 Ore Machine Trk.	Yellow Light
Track	Aspect	Indication							
New Coal Dumper Lead	Red Light	Stop							
Ore Dock Lead No. 5 Ore Machine Trk.	Yellow Light	Proceed Over Crossing							
"Hard Crossing" No. 39 Lead and "Long Circle" Track	(o) All movements on either track must stop clear of Crossing of No. 39 Switching Lead "Hard Crossing" and Long Circle Track to No. 4 Machine unless proper hand signal to govern movement over crossing is received from a member of crew stationed at the crossing. Before giving hand signal for movement, employe stationed at crossing must know there are no conflicting movements.								
Dock Tracks: Overseas Terminal	(p) Gantry Crane: Toledo Overseas Terminal.—Trains or engines using DOCK tracks will not move west of gantry crane rail stops painted yellow until it is known that gantry crane is stationary and lifting device of crane is retracted to its upper limit. Trains or engines must expect to find the crane, which spans these tracks, anywhere between the rail stops and west end of tracks. High or wide loads must not be moved under crane unless authorized by the Superintendent of Operations.								
Iron Ore Buck	(q) Close Clearance.—Electric Pushers spotted on Iron Ore Buck opposite Ore Dock Clerk's Office east of Iron Ore Machine will not clear awnings and storm windows of diesel engines and must not be passed until proper clearance has been provided.								
Highway and Street Crossings Millard Ave.	(r) Light engines moving eastward must stop before entering the approach track circuit, to provide a minimum of 22 seconds flasher signal protection between end of circuit and Millard Avenue crossing. When using leads for air test on Dock Runs, crews must see that engine is clear of track circuit when practical.								
"A" Lead	(s) West switches of Nos. 1, 2 and 3 receiving yard tracks, leading from East End of "A" Lead, are equipped with RACOR TRAIL THROUGH SWITCHES, (painted yellow). These switches may be trailed through without stopping when there are no conflicting movements on adjacent tracks and the route is seen or known to be clear. When operated by hand, the hand-throw lever must be placed and left completely at rest on the lever stop to assure that the points are secured in place to provide safe operation over the switch and proper function of the switch mechanism at the time of the next trail-through movement. Movements that change position of switch points by trail-through movement must not take slack nor reverse direction until one full car (or at least two sets of trucks) has passed through the switch points. Switches at east end of New Receiving Yard Tracks 1, 2 and 3 are Dual-Control and are power-operated by the Operator at Millard Avenue Interlocking. Eastward movement must not be made beyond clearance point at the east end of the New Receiving Yard Tracks 1, 2 and 3 without permission from the Operator at Millard Avenue. When not properly lined, member of crew must request Operator to power-operate dual-control switch or obtain his permission to hand-operate switch to proper position, but this will not relieve crew of knowing there are no conflicting movements and the route is clear before proceeding. Switch indicators are in service to indicate track for which switch is lined.								

**Toledo Terminal Subdivision Special Instructions (continued)**

**T-93-6. — Presque Isle Yard (continued)**

Track, Etc.	Instructions
Low Level Track	(t) Movements in either direction on low level track by Dock Crews at Presque Isle will not be made until member of crew making movement has secured permission from Dock Yardmaster. Puller crews originating outside Presque Isle will use low level track as their movement into the Dock requires.
Ore Machine	(u) Dock crews spotting empties at ore machine must not couple to empties already spotted under machine. Empties must be shoved to rest, stopping short of other hoppers, pusher or any obstruction on track being spotted. Protection must be afforded lead end of cars being shoved. Rail joints at lake end of ore buck, Presque Isle Docks, have been painted white. Empty cars spotted at ore machine must clear these points. Overflow of cars fouling these points must be pulled westward to allow clearance.

**T-93-7. — Ottawa Yard.**

Track, Etc.	Instructions
Alexis-Hallett	(a) Alexis-Hallett. — Unless immediate movement to the double track section of T.T.R.R. can be made, operator at Alexis will hold Southward C&O trains at Home Signal located at south end of Running Track. When STOP indication is displayed on block signal located at Dixie Highway all trains or engines will stop clear of flasher circuits at State Line Road Crossing and a member of the crew will call Operator immediately.
	(b) Yard Crews operating northward from Hallett and having work to perform at Wabash-Lagrange Spur will perform such work from either the running track or siding as may be designated by a sign located on hand rail at entrance to Operators office at Hallett. Letter "R" denotes Running Track. Letter "S" denotes Head in Siding. When letter "S" is displayed, member of crew will call Operator Hallett immediately upon arrival at North End of Siding. After clearing in siding, the running track must not be re-entered without permission of Operator Hallett. Trains or engines clearing on Wabash-Lagrange spur tracks will before operating switches to re-enter running track contact operator Hallett to ascertain if there are any opposing or conflicting movements.
	(c) When authorized by Saginaw Division Train Dispatcher, Northern Region Road Trains will use Thoroughfare Track between Alexis and Erie when movement cannot be made on the Running Track and No. 1 Main Track. Unless otherwise instructed by the Train Dispatcher, tracks other than the Thoroughfare Track must not be used for this purpose. Trains or engines entering running track between Alexis and Hallett, will, before operating the switch, contact the operator at Hallett to ascertain if there are any opposing or conflicting movements.
	(d) Numbers 48 and 55 tracks in Ottawa Yard are designated as Thoroughfare tracks. Normal position of all hand-operated switches is for movement on Thoroughfare track and must be restored to normal position and locked after having been used.
Stearns Road Automatic Highway Crossing Gates and Flasher Light Signals	(e) White Post, indicating beginning of RESTART limit for crossing protection on No. 1 Track, is located on east side of No. 1 track 200 feet north of centerline of crossing. When necessary for southward trains or engines to stop on No. 1 Main Track before reaching crossing, stop will be made before passing white post. When engines are switching or train or engine standing on track circuit causing flasher signals to operate or gates to lower and train or engine will not move over or foul crossing, the

**Toledo Terminal Subdivision Special Instructions (continued)**

**T-93-7. — Ottawa Yard.**

Track, Etc.	Instructions
Stearns Road Automatic Highway Crossing Gates and Flasher Light Signals (continued)	(e) (continued) crew may use control push buttons, where provided, to stop flasher signals or to raise gates to allow street or highway traffic to move. When control push button has been used for this purpose, movement must not be made over crossing until control push button has been operated to restore flashers or gates to automatic operation and flashers are working or gates are lowered, or a member of the crew protects the crossing. Michigan State Law reads: "No train or yard movement shall obstruct vehicular traffic on public streets or highways for a longer period than 5 minutes, nor shall successive train or yard movements be permitted to obstruct streets or highways until all vehicular traffic previously delayed has been cleared or a period of 5 minutes has elapsed between such movements. Penalty for violations is a fine of \$500.00 or 90 days, or both." When it is known that public street or highway crossings will be blocked for a period longer than five (5) minutes, the crossing must be cut.
Use of Tower "K" Track	(f) The portion of Tower "K" track between the pipe-connected derail located 143 feet north of junction switch of Tower "K" track and TT R.R. main track and a point 250 feet north of the switch to Tuschman Steel and Wabash-Lagrange Steel Company tracks will be used by locomotive crane of the Tuschman Steel Co. Trains or engines using Tower "K" track will approach and move through the above territory expecting to find the track occupied by this locomotive crane or other equipment.

**T-98. — Additional Instructions At Junctions and Crossings.**

*Alexis-PC Crossing on Mather Lead.* — Protected by combination pole and gate target. Normal position is VERTICAL with gate over PC rails for C&O-B&O movement. Must be returned to normal (vertical) position and locked with PC switch lock after using.

**T-103-C. — Highway and Street Crossings.**

1. — In addition to complying with Rule 103-C, trains and engines will stop before moving over Glenwood Road (Tracks One to Eight, inclusive), Rossford.

2. — In addition to complying with Rule 103-C, the movement of trains and engines will be governed as follows:

Location and Street	Instructions
Rossford (Glenwood Rd.)	Tracks 1 to 8 inclusive and northward moves on new outbound track must stop and protect highway traffic if more than 2 minutes are consumed from a point 1100 feet south of crossing.
Toledo (Oakdale Ave.)	Northward movements on yard main will not exceed 5 miles per hour from a point 100 ft. south of Oakdale Ave., and until engine or leading car has passed Oakdale Ave.

3. — Automatic crossing gates, flasher light signals and bells are in service at Stickney Ave., Toledo, Ohio. The movement of trains and engines over this crossing governed by Rule 103-D.

White post is located on east side of Running Track, 300 feet south of center line of Stickney Ave., applies to northward movement and identifies RESTART limits for crossing protection on Running Track. When necessary for northward trains or engines to stop before reaching crossing, stop will be made before passing White Post. Push buttons for operation of crossing protection are located in box mounted on Instrument House at crossing.

**T-221. — Train Order Signals.**

*Walbridge.* — Train Order Signal at Walbridge (Terminal Bldg.) does not apply to trains terminating at Walbridge.

**Toledo Terminal Subdivision Special Instructions (continued)**

**T-252.— Crossing Over or Entering Main Tracks.**

*Clearing Main Track.*—Crews doing switching at Libby-Owens will promptly clear No. 1 and No. 2 main tracks on their arrival, reporting to the operator at PC Tower and Yardmaster Walbridge when their train is clear of the main tracks and will not enter or foul the main tracks without permission of Yardmaster and operator PC Tower Walbridge.

**T-605.— Interlocking Rules.**

Rules 605-609, inc., are in effect within interlocking limits at:  
Alexis (PC RR)  
Hallett (AA&TT)  
Millard Ave. (TTRR)  
Walbridge, PC Tower (PC-TT)  
Bates

**T-702.— Location and Use of Spring Switches.**

Location	Normal Position for Movement On	Designated Speed In Normal Position	
		Facing Movement	Springing Switch
VR Tower—East switch of connecting track between hump lead and eastbound pull-out track (See Note).	For movement on Connecting Track	15 MPH	15 MPH

*Note.*—Slack must not be taken nor switching movements made on Eastbound Pull-out track between spring switch and clearance post located 200 feet west of spring switch until switch has been hand operated to reverse position.

When dwarf signal at VR Tower governing movement on Eastbound Pull-out Track displays STOP indication, eastward movements on Eastbound Pull-out Track must stop at clearance post and must not foul connecting track without permission of Operator at VR Tower.

Eastward movements on Connecting Track must not foul Eastbound Pull-out Track without permission of the Operator at VR Tower and in addition, must ascertain that there are no conflicting movements on the Eastbound Pull-out Track.

Yard engines will secure this permission through the Yardmaster at the Arrival Yard.

**MOVEMENT OF M OF W CARS**

Additional instructions governing the movement of MofW Cars and equipment modifying or supplementing M.C. Rule 4:

Track Section Between	Authority for Movement
Rockwell Jct. and PC Crossing, Walbridge	(a) Verbal permission of yardmaster at Walbridge who will arrange with PC Dispatcher for protection before authorizing car movement.
Walbridge and VR Tower	(b) Verbal permission of Operator at Walbridge or VR Tower, who will consult each other and the Walbridge Yardmaster, before authorizing movement.
PC Jct. and Bates	(c) Verbal permission of Operator at Bates. (Operator will consult Train Dispatcher for information of through train movements before issuing permission.) Car Operator will be protected against yard engines between these points. Permission of Yardmaster is not required for main track movement through or within yard limits between PC Jct. and Bates.

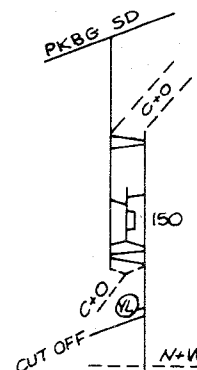
Unless the above instructions otherwise provide, the Operator granting permission for car movement must know the track sections are clear of opposing trains and engines before giving permission for movement.

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

**Renick Subdivision**

**WESTWARD**

Distance	Stations	Sdg. Cap.
0.0	WEST JCT. (T) (X)	
2.7	Richmondale	
3.9	RA Jct. (EEDT) (X)	
4.5	Rittenours	
9.2	Vauces Center Siding	C 150
9.9	VA Jct. (WEDT) (TL) (X)	
12.4	Scioto Jct.	
13.1	Renick (X)	
14.5	Chillicothe	
15.5	End of track	



(TL) VA Jct. Open 9:00 A.M. to 6:00 P.M.

**DESIGNATION AND USE OF MAIN TRACK**

Track Section Between	Rules In Effect	Track/s
West Jct. and RA Jct.	271-276	Single
RA Jct. and VA Jct. (via C&O Rails)	271-276	Two
VA Jct. and Renick Jct. (via cutoff)	271-276	Single
Scioto Jct. and End of track	TTTO	

**JOINT USE OF TRACKS**

B&O trains and engines will use C&O tracks between RA Jct. and VA Jct. in accordance with Northern SD Special Instructions.

**MAXIMUM AUTHORIZED SPEED**

	MPH
Renick Subdivision	40

**SPEED RESTRICTIONS**

	MPH
Entering or leaving West Jct.	15
West Jct. and Pole 95-12	15
Pole 94-30 and Pole 94-7	30
Entering or leaving RA Jct.	30
Entering or leaving VA Jct.	30
Entering or leaving Scioto Jct.	30

**SPEED RESTRICTIONS—EQUIPMENT**

	MPH
Train handling B&O Relief Crane—Forward Movement	25
Pushing Crane ahead of Engine	20

**ENGINE AND EQUIPMENT RESTRICTIONS**

(a).—*Heavy Cars.*—Cars with gross weight exceeding 263,000 lbs. must not be operated without authority of the Superintendent of Operations.

(b).—*Chillicothe.*—Unless otherwise authorized by the Superintendent of Operations engines heavier than SW900 Class must not operate on Mead Corp. Wood Track.

**T-93.— Yard Limits Are Located At**

Chillicothe	Pole 83-13 to Mile Post 79
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**T-605.— Interlocking Rules.**

Rules 605-609, inc. are in effect at Renick.

**MOVEMENT OF M OF W CARS**

Motor Car Rule 4(c), modified as follows:

In compliance with the Motor Car Rules, permission of yardmaster is not required for Main Track movements through or within yard limits as provided by Rule 4(c). Car Operators will protect against engines within yard limits.

**Parkersburg Subdivision**

WESTWARD				Distance	Stations
Second Class					
93 Daily	97 Daily	95 Daily	99 Daily		
L AM	L PM	L PM	L PM		
.....	.....	.....	.....	0.0	PARKERSBURG (T)
500	130	400	455	1.3	Belpre (X)
.....	.....	.....	.....	2.8	Rockland
.....	.....	.....	.....	5.7	Porterfield
508	138	408	503	8.4	Little Hocking
512	143	412	507	11.8	Torch Hill
.....	.....	.....	.....	18.0	Frosts
532	204	428	523	24.3	Cole
.....	.....	.....	.....	25.6	Guysville
540	214	435	530	29.8	Canaanville
553	223	444	539	37.0	Athens
556	225	446	541	38.4	Grosvenor (T) (X)
.....	.....	.....	.....	44.0	New Marshfield
609	236	456	551	46.8	Mineral
620	246	506	601	55.7	Zaleski
624	250	510	605	59.2	Red Diamond
628	254	514	609	63.3	Dundas (X)
633	301	519	614	67.7	Hamden (TL) (X)
645	315	531	626	75.4	Byers Jct. (EEDT)
.....	.....	.....	.....	78.3	Ray
656	323	539	634	83.0	West Jct. (WEDT) (T) (X)
.....	.....	.....	.....	85.5	Vigo
705	332	548	643	90.0	Schooleys
714	338	554	649	95.0	Renick Jct. (X)
720	345	600	655	97.4	CHILLICOTHE (T) (X)
A AM	A PM	A PM	A PM		

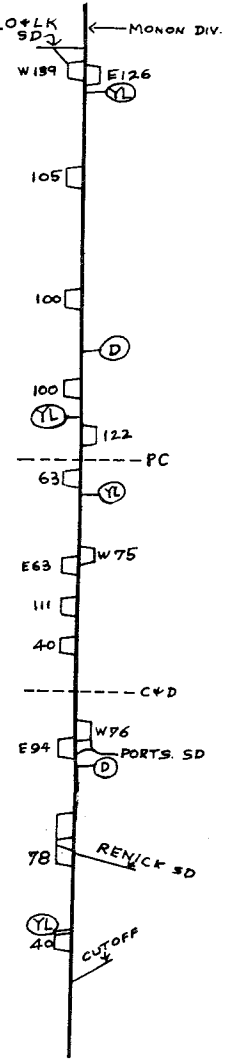
(TL) Hamden open 9:00 A.M. to 6:00 P.M. Daily except Sat. & Sun.

**DESIGNATION AND USE OF MAIN TRACKS**

Track Section Between	Rules in Effect	Track/s
Eastward Absolute Signal Belpre and Byers Jct. (Note 1)	APB, 501-519	Single
Byers Jct. and West Jct.	D-251, D-252	Two
West Jct. and Renick Jct. (via Pksbg. SD)	APB, 501-519	Single
Renick Jct. and Chillicothe	271-276	

Note 1.—Belpre.—Movement of trains, engines and MofW equipment, west of Eastward Absolute Signal Belpre on the Parkersburg SD, will be controlled by the Train Dispatcher at Chillicothe.

Passing Sdg. Capacity in 50 ft. Cars	EASTWARD			
	Second Class			
	94 Daily	98 Daily	96 Daily	88 Daily
	A AM	A AM	A AM	A PM
W139 E126	234	639	820	725
.....	.....	.....	.....	.....
105	224	629	810	712
.....	220	625	806	701
.....	.....	.....	.....	.....
100	203	609	750	646
.....	.....	.....	.....	.....
100	155	602	743	640
122	148	553	733	625
63	145	550	731	623
.....	.....	.....	.....	.....
W 75 E 63	132	539	720	612
111	121	530	711	601
40	116	525	706	556
.....	111	520	701	551
W 76 E 94	106	515	656	546
.....	1252	506	647	533
.....	.....	.....	.....	.....
78	1240	459	640	523
.....	.....	.....	.....	.....
40	1229	450	630	512
.....	1220	443	624	505
.....	1215	439	620	500
.....	L AM	L AM	L AM	L PM



**MAXIMUM AUTHORIZED SPEED**

Between	MPH
Belpre and Byers Jct.	50
Byers Jct. and Chillicothe	55
Running against the current of traffic:	35
Except when moving over facing point switches not interlocked	30

**SPEED RESTRICTIONS**

	MPH
Belpre and Pole 192-03	25
Pole 188-05 and Pole 187-25	35

**Parkersburg Subdivision Special Instructions (continued)**

**SPEED RESTRICTIONS (continued)**

	MPH
Pole 181-32 and Pole 180-05	40
Pole 175-35 and Pole 175-19	45
Pole 168-12 and Pole 167-16	40
Pole 159-40 and Pole 159-19	45
Pole 159-19 and Pole 157-39	25
Pole 154-23 and Pole 151-41	40
Pole 127-41 and Pole 127-14	45
Pole 122-28 and Pole 121-38	40
Byers Jct. — entering or leaving No. 1 Track	25
West Jct. — normal and reverse movement single Track to No. 2 track	40
West Jct. — normal and reverse movement No. 1 Track to single track	25
West Jct. — entering or leaving Renick SD	15
Pole 107-9 and Pole 106-32	40
Renick Jct. and Train Order Station Chillicothe	20

**CHECKING SPEEDOMETER ON ENGINE**

In checking speedometers on engines for accuracy as required by CDT 30, the following Mile Posts only will be used for this purpose:

Pole 190-06 — Pole 189-06  
Pole 103-06 — Pole 104-06

**T-B. — Standard Clocks, Register Forms, Bulletin and Notice Books.**

Station	Location of Clocks and Register Forms	Location of Bulletin and Notice Books
Parkersburg	Crew Disprs. Office	Crew Disprs. Office
Chillicothe	Train Order Office	Crew Disprs. Office

**SPEED RESTRICTIONS—EQUIPMENT**

	MPH
Train Handling B&O Relief Crane — Forward Movement	35
Pushing Crane ahead of Engine	20

**ENGINE AND EQUIPMENT RESTRICTIONS**

(a). — *Heavy Cars.* — Cars with gross weight exceeding 263,000 lbs. must not be operated without authority of Superintendent of Operations.

(b). — *100-ton Hi-Cube (2800 cubic ft. or greater capacity) Covered Hoppers.* — Trains handling these cars will avoid operation in the speed range of 10 to 24 miles per hour between Mile Poles 159.2 and 158.30 Athens. If speed cannot be maintained at 25 miles per hour, it should be reduced to 10 miles per hour.

Train and Engine crews will be given message notifying them when their train contains any of these cars.

**T-83. — Train Clearance.**

Trains must receive Clearance Form A before leaving Chillicothe.

**T-93. — Yard Limits Are Located At**

Belpre	Monongah Div. West to Pole 192-24
Athens	Pole 160-07 — Pole 156-38
Chillicothe	Mile Post 106 to Chillicothe SD

**T-98. — Additional Instructions At Junctions and Crossings.**

(a). — 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 Stop Signal the movement must be protected against opposing or conflicting movements in compliance with the instructions posted in telephone booths or in boxes attached to signal masts.

Automatic  
Dundas.....C&O

**Parkersburg Subdivision Special Instructions (continued)**

**T-105. — Use of Sidings and Specified Tracks.**

*Belpre.* — Eastward and Westward Sidings. — Take siding indicator located on Eastward signal at west end of the Eastward Siding at Belpre is under control of Operator at OB train order office Parkersburg. Indicator located on left side of mast applies to Westward Siding. Indicator located on right side of mast applies to Eastward Siding. Rule 105-A modified accordingly.

**T-501. — Additional Instructions Automatic Block Signal Rules.**

(a). — *Directional Circuits.* — Signal circuits are arranged for eastward traffic as superior movement. Westward trains arriving at west end of passing sidings and occupying main track to meet an opposing train automatically set the signals governing eastward train at STOP to the next passing siding west. Conductors or Engineers of westward trains should immediately operate a push button located in small box on the side of relay box, or signal mast adjacent to the absolute signal. When using push button it should be held depressed not less than 15 seconds.

When trains move out of passing sidings to make reverse move on main tracks, a member of crew will operate a push button located in box on signal mast which governs or on side of relay box adjacent to the signal to restore operation of the signal.

When a train is entering or leaving a passing siding, neither the main track switch nor the inside switch will be restored to normal position until the entire train has passed the dwarf signal at clearance point or signal protecting facing switch.

(b). — *Byers Jct. — Westward.* — Trains authorized by train order to proceed Byers Jct. to West Jct. on No. 2 track will operate push button located at right of telephone. Push button must be held depressed for 15 seconds.

(c). — *Chillicothe.* — Between Riverside St. and Renick Jct.

The principles of 509-C may be applied where block signal is not provided at hand-operated switches. Employee requesting permission to hand-operate switch must advise Train Dispatcher of movement.

(d). — *Chillicothe.* — Second-class and Extra trains will not proceed from Main Street or Renick Yard without permission from Operator "DO" office, Chillicothe, who will indicate route to be used.

**T-605. — Interlocking Rules.**

Rules 605-609, inc. are in effect at the following stations:

Grosvenor

*Chillicothe—Note.* — Westward dwarf absolute block signal governing movement over N&W Crossing on extension of Sherman track also governs movement from lead to House track. Trains or engines moving from extension to Sherman track or lead to House track must not accept signal indication for movement from these tracks without knowing hand-operated switch west of dwarf signal is lined for the move.

**T-702. — Location and Use of Spring Switches**

Location	Normal Position For Movement On	Designated Speed In Normal Position	
		Facing Movement	Springing Switch
Little Hocking — West switch Passing Siding	Main track	Maximum Authorized	15 MPH

Push buttons are located in box attached to signal mast of governing signal or in relay box.

**DEFECTIVE EQUIPMENT DETECTORS**

*Guysville.* — Hot box and loose wheel detector located at Mile post 167-8. Indicator light installed on mast of Signals 1700 and 1655.

*Lesmil.* — Hot box and dragging equipment detector located at Mile Post 124-1. Indicator lights installed on mast of Signals 1217 and 1264.

Oscillating white light at these locations is an indication of a hot journal, loose wheel or dragging equipment on a train.

**MOVEMENT OF M OF W CARS**

Motor Car Rule 4(c), modified as follows:

In compliance with the Motor Car Rules, permission of yardmaster is not required for Main Track movements through or within yard limits as provided by Rule 4(c). Car Operators will protect against engines within yard limits.

**Chillicothe Subdivision**

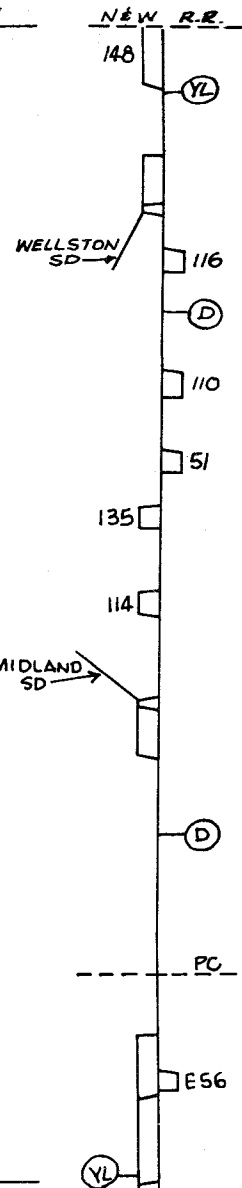
WESTWARD				Distance	Stations
Second Class					
93 Daily	97 Daily	95 Daily	99 Daily		
L AM	L PM	L PM	L PM	0.0	CHILICOTHE (T) (X)
745	415	620	725	0.1	Sherman Track
748	418	621	726	6.6	Anderson
.....	.....	.....	.....	1.6	RK Jct. (EEDT)
800	428	634	737	1.9	Musselman (WEDT) (T) (X)
803	431	637	739	7.1	Harpers
815	438	647	750	2.9	Lyndon
.....	.....	.....	.....	3.2	Thrifton (X)
.....	.....	.....	.....	0.5	Greenfield
825	448	657	758	6.6	East Monroe
.....	.....	.....	.....	3.2	Leesburg (TL)
840	459	707	811	2.2	Highland
848	506	709	813	5.5	New Vienna
855	520	715	818	3.7	Farmers
903	529	718	822	2.8	Martinsville
.....	.....	.....	.....	5.3	Midland City (EEDT) (T) (X)
924	543	728	830	3.1	BN Jct. (WEDT)
.....	.....	.....	.....	1.2	Blanchester
.....	.....	.....	.....	6.6	Pleasant Plain
.....	.....	.....	.....	2.7	Cozaddale
.....	.....	.....	.....	5.7	O'Bannon
.....	.....	.....	.....	0.6	Loveland
.....	.....	.....	.....	0.1	U Tower (T) (X)
.....	.....	.....	.....	0.5	Dorsey (EEDT)
.....	.....	.....	.....	7.7	Madeira
.....	.....	.....	.....	3.1	Madisonville
.....	.....	.....	.....	1.6	Oakley (X)
.....	.....	.....	.....	86.1	9.9
.....	.....	.....	.....	96.0	CINCINNATI
A AM	A PM	A PM	A PM		

(TL) Leesburg open 7:00 A.M. to 4:00 P.M. Daily except Sat. & Sun.

**DESIGNATION AND USE OF MAIN TRACK**

Track Section Between	Rules In Effect	Track/s
Chillicothe and RK Jct.	271-276	Single
RK Jct. and Musselman	271-276	Two
Musselman and Midland City	APB. 501-519	Single
Midland City and BN Jct.	271-276	Two
BN Jct. and Dorsey	271-276	Single
Dorsey and Oakley	D-251, D-252	Two

Passing Sigsbee Capacity in 50 ft. Cars	EASTWARD			
	Second Class			
	98 Daily	96 Daily	88 Daily	94 Daily
.....	A AM	A AM	A PM	A PM
.....	415	556	440	1055
148	411	551	438	1049
.....	.....	.....	.....	.....
.....	401	539	429	1039
.....	358	536	426	1037
116	350	527	415	1027
.....	.....	.....	.....	.....
.....	.....	.....	.....	.....
.....	.....	.....	.....	.....
110	338	519	407	1008
.....	.....	.....	.....	.....
51	324	508	357	957
135	321	506	354	953
.....	315	500	345	939
114	311	456	339	933
.....	.....	.....	.....	.....
.....	303	448	327	925
.....	.....	.....	.....	.....
.....	.....	.....	.....	.....
E56	.....	.....	.....	.....
.....	.....	.....	.....	.....
.....	.....	.....	.....	.....
.....	.....	.....	.....	.....
.....	L AM	L AM	L PM	L PM



**MAXIMUM AUTHORIZED SPEED**

Between	MPH
Chillicothe and Cozaddale	60
Cozaddale and Oakley	55
Running against the current of traffic:	35
Except when moving over facing point switches not interlocked	30

**Chillicothe Subdivision Special Instructions (continued)**

**SPEED RESTRICTIONS**

	MPH
Chillicothe Train Order Station and Sherman Track	20
RK Jct. — westward trains moving from single track to No. 1 Track	25
RK Jct. — eastward trains moving from No. 1 track to single track	30
RK Jct. and Musselman — No. 1 Track	40
Musselman — through crossovers	25
Pole 88-8 and Pole 87-26	45
Pole 82-7 and Pole 81-29	50
Pole 74-12 and Pole 73-20	30
Pole 45-5 and Pole 44-38	35
Entering or leaving No. 1 track at Midland City	25
Entering or leaving No. 1 track at BN Jct.	30
Pole 40-40 and Pole 40-10	30
Pole 30-33 and Mile Post 25	40
Pole 24-49 and Pole 24-30	15
Entering or leaving No. 1 track at Dorsey	30
Pole 22-06 and Pole 21-30	35
Pole 18-7 and Pole 14-16 No. 1 Track	45
Pole 14-16 and Pole 16-26 No. 2 Track	45

**CHECKING SPEEDOMETER ON ENGINE**

In checking speedometers on engines for accuracy as required by CDT 30, the following Mile Posts only will be used for this purpose:  
 Pole 92-03 to Pole 91-03  
 Pole 35-40 to Pole 36-40

**T-B. — Standard Clocks, Register Forms, Bulletin and Notice Books.**

Station	Location of Clocks and Register Forms	Location of Bulletin and Notice Books
Chillicothe	Train Order Office	Crew Disprs. Office
Cincinnati	Stock Yards Roundhouse	Stock Yards Roundhouse

**SPEED RESTRICTIONS — EQUIPMENT**

	MPH
Train Handling B&O Relief Crane — Forward Movement	35
Pushing Crane ahead of Engine	20

**ENGINE AND EQUIPMENT RESTRICTIONS**

(a). — *Heavy Cars.* — Cars with gross weight exceeding 263,000 lbs. must not be operated without authority of the Superintendent of Operations.

(b). — *100-ton Hi-Cube (2800 cubic ft. or greater capacity) Covered Hoppers.* — Trains handling these cars will avoid operation in the speed range of 10 to 25 miles per hour at locations listed below. If speed cannot be maintained above 25 miles per hour, it should be reduced to 10 miles per hour.

Train and Engine crews will be given message notifying them when their train contains any of these cars.

Loveland (PC Crossing) — between Poles 24-41 and 24-37.  
 Musselman. — No. 1 track between 2625 feet and 1530 feet East of crossover East of station.

**T-83. — Train Clearance.**

Trains must receive Clearance Form A before leaving stations listed below:

Chillicothe All trains.  
 Midland City Eastward Trains.

**T-93. — Yard Limits Are Located At**

Chillicothe	Parkersburg SD to Pole 93-20
Oakley	Pole 12-22 to Western Div.

**Chillicothe Subdivision Special Instructions (continued)**

**T-501. — Additional Instructions Automatic Block Signal Rules.**

(a). — *Directional Circuits.* — Signal circuits are arranged for eastward traffic as superior movement. Westward trains arriving at west end of passing sidings and occupying main track to meet an opposing train automatically set the signals governing eastward train at STOP to the next passing siding west. Conductors or Engineers of westward trains should immediately operate a push button located in small box on the side of relay box, or signal mast adjacent to the absolute signal. When using push button it should be held depressed not less than 15 seconds.

When trains move out of passing sidings to make reverse move on main tracks, a member of crew will operate a push button located in box on signal mast which governs or on side of relay box adjacent to the signal to restore operation of the signal.

When a train is entering or leaving a passing siding, neither the main track switch nor the inside switch will be restored to normal position until the entire train has passed the dwarf signal at clearance point or signal protecting facing switch.

(b). — *Chillicothe.* — Between Riverside St. and Renick Jct.

The principles of 509-C may be applied where block signal is not provided at hand-operated switches. Employee requesting permission to hand-operate switch must advise Train Dispatcher of movement.

(c). — *Dorsey.* — Westward trains using No. 2 track at Dorsey will operate push button (located inside booth, east of signal) to obtain signal indication to proceed.

**T-605. — Interlocking Rules.**

Rules 605-609, inc., are in effect at the following stations:  
 Chillicothe  
 Loveland (U Tower)

**T-702. — Location and Use of Spring Switches.**

Location	Normal Position For Movement On	Designated Speed In Normal Position	
		Facing Movement	Springing Switch
Sherman Track — West switch Passing siding	Main track	Maximum Authorized	30 MPH
Harpers — East and West switches passing siding	Main track	Maximum Authorized	15 MPH
Highland — West switch Passing siding	Main track	Maximum Authorized	15 MPH

**DEFECTIVE EQUIPMENT DETECTORS**

*Lyndon.* — Hot box and dragging equipment detector located at Mile Post 77-2. Indicator light installed on mast of Signals 743 and 796.

*Windsor.* — Hot box and loose wheel detector located at Mile Post 38-5. Indicator light installed on mast of Signals 349 and eastward absolute Signal BN Jct.

Oscillating white light at these locations is an indication of a hot journal, loose wheel or dragging equipment on a train.

**MOVEMENT OF M OF W CARS**

Motor Car Rule 4(c), modified as follows:

In compliance with the Motor Car Rules, permission of yardmaster is not required for Main Track movements through or within yard limits as provided by Rule 4(c). Car Operators will protect against engines within yard limits.



**Portsmouth Subdivision**

WESTWARD		Distance	Stations	Sdg. Cap. 50 ft. Cars	EASTWARD	
Second Class					42	DT & I
DT & I	41					
101	41				42	108
Daily Ex. Sun.	Daily Ex. Sun.				Daily Ex. Sun.	Daily Ex. Sun.
L AM	L AM	0.0	HAMDEN (TL) (X)		A PM	A PM
.....	.....	3.1	Wellston (TL)		.....	.....
.....	700	5.2	Meadow Run Wye		330	.....
.....	.....	8.7	Coalton		.....	.....
1110	730	13.2	Jackson (X)		300	628
.....	.....	17.9	Keystone		.....	.....
1128	.....	20.1	Abmac		.....	610
1134	.....	23.0	Clay	16	.....	604
1140	.....	26.1	Oak Hill (TL)	37	.....	557
1146	.....	29.2	Blackfork Jct. (TL)	10	.....	550
1154	.....	32.7	Fire Brick		.....	542
1156	.....	33.3	Eifort	17	.....	540
1205	.....	36.4	Bloom Jct. (X)	34	.....	530
.....	.....	38.6	South Webster		.....	.....
A PM	A AM	40.7	EDMUNDS		L PM	L PM

(TL) Hamden open 9:00 A.M. to 6:00 P.M. Daily except Sat. & Sun.  
 Wellston open 7:00 A.M. to 4:00 P.M. Daily except Sun.  
 Oak Hill open 7:00 A.M. to 4:00 P.M. Daily except Sun.  
 Blackfork Jct. open 7:00 A.M. to 4:00 P.M. Daily except Sat. & Sun.

**DESIGNATION AND USE OF MAIN TRACK**

Subdivision	Rules In Effect	Track
Portsmouth SD	TTTO	Single

**JOINT USE OF TRACKS**

DT&I trains and engines will be governed by B&O timetable, rules and regulations between Jackson and Bloom Jct.

**MAXIMUM AUTHORIZED SPEED**

	MPH
Portsmouth SD	25

**T-B. — Standard Clocks, Register Forms, Bulletin and Notice Books.**

Station	Location of Clocks and Register Forms	Location of Bulletin and Notice Books
Wellston	Train Order Office	Train Order Office
Jackson	.....	DT&I Train and Engine Men Locker Room

**SPEED RESTRICTIONS—EQUIPMENT**

	MPH
Train Handling B&O Relief Crane—Forward Movement	25
Pushing Crane ahead of Engine	20

**Portsmouth Subdivision Special Instructions (continued)**

**ENGINE AND EQUIPMENT RESTRICTIONS**

(a).—*Heavy Cars.*—Cars with gross weight exceeding 263,000 lbs. must not be operated without authority of the Superintendent of Operations.

(b).—*100-ton Hi-Cube (2800 cubic ft. or greater capacity) Covered Hoppers.*—Trains handling these cars will not exceed 10 miles per hour between Poles 31.2 and 31.7 Fire Brick.

Train and Engine crews will be given message notifying them when their train contains any of these cars.

(c).—Unless otherwise authorized by the Superintendent of Operations, engines and/or equipment are restricted in use of tracks, bridges, trestles, etc., as designated below:

Station, Track, Bridge, etc.	Engine or Equipment	Restriction
Meadow Run to Edmonds	Cars with gross weight exceeding 251,000 lbs.	Must not operate on.
Wellston: McNally Pittsburg Co. Track	Engines heavier than GP-7 Class	
	Cars with gross weight exceeding 190,000 lbs.	
Jackson: Jackson I&S Bridge 10-2	Engines	
	Cars with gross weight exceeding 170,000 lbs.	

**T-83. — Train Clearance.**

Trains must receive Clearance Form A before leaving station listed below (when Operator on duty):

Wellston Westward Trains

**T-84. Train Register Stations.**

Station	Location	Trains Required To Register
Jackson	Booth	Second Class
Bloom Jct.	Booth	

**T-93. — Yard Limits Are Located At**

Hamden-Wellston	West Wye Switch and Pole III	(See Note 1)
Jackson	Pole 94-10—Pole 14-20	
Oak Hill	Pole 22-03—Pole 26-35	

*Note 1. — Hamden and Wellston.*—Rule 93 is in effect between Hamden and Wellston including both legs of wye at Hamden.

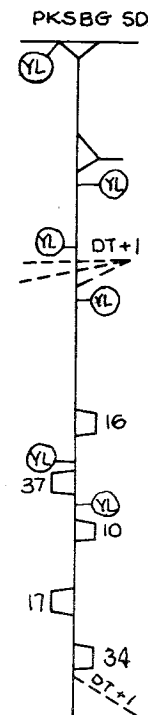
**T-98. — Instructions Applying To Non-Interlocked Railroad Crossings Designated Below**

Station	Crossing	Position of Tilting Target or Gate, Etc.
Jackson	DT&I	High switch target. Normal position B&O. Must be restored to normal position for B&O after use.
	DT&I Jct. (Spur Track)	Gate—Clear of track.
	DT&I Jct. (Main Track)	Vertical for B&O. Must be restored to horizontal by B&O after use.
Bloom Jct.	DT&I	Vertical for B&O. Must be restored to vertical by DT&I after use.

In the State of Ohio, at railroad crossings and drawbridges not equipped with approved interlocking, all trains or engines will stop not less than 200 feet or more than 800 feet from the crossing or drawbridge, and will not proceed until the route is clear, except as provided by special Instructions.

**T-103-C. — Highway and Street Crossings.**

In addition to complying with Rule 103-C, trains and engines moving over Route 93 Crossing Jackson will have a member of crew precede movement to see that crossing is clear of vehicles and pedestrians.



**Portsmouth Subdivision Special Instructions (continued)**

**T-104. — Hand-Operated Switches.**

*Jackson.*—Normal position for switch at DT&I Jct. will be for DT&I movement.

**T-105. — Use of Sidings and Specified Tracks.**

*Hamden.*—Rule 105-A is modified to permit eastward trains from Portsmouth SD to use westward siding at Hamden.

**T-221. — Train Order Signals.**

Train order signals will not apply to nor will they be displayed for trains originating at Hamden.

**MOVEMENT OF M OF W CARS**

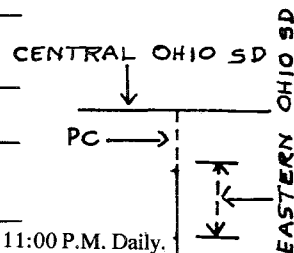
Motor Car Rule 4(c), modified as follows:

In compliance with the Motor Car Rules, permission of yardmaster is not required for Main Track movements through or within yard limits as provided by Rule 4(c). Car Operators will protect against engines within yard limits.

**Eastern Ohio Subdivision**

**WESTWARD**

Dis- tance	Stations
0.0	CAMBRIDGE (TL) (X) 9.4
9.4	C&M Albin (X) 7.3
16.7	CUMBERLAND



(TL) Cambridge open 7:00 A.M. to 11:00 P.M. Daily.

**DESIGNATION AND USE OF MAIN TRACK**

Track Section Between	Rules in Effect	Track
C&M Albin and Cumberland	S-241	Single

**JOINT USE OF TRACKS**

B&O trains will use PC tracks in accordance with their timetable, rules and regulations between Cambridge & C&M Albin.

**MAXIMUM AUTHORIZED SPEED**

Between	MPH
C&M Albin and Cumberland	20

**SPEED RESTRICTIONS**

	MPH
Central Ohio Coal Co. tracks, Cumberland	10

**T-B. — Standard Clock, Register Form, Bulletin and Notice Books.**

Station	Location of Clock and Register Form	Location of Bulletin and Notice Books
Cambridge	Train Order Office	Train Order Office

**SPEED RESTRICTIONS— EQUIPMENT**

	MPH
Train Handling B&O Relief Crane — Forward Movement	15
Pushing Crane ahead of Engine	10
Train Handling excessive dimension loads	10
Train Handling Covered Hopper/s	10

**ENGINE AND EQUIPMENT RESTRICTIONS**

(a).—*Heavy Cars.*—Cars with gross weight exceeding 263,000 lbs. must not be operated without authority of the Superintendent of Operations.

(b).—*100-ton Hi-Cube (2800 cubic ft. or greater capacity) Covered Hoppers.*—Trains handling these cars will not exceed 10 miles per hour between Cumberland and Cumberland Mine.

Train and Engine crews will be given message notifying them when their train contains any of these cars.

**T-83. — Train Clearance.**

Trains must receive Clearance Form A before leaving Cambridge (when Operator on duty).

**T-221. — Train Order Signals.**

Train order signals will not apply to nor will they be displayed for trains originating at Cambridge.

Central Ohio Subdivision

WESTWARD		Distance	Stations	Sdg. Cap. 50 ft. Cars	EASTWARD	
Second Class					Second Class	
85 Daily	195 Daily				196 Daily	102 Daily
L AM 430	L PM 730		BENWOOD (T)		A PM 300	A PM 855
435	735	0.0	Bellaire (X)		255	850
440	740	1.5	Schick (X)		250	845
.....	.....	4.2	Neffs		.....	.....
456	800	9.1	Glencoe	82	135	831
.....	.....	12.3	Warnock		.....	.....
.....	.....	18.4	Belmont		.....	.....
520	830	20.4	Bethesda	80	100	809
.....	.....	22.9	Speidel		.....	.....
535	910	26.6	Barnesville (TL)	113	1210	755
552	925	33.8	SC Tower	123	1120	735
.....	.....	34.8	Quaker City		.....	.....
557	930	36.8	Salesville	45	1040	.....
610	1005	43.6	Lore City		1010	715
617	1015	47.5	Mineral Siding	90	1000	708
627	1025	51.9	Cambridge (TL) (X)	W76	935	658
644	1105	60.6	New Concord	E38	920	643
704	1130	71.0	Sonora	72	840	623
716	1150	77.3	BZ Tower	68	815	611
721	1155	78.5	Zanesville (T) (X)	75	805	605
736	1240	85.2	Dillon	78	736	550
751	1255	93.3	Toboso	108	710	535
.....	.....	100.6	Weiant	121	710	535
805	110	102.0	NK Booth		650	520
.....	.....	103.5	NEWARK (T) (X)			

(TL) Barnesville open 7:00 A.M. to 4:00 P.M. Daily except Sat. & Sun.  
 Cambridge open 7:00 A.M. to 11:00 P.M. Daily

DESIGNATION AND USE OF MAIN TRACK

Track Section Between	Rules in Effect	Track
Schick and Newark	230-237	Single

JOINT USE OF TRACKS

N&W Engines will be governed by B&O Timetable, rules and regulations between West Zanesville and Belt Line connection at 5th Street. N&W Engines must secure verbal permission from Operator at Zanesville before entering main track in Zanesville Yard.

MAXIMUM AUTHORIZED SPEED

Central Ohio Subdivision	MPH
	40

Central Ohio Subdivision Special Instructions (continued)

SPEED RESTRICTIONS

	MPH
Pole 15-16 and Pole 15-22	25
Pole 20-17 and Pole 22-40	35
Barnesville and Mile Post 32	30
Cambridge PC Crossing	15
Mile Post 72 and Pole 72-10	25
Pole 75-14 and Pole 77-17	25
Zanesville Station and Bridge 110	10

CHECKING SPEEDOMETER ON ENGINE

In checking speedometers on engines for accuracy as required by CDT 30, the following Mile Posts only will be used for this purpose:

Mile Post 99 to Mile Post 98  
 Pole 4-16 to Pole 5-17

T-B. - Standard Clocks, Register Forms, Bulletin and Notice Books.

Station	Location of Clocks and Register Forms	Location of Bulletin and Notice Books
Benwood	Train Order Office	Train Order Office
	Yard Office	Yard Office
Cambridge	Train Order Office	Train Order Office
Zanesville	Train Order Office	Yard Office
Newark	Crew Disprs. Office	Crew Disprs. Office
	Chief Disprs. Office	Trainmen's Locker Room No. 5

SPEED RESTRICTIONS - EQUIPMENT

	MPH
Train Handling B&O Relief Crane - Forward Movement	25
Pushing Crane ahead of Engine	15

ENGINE AND EQUIPMENT RESTRICTIONS

(a). - Heavy Cars. - Cars with gross weight exceeding 263,000 lbs. must not be operated without authority of the Superintendent of Operations.

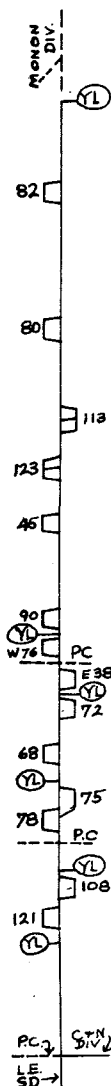
(b). - 100-ton Hi-Cube (2800 cubic ft. or greater capacity) Covered Hoppers. - Trains handling these cars will avoid operation in the speed range of 10 to 24 miles per hour at locations listed below. If speed cannot be maintained at or above 25 miles per hour, it should be reduced to 10 miles per hour.

Train and Engine crews will be given message notifying them when their train contains any of these cars.

	From Mile Pole	To Mile Pole
Neffs	3.29	4.17
Stewartsville	7.25	8.03
Warnock	11.20	12.26
Speidel	22.29	22.40
Bailey's Mills	30.48	31.21
Sonora	69.24	69.30
3 miles East of Zanesville	75.14	75.27
Zanesville	78.20	78.32
Newark	103.28	103.33

(c). - Unless otherwise authorized by the Superintendent of Operations, engines and/or equipment are restricted in use of tracks, bridges, trestles, etc., as designated below:

Station, Track, Bridge, etc.	Engine or Equipment	Restriction
Bethesda: Stone Track	Engines	Single unit only.
Speidel: East tipple Back Track at Mine	Engines and equipment other than coal cars.	Must not operate under.



**Central Ohio Subdivision Special Instructions (continued)**  
**(c). — (continued)**

Station, Track, Bridge, etc.	Engine or Equipment	Restriction
Barnesville: Watt Car & Wheel Co. Sdg.- Bridge 39-1	Engines Cars with gross weight exceeding 180,000 lbs.	Must not operate on
Hill Track-Bridge 39-2	Cars with gross weight exceeding 240,000 lbs.	
Salesville: Old Tipple Carol Mine	Engines and equipment other than coal cars.	Must not operate under.
Cambridge: Industrial Track, 2nd Street	7400-7536, Cars with gross weight exceeding 240,000 lbs.	Must not operate on.
Newark: Power House Trestle Bridge 127-3	Engines, Cars with gross weight exceeding 150,000 lbs.	Must not operate on.

**T-83. — Train Clearance.**

Trains must receive Clearance Form A before leaving stations listed below (when Operator on duty):

Benwood	Central Ohio SD trains ( <i>See Note 1</i> )
Cambridge	Trains Originating
Newark	Eastward Central Ohio SD trains

*Note 1. — Benwood.* — Westward trains receiving restricting indication at Schick will be governed by this indication only until rear end of train has passed this signal and then be governed by manual block condition on Clearance Form A received at Benwood.

**T-93. — Yard Limits Are Located At**

Cambridge	Pole 49-23 to Mile Post 54
Zanesville	Pole 76-12 to Pole 81-33
Newark	Pole 100-27 West to Lake Erie, C&N & Shawnee SD's

**T-98. — Instructions Applying To Non-Interlocked Railroad Crossings Designated Below**

Station	Crossing	Position of Tilting Target
Cambridge	PC	Horizontal for B&O Central Ohio SD
Zanesville	PC	Horizontal for B&O Central Ohio SD Through Movements. Diagonal for B&O when moving to and from PC

(a). — In the State of Ohio at railroad crossings and draw bridges not equipped with approved interlocking, trains or engines will stop not less than 200 feet nor more than 800 feet from crossing or draw bridge and they will not proceed until the route is clear, except as provided by Special Instructions.

*EXCEPTION: — Cambridge. — PC Crossing.* — B&O trains must approach PC Crossing prepared to stop expecting to find target lined against their movement. If target displays (horizontal) position, B&O train may proceed over crossing without stopping.

**T-103-C. — Highway and Street Crossings.**

In addition to complying with Rule 103-C, the movement of trains and engines will be governed as follows:

Location and Street	Instructions
Speidel: Private Road Crossing	(a). — When leaving cars at Speidel, crossing must be cut and at least 200 feet clearance must be provided on each side of crossing.
Sonora: County Road No. 52	(b). — Trains or engines in Sonora Passing Siding to be met or passed by other trains must not move over crossing until crossing protection signals are operating. Eastward trains entering the passing siding automatically cut out crossing signals when switch, located 900 feet west of crossing is lined for movement into siding. If movement in siding made over crossing exceeds 20 seconds before crossing is fouled the timing out circuits located 100 feet on each side of crossing will cause crossing protection signals to become inoperative.

**Central Ohio Subdivision Special Instructions (continued)**

**T-105. — Use of Sidings and Specified Tracks**

(a). — *Barnesville.* — Cars on house track must not be left closer than 200 feet east of derail.

(b). — *Zanesville.* — Zanesville passing siding is located on north side of main track and extends eastward from 5th Street crossover to a point 300 feet east of west switch BZ Tower passing siding.

(c). — *Zanesville.* — Clearance point at west end of yard track 11 is east of Market St. Due to close clearance between Market St. and west switch of this track, it will not be used between these points while another engine or train is on main track.

**T-221. — Train Order Signals.**

Train order signals will not apply to nor will they be displayed for trains originating at stations listed below:

Cambridge  
Zanesville

**MOVEMENT OF M OF W CARS**

Motor Car Rule 4(c), modified as follows:

In compliance with the Motor Car Rules, permission of yardmaster is not required for Main Track movements through or within yard limits as provided by Rule 4(c). Car Operators will protect against engines within yard limits.

O&LK Subdivision					Distance	Stations
WESTWARD						
Second Class						
Daily Ex. Sat.	Daily Ex. Sat. & Sun.	Daily Ex. Sat. & Sun.	Daily Ex. Sun.	Daily Ex. Sun.		
375	381	377	373	379		
L PM	L AM	L AM	L AM	L AM		
.....	.....	.....	.....	.....		PARKERSBURG (T)
.....	.....	930	.....	1201	0.0	Belpre (X)
.....	.....	.....	.....	.....	5.1	Constitution
.....	.....	.....	.....	.....	1.7	Riverview
1201	.....	950	.....	1225	8.1	Bakelite (X)
.....	.....	.....	.....	.....	1.3	Moores Jct.
1230	.....	.....	640	1255	9.1	West Marietta (TL)
.....	.....	.....	655	.....	2.8	Harmer
.....	.....	.....	.....	.....	0.7	Lowell
.....	.....	.....	805	.....	24.8	Waterford (TL)
.....	.....	.....	.....	.....	9.5	Relief
.....	.....	.....	830	.....	39.0	Beckett
.....	.....	.....	910	.....	40.3	Stockport
.....	.....	.....	950	.....	49.7	Malta (TL)
.....	.....	.....	955	.....	59.2	McCoy Siding
.....	.....	.....	.....	.....	0.3	Merriam
.....	.....	.....	.....	.....	12.7	Homer
.....	1010	.....	1055	.....	2.4	Philo (TL)
.....	.....	.....	1105	.....	74.6	Sealover
.....	.....	.....	.....	.....	1.9	Fair Oaks
.....	1040	.....	1135	.....	78.7	PC Jct. (X)
.....	.....	.....	.....	.....	4.7	ZANESVILLE (T)(X)
.....	1050	.....	1140	.....	83.4	
.....	1100	.....	1150	.....	83.9	
A PM	A AM	A AM	A AM	A AM	85.1	

(TL) West Marietta open 7:00 A.M. to 4:00 P.M. Daily except Sun.  
 Waterford open 7:00 A.M. to 4:00 P.M. Daily except Sat. & Sun.  
 Malta open 7:00 A.M. to 4:00 P.M. Daily except Sat. & Sun.  
 Philo open 7:00 A.M. to 4:00 P.M. Daily except Sat. & Sun.

#### DESIGNATION AND USE OF MAIN TRACK

Subdivision	Rules in Effect	Track
O&LK SD	TTTO	Single

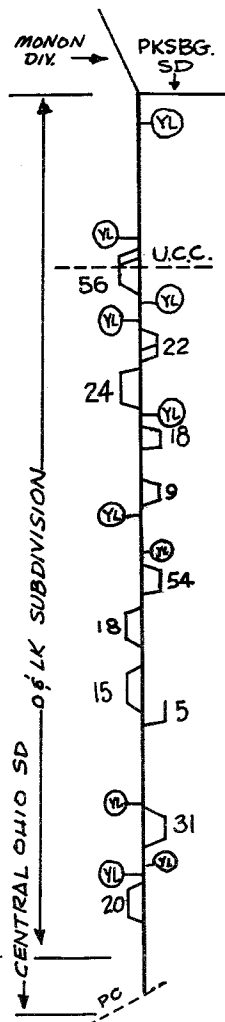
#### JOINT USE OF TRACKS

B&O trains will use PC tracks in accordance with their timetable, rules and regulations between PC Jct. and Zanesville.

#### MAXIMUM AUTHORIZED SPEED

Between	MPH
Belpre and MP 21-13 West of McCoy Siding	25
MP 21-13 West of McCoy Sdg. and MP-O Fair Oaks	30

Passing Sdg. Capacity in 50 Ft. Cars	EASTWARD			
	Second Class			
	374	380	376	378
Daily Ex. Sat.	Daily Ex. Sat. & Sun.	Daily Ex. Sat. & Sun.	Daily Ex. Sat.	
A AM	A AM	A-PM	A PM	
.....	.....	.....	.....	
.....	.....	230	1120	
56	1135	.....	200	1055
.....	.....	.....	.....	.....
22	1110	.....	.....	1030
24	1100	.....	.....	.....
18	.....	.....	.....	.....
9	1000	.....	.....	.....
.....	.....	.....	.....	.....
54	830	.....	.....	.....
18	730	.....	.....	.....
.....	650	.....	.....	.....
15	647	.....	.....	.....
5	.....	.....	.....	.....
.....	548	.....	.....	.....
31	540	638	.....	.....
.....	.....	.....	.....	.....
20	512	609	.....	.....
.....	510	607	.....	.....
.....	500	600	.....	.....
	L AM	L AM	L PM	L PM



#### SPEED RESTRICTIONS

	MPH
Pole 12-22 and Pole 12-6	20
Pole 1-12 and Pole 69-24	15
Crossing Marietta Concrete Plant	20
Pole 60-10 and Pole 60-5	10
Pole 51-15 and Pole 51-12	10
Pole 50-20 and Pole 50-2	15
Pole 49-19 and Pole 49-12	20
Within Yard Limits Philo	25

#### T-B. - Standard Clocks, Register Forms, Bulletin and Notice Books.

Station	Location of Clock and Register Form	Location of Bulletin and Notice Books
Parkersburg	Crew Disprs. Office	Crew Disprs. Office
West Marietta		Train Order Office
Zanesville	Train Order Office	Yard Office

**O&LK Subdivision Special Instructions (continued)**

**SPEED RESTRICTIONS—EQUIPMENT**

	MPH
Train Handling B&O Relief Crane—Forward Movement	20
Pushing Crane ahead of Engine	10

**ENGINE AND EQUIPMENT RESTRICTIONS**

(a).—*Heavy Cars.*—Cars with gross weight exceeding 263,000 lbs. must not be operated without authority of the Superintendent of Operations.

(b).—Trains handling 95 ton or greater capacity covered hoppers will avoid operation in the speed range of 10 to 24 miles per hour at locations listed below. If speed cannot be maintained at or above 25 miles per hour, it should be reduced to 10 miles per hour.

Train and Engine crews will be given message notifying them when their train contains any of these cars.

	From Mile Pole	To Mile Pole
Belpre		
½ Mile West of Belpre	12-21	12-15
Bakelite	11-38	11-34
2 Miles East of West Marietta	4-25	4-16
1½ Miles East of West Marietta	2-23	2-18
½ Mile East of West Marietta	2-11	2-8
East of West Marietta to West of Harmer	1-15	1-5
West of Harmer	0-32	70-10
East of Lowell	66-21	65-14
	64-08	63-07
	62-17	62-10
	60-19	60-15
West of Lowell	57-07	57-03
East of Waterford	55-20	51-03
West of Waterford	49-17	48-05
East of Beckett to East of Relief	46-08	MP 44
West of Beckett	40-05	38-16
East of Stockport	37-04	MP 37
	MP 35	34-13
West of Stockport	32-04	29-01
East of Malta	27-17	27-13
Malta	24-21	24-08
West of McCoy Siding	22-14	22-11
	18-22	18-07
East of Merriam	16-15	16-09
	13-16	12-13
East of Homer	9-12	9-10
West of Philo	4-16	3-16
PC Trackage Fair Oaks to Zanesville		

(c).—Unless otherwise authorized by the Superintendent of Operations, engines and/or equipment are restricted in use of tracks, bridges, trestles, etc., as designated below:

Station, Track, Bridge, etc.	Engine or Equipment	
Marietta Metals Track beyond Wood St.	Engines	Must not operate on
Relief: Interlake Steel Co. Circle track	Engines equipped with footboards	Single unit only may operate on
Malta: Team Track	Cars with gross weight exceeding 240,000 lbs.	Must not operate on
Philo: Ohio Power Co. Empty Drop Track	Engines	
Fair Oaks: Conveyor-Musk. Iron & Metal Co. Track	Engines and equipment other than gondolas	Must not operate under.

**T-71.—Superiority of Trains**

EXCEPTION.—No. 373 is Superior to No. 380.

**O&LK Subdivision Special Instructions (continued)**

**T-83.—Train Clearance**

O&LK SD Trains must receive Clearance Form A before leaving stations listed below:

Parkersburg  
Zanesville

**T-93.—Yard Limits Are Located At**

Belpre	Monongah Div. west to Pole 11-34
Bakelite	MP 6—MP 4
West Marietta	Pole 2-20—Pole 68-10
Relief	Pole 46-20—Pole 42-10
Philo	Pole 9-8—Pole 5-25
Fair Oaks	Pole 0-30 to PC RR. Pc. Jct.

**T-98.—Instructions Applying To Non-Interlocked Railroad**

**Crossings Designated Below:**

Station	Crossing	Position of Target for Movement of O&LK SD Trains
Bakelite	U.C.&C.	Horizontal
Zanesville	PC	Diagonal for B&O when moving to and from PC

(a).—In the State of Ohio, at railroad crossings and drawbridges not equipped with approved interlocking, all trains or engines will stop not less than 200 feet or more than 800 feet from the crossing or drawbridge, and will not proceed until the route is clear.

**T-99.—Flagging.**

*Flag Protection.*—Rule 99 is modified to eliminate flag protection against following trains on the same main track between Lowell and Homer, except when notified by train order that Rule 99 is in effect.

This will not relieve trains or engines of providing flag protection where other rules, conditions or specific instructions require flag protection to be provided.

**T-103-C.—Highway and Street Crossings.**

In addition to complying with Rule 103-C, trains and engines moving over following crossings will have a member of crew precede movement to see that crossings are clear of vehicles and pedestrians:

Location	Highway or Street
	Gilman Street
West Marietta	Crawford Street
	Westview Avenue
Malta	Bell Street

**T-105.—Use of Sidings and Specified Tracks.**

*Bakelite.*—Bakelite passing siding is north of, and parallel to, the main track and extends eastward from the first switch east of Bridge 475 to the crossover located 3189 feet east of the first switch.

**T-221.—Train Order Signals.**

Train order signals will not apply to nor will they be displayed for O&LK SD trains originating at Zanesville.

**MOVEMENT OF M OF W CARS**

Motor Car Rule 4(c), modified as follows:

In compliance with the Motor Car Rules, permission of yardmaster is not required for Main Track movements through or within yard limits as provided by Rule 4(c). Car Operators will protect against engines within yard limits.

**Lake Erie Subdivision**

WESTWARD			Distance	Stations	Sdg. Cap. 50 ft. Cars	EAST-	
Second Class						Second	
91 Daily	195 Daily	73 Mon. Wed. Fri.				74 Tues. Thurs. Sat.	90 Daily
L AM 400	L AM 500	L AM 730	0.0	NEWARK (T)(X)		A AM 1125	A PM 1125
410	510	740	1.4	Kibler		1116	1113
417	518	750	5.4	Vanatta	107	1108	1105
.....	.....	.....	8.5	St. Louisville		.....	.....
432	532	810	13.4	Utica	40	1050	1047
442	542	825	19.3	Hunt	87	1038	1037
451	552	835	24.3	MN Tower (T)(X)		1028	1027
452	554	840	24.7	Mt. Vernon	103	1027	1025
504	615	855	30.2	Knox	82	1015	1015
.....	.....	.....	31.7	Fredericktown		.....	.....
.....	.....	.....	36.3	Ankentown		.....	.....
525	630	920	42.2	Butler	W79 E80	947	947
.....	.....	.....	47.6	Bellville		.....	.....
545	643	945	53.1	Lexington	79	923	925
555	703	1005	57.3	Alta	87	913	915
606	718	1015	61.3	Mansfield (X)(X)		905	.....
610	736	1040	62.7	North Siding (T)(X)	W76 E69	901	854
.....	.....	.....	72.9	Shelby		.....	.....
630	756	1120	73.6	Shelby Jct. (T)(X)	W40 E59	830	835
646	819	1145	81.4	Plymouth (X)		805	820
704	831	1155	84.5	New Haven	138	740	810
720	845	1205	87.0	WILLARD (T)(X)		730	800
A AM	A AM	A PM				L AM	L PM

**DESIGNATION AND USE OF MAIN TRACK**

Track Section Between	Rules in Effect	Track
Newark and West Switch New Haven Passing Siding	230-237	Single

**MAXIMUM AUTHORIZED SPEED**

Lake Erie Subdivision	MPH
	40

**SPEED RESTRICTIONS**

	MPH
Newark, PC Crossing and Main St.	10
Main St. and Pole 2-28	25
Mile Post 24 and Pole 26-5	30
Mile Post 41 and Pole 42-35	30
Pole 46-33 and Mile Post 48	30
Pole 60-30 and Pole 62-10	25
Empire Reeves Crossing	20
Plymouth - AC&Y Crossing	15
Willard - Akron-Chicago Division Crossing	10

**Lake Erie Subdivision Special Instructions (continued)**

WARD	CHECKING SPEEDOMETER ON ENGINE
Class 196 Daily	In checking speedometers on engines for accuracy as required by CDT30, the following Mile Posts only will be used for this purpose: Pole 6-30 - Pole 7-28 Mile Post 84 - Mile Post 83
A AM 100	T-B. - Standard Clocks, Register Forms, Bulletin and Notice Books
1248	
1240	
.....	
1222	
1210	
1159	
1154	
1140	
.....	
1120	
1048	
1038	
1026	
955	
930	
910	
900	
L PM	

Station	Location of Clock and Register Form	Location of Bulletin and Notice Books
Newark	Crew Disprs. Ofc.	Crew Disprs. Ofc.
	Chief Disprs. Ofc.	Trainmen's Locker Room No. 5
North Siding	Train Order Office	Trainmen's Locker Room
Willard	Train Order Ofc.	Train Order Ofc.

SPEED RESTRICTIONS - EQUIPMENT		MPH
Train Handling B&O Relief Crane - Forward Movement		25
Pushing Crane ahead of Engine		15

**ENGINE AND EQUIPMENT RESTRICTIONS**

(a). - Heavy Cars. - Cars with gross weight exceeding 263,000 lbs. must not be operated without authority of the Superintendent of Operations.

(b). - 100-ton Hi-Cube (2800 cubic ft. or greater capacity) Covered Hoppers. - Trains handling these cars will not exceed 10 miles per hour between Mile Pole 0.0 and Mile Pole 0.11 Newark.  
Train and Engine crew will be given message notifying them when their train contains any of these cars.

(c). - Unless otherwise authorized by the Superintendent of Operations, engines and/or equipment are restricted in use of tracks, bridges, trestles, etc., as designated below:

Station, Track Bridge, etc.	Engine or Equipment	Restriction
Newark, Water Works - Bridge 553-C	Engines Cars with gross weight exceeding 210,000 lbs.	Must not operate on.
Mt. Vernon: Continental Can Co. Track	Engines	Must not operate beyond Ink House, 400 feet inside gate, if windows are open on track side.
Mansfield: Columbia Warehouse Mansfield Tire & Rubber Co. - Bridge 616-1	All equipment	Must not operate on.
Industrial Track	Engines heavier than GP-9 Class Cars with gross weight exceeding 230,000 lbs.	Must not operate on.

**Lake Erie Subdivision Special Instructions (continued)**

Station, Track, Bridge, etc.	Engine or Equipment	Restriction
Mansfield: Empire Reeves Steel Co.	Engines	Must not operate over pit on No. 1 track in Stock House
Shelby Air Depot: No. 3 Track	Engines	Must not operate east of 120 feet east of west end
Central Ohio Ind. Park tracks between clearance Point off No. 5 track and east end of Buildings.	All equipment	Must not exceed 10 MPH

**T-83. — Train Clearance.**

Trains must receive Clearance Form A before leaving stations listed below:

Newark Westward Lake Erie SD Trains  
Willard Eastward Lake Erie SD Trains

**T-93. — Yard Limits Are Located At**

Newark	Central Ohio SD, Shawnee SD & C&N Div West to MP 2-16
Mansfield	Pole 59-39 — Pole 64-13
Shelby	Pole 71-39 — Pole 75-24
Willard	Pole 84-17 West to Akron-Chicago Divn.

**T-93-1. — Various Yards**

Newark	Movements on Kibler storage track are under the supervision of the Yardmaster. Track must not be used by other than yard engines without permission of the yardmaster.
	Eastward Lake Erie SD second-class and extra trains will call Yardmaster, Newark, from telephone located at Pole 2-16 at yard limit sign for instructions.
Willard	Westward Lake Erie SD trains will stop at grade crossing of Akron-Chicago Division at Willard and call switchtender. If train is to be yarded in eastward yard, will secure permission of Operator at RX Office to use the crossover Akron-Chicago No. 2 main track to enter eastward yard.
	Westward Lake Erie SD trains with too many cars to clear between Myrtle Avenue and Route 99, or between Fort Ball Road and Route 224 crossings, Willard, will stop clear of Route 598 crossing east of New Haven and call Yardmaster, Willard, from telephone on pole at Route 598, for yarding instructions.

**T-98. — Additional Instructions At Junctions and Crossings.**

(a). — 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 Stop Signal the movement must be protected against opposing or conflicting movements in compliance with the instructions posted in boxes attached to signal masts.

North Siding ..... Empire-Reeves  
Semi-Automatic

(b). — Instructions applying to Non-interlocked Railroad Grade Crossings designated below:

Station	Crossing	Position of Tilting Target
Newark	PC	Horizontal for B&O Lake Erie SD Movements
Plymouth	AC&Y	Horizontal for B&O Lake Erie SD Movements
Willard	Akron-Chicago Div.	Horizontal for Lake Erie SD Movements

(c). — Newark. PC Crossing. — All trains and engines EXCEPT PC moving with current of traffic are required to Stop not closer than 200 feet nor farther than 800 feet from crossing and may proceed only when crossing target is displayed in proper position for movement over crossing. Target will be handled by Trainman on instructions of the Yardmaster.

**Lake Erie Subdivision Special Instructions (continued)**

(d). — Plymouth. AC&Y Crossing. — Normal position of target is set for B&O Movements. Passenger trains must make a compulsory stop before moving over crossing regardless of position of target.

Freight trains must approach crossing under control so that stop can be made short of crossing if target is set against movement.

If target is set for movement, freight trains may proceed over crossing without stopping.

If target is in vertical position for AC&Y movements and no AC&Y trains are approaching, member of B&O crew may operate cancel button located in box on relay case to restore target to normal (horizontal) position for B&O movement.

If cancel button fails to restore target to normal (horizontal) position, B&O trains may proceed only after crew members provide adequate flag protection against AC&Y movements.

(e). — Willard. — Akron-Chicago Div. Crossing. — Westward Lake Erie SD trains must stop clear of West switch New Haven passing siding, Willard and proceed only when target signal displays (horizontal) position and hand signal is received from switchtender.

(f). — In the State of Ohio, at railroad crossings and drawbridges not equipped with approved interlocking, all trains or engines will stop not less than 200 feet or more than 800 feet from the crossing or drawbridge, and will not proceed until the route is clear, except as provided by Special Instructions.

**T-103-C. — Highway and Street Crossings.**

In addition to complying with Rule 103-C, the movement of trains and engines will be governed as follows:

Location and Street	Instructions
Newark: St. Clair Street	(a). — When engine, cars or train is standing on main track in position to cause crossing signals at St. Clair Street to become inoperative for westward movements, movements from Kibler Storage track through crossover east of St. Clair St. to main track must not be made until the crossing is protected by a member of the crew.
Newark: Church St. and Main St.	(b). — When necessary for eastward trains or engines to stop on main track before reaching either Church Street or Main Street crossing, stop will be made before passing "CS" sign located 342 feet west of centerline of Church Street. In compliance with Rule 103-D, eastward trains or engines stopped or delayed on Main Track within 1025 feet of "CS" Sign must not foul either crossing until flashers have operated for twenty (20) seconds.

**T-104. — Hand-Operated Switches.**

(a). — Newark. — PC Crossing. — All switches necessary for entrance to and exit from Newark Yard between clearance point of south lead switch and ETC sign just west of PC Crossing will be handled by crews of trains and engines using same and left in position last used.

(b). — Willard. — Akron-Chicago Div. Crossing. — Hand signal from switchtender, using green signals for eastward movements and yellow signals for westward movements, will govern movements over the hand-operated switches.

**T-221. — Train Order Signals.**

Train order signals will not apply to nor will they be displayed for trains originating at stations listed below:

North Siding  
Shelby Jct.



**Lake Erie Subdivision Special Instructions (continued)**

**T-224. — Signals Not In Conformity With the Book of Rules.**

North Siding—Color Position Light Signal with sign "TO" on mast will be used as Train Order Signal displaying aspects and indications as follows:

Aspects	Indication
Two horizontal Red Lights	Per Rule 224-A
Two diagonal Yellow Lights	Per Rule 224-B
Two vertical Green Lights	Per Rule 224-C

**T-605. — Interlocking Rules.**

Rules 605-609, inc., are in effect at the following stations:

- MN Tower (See Note 1)
- Mansfield (See Note 2)
- Shelby Jct.

Note 1.—MN Tower.—Home Signal MN Tower governing movement of Eastward trains or engines through interlocking is located south of passing siding at Mt. Vernon.

Note 2.—Mansfield.—Eastward Approach Signal governing approach to crossing is located south of No. 6 track.

If Eastward home signal does not display an indication to proceed, Eastward trains doing work at North Siding will notify operator at PC Crossing when ready to depart.

**MOVEMENT OF M OF W CARS**

Motor Car Rule 4(c), modified as follows:

In compliance with the Motor Car Rules, permission of yardmaster is not required for Main Track movements through or within yard limits as provided by Rule 4(c). Car Operators will protect against engines within yard limits.

EXCEPTION.—Motor Car movements on Lake Erie Subdivision between Newark and west yard limit must secure permission from Yardmaster, in addition to protecting against engines.

**Shawnee Subdivision**

**WESTWARD**

Distance	Stations
0.0	NATIONAL ROAD LAKE ERIE SD
7.6	NEWARK (T) (X) CENTRAL OHIO SD C&N DIV. 1

SHAWNEE SD

**DESIGNATION AND USE OF MAIN TRACK:**

	Rules in Effect	Track
Shawnee SD	S-241	Single

**MAXIMUM AUTHORIZED SPEED:**

	MPH
Shawnee SD	15

**T-B. — Standard Clocks, Register Forms, Bulletin and Notice Books.**

Station	Location of Clock and Register Form	Location of Bulletin and Notice Books
Newark	Crew Disprs. Office	Crew Disprs. Office
	Chief Disprs. Office	Trainmen's Locker Room No. 5

**SPEED RESTRICTIONS—EQUIPMENT**

	MPH
Train Handling B&O Relief Crane—Pushing Crane ahead of Engine	10

**ENGINE AND EQUIPMENT RESTRICTIONS**

(a).—100-ton Hi-Cube (2800 cubic ft. or greater capacity) Covered Hoppers.—Trains handling these cars will not exceed 10 miles per hour between Mile Pole 0.7 and Mile Pole 0.3 South Newark.

Train and Engine crews will be given message notifying them when their train contains any of these cars.

(b).—Unless otherwise authorized by the Superintendent of Operations, engines and/or equipment are restricted in use of tracks, bridges, trestles, etc., as designated below:

Station, Track, Bridge, etc.	Engine or Equipment	Restriction
Shawnee SD	Engines heavier than GP-9 Class	Must not operate on.
	Cars with gross weight exceeding 210,000 lbs.	

**T-93. — Yard Limits Are Located At**

Newark	Pole 2-3 West to C&N, Central Ohio and Lake Erie SD's.
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**T-104. — Hand-Operated Switches.**

All switches necessary for entrance to and exit from Newark Yard between clearance point of south lead switch and ETC sign just west of PC Crossing will be handled by crews of trains and engines using same and left in position last used.

**MOVEMENT OF M OF W CARS**

Motor Car Rule 4(c) modified as follows:

In compliance with the Motor Car Rules, permission of Yardmaster is not required for Main Track movements through or within yard limits as provided by Rule 4(c). Car Operators will protect against engines within yard limits.

**Midland Subdivision**

WESTWARD			Distance	Stations	Sdg. Cap. 50 ft. Cars	EASTWARD	
Second Class		Daily				Daily	
97	85						
L AM	L PM	0.0	US Tower (T)	A PM	A AM	102	104
320	122	1.9	Russ (X)	114	1229	103	1218
332	133	2.2	Mound Street	75	102	102	1217
348	150	8.6	Grove City	83	1250	1205	1205
.....	.....	11.8	Pleasant Corners	.....	.....	.....	.....
401	205	14.9	Orient	17	1242	1157	1157
411	220	18.6	Derby	77	1235	1150	1150
420	232	23.4	Mt. Sterling (TL)	25	1227	1142	1142
.....	.....	29.4	Madison Mills	.....	.....	.....	.....
436	244	29.9	Haynes	84	1217	1132	1132
443	254	33.6	Bloomingsburg	12	1211	1126	1126
456	305	39.2	Washington C.H. (T)(X)	43	1202	1117	1117
514	317	39.9	Potter (X)	69	1140	1055	1055
534	342	49.9	Sabina	48	1126	1041	1041
550	354	54.5	Melvin	85	1117	1032	1032
.....	.....	59.6	PC Jct. (X)	.....	.....	.....	.....
609	413	60.6	Wilmington (TL)	45	1107	1022	1022
635	437	71.4	Midland City (T)(X)	.....	.....	1045	1000
A AM	A PM					L AM	L PM

(TL) Mt. Sterling open 8:00 A.M. to 5:00 P.M. Daily except Sat. & Sun.  
 Wilmington open 8:00 A.M. to 5:00 P.M. Daily except Sat. & Sun.

**DESIGNATION AND USE OF MAIN TRACK**

Track Section Between	Rules in Effect	Track
Russ and Midland City	230-237	Single

**JOINT USE OF TRACKS**  
 B&O trains and engines will use PC tracks in accordance with their timetable, rules and regulations between US Tower and Russ.

PC trains will be governed by B&O timetable, rules and regulations between West Switch Potter and PC Jct. Wilmington. PC trains must report clear when departing from B&O Rails.

**MAXIMUM AUTHORIZED SPEED**

Midland Subdivision	MPH
Midland Subdivision	40

**SPEED RESTRICTIONS**

	MPH
Russ and Pole 69-13	20
Washington C.H. — North, Pearl and Delaware Streets, DT&I and Western Division Crossing	15
Sabina — Pole 21-05 and Pole 21-25	30
Pole 10-3 and Pole 11-05	25
Midland City — Station curve	15

**T-B. — Standard Clock, Register Form, Bulletin and Notice Books.**

Station	Location of Clock and Register Form	Location of Bulletin and Notice Books
Wash. C.H.	Train Order Office	Trainmen's Locker Room

**Midland Subdivision Special Instructions (continued)**

**SPEED RESTRICTIONS—EQUIPMENT**

	MPH
Train Handling B&O Relief Crane: Forward Movement	35
Pushing Crane ahead of Engine	20

**ENGINE AND EQUIPMENT RESTRICTIONS**

(a). — *Heavy Cars.* — Cars with gross weight exceeding 263,000 lbs. must not be operated without authority of Superintendent of Operations.

(b). — *100-ton Hi-Cube (2800 cubic ft. or greater capacity) Covered Hoppers.* — Trains handling these cars will not exceed 10 miles per hour at locations listed below.

Train and Engine crews will be given message notifying them when their train contains any of these cars.

	From Mile Pole	To Mile Pole
Russ	Russ	69-13
Midland City	0.15	0.0

(c). — Unless otherwise authorized by the Superintendent of Operations, engines and/or equipment are restricted in use of tracks, bridges, trestles, etc., as designated below:

Station, Track, Bridge, etc.	Engine or Equipment	Restriction
Melvin: Quarry Track Scale	Engines	Must not operate on.
Elevator Track	Engines	Must not operate over coal unloading pit
Wilmington: Haines Coal Co.	Engines	Must not operate on.

**T-31. — Use of Engine Whistle and Bell.**

Recalling Flagman. — Whistle Signal Rules 14-D and 14-E will be preceded by two short sounds on Midland SD at Midland City.

**T-83. — Train Clearance.**

Trains must receive Clearance Form A before leaving stations listed below:

US Tower — Westward trains enroute to the Midland SD must stop at US Tower and then secure Clearance Form A. Rule 93-A will apply between interlocking limits Russ and west yard limit sign, then be governed by Manual Block condition on Clearance Form A received at US Tower.

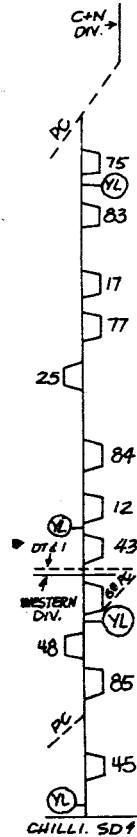
Midland City — Eastward Midland SD Trains.

**T-93. — Yard Limits Are Located At**

Columbus	Russ to Pole 67-20
Washington C.H.	Pole 33-05 — Pole 30-26
Midland City	Pole 0-28 to Chillicothe SD

**T-98. — Instructions Applying To Non-Interlocked Railroad Crossings Designated Below:**

Station	Crossing	Position of Tilting Target
Washington C.H.	DT&I & Western Div.	Horizontal for B&O Midland SD Movements.



**Midland Subdivision Special Instructions (continued)**

In the State of Ohio, at railroad crossings and drawbridges not equipped with approved interlocking, all trains or engines will stop not less than 200 feet or more than 800 feet from the crossing or drawbridge, and will not proceed until the route is clear, except as provided by Special Instructions.

**EXCEPTION:** — *Washington C.H.* — Midland SD trains must approach DT&I and Western Div. crossings prepared to stop, expecting to find target set against their movement. If target displays (horizontal) position, Midland SD trains may proceed over crossings without stopping.

**T-103-C. — Highway and Street Crossings.**

In addition to complying with Rule 103-C, the movement of trains and engines will be governed as follows:

Location and Street	Instruction
Mound Street	Eastward trains with more than 125 cars receiving "Stop and Proceed" or "Approach" indication on distant signal west of Mound Street will stop clear of CS sign 1000 ft. west of this signal and not proceed until "Approach Slow" or "Approach Medium" indication is received, to avoid blocking Mound Street crossing.
Washington C.H. Dayton Ave.	Color position light dwarf signals, located east and west of Dayton Ave. govern movements over street crossing. Special Instructions applying to operation of dwarf signals and highway protection are posted in box located on West end of relay case at crossing.

**T-105. — Use of Sidings and Specified Tracks.**

*Washington C.H.* — Simultaneous movements on the west leg of wye and Midland SD main track over Dayton Avenue must not be made.

Before fouling Dayton Avenue on west leg of wye track it must be known that there will be no movements on Midland SD main track over Dayton Avenue.

*Wilmington.* — North walkway over trestle on Haines Coal track must not be used by employees.

**T-221. — Train Order Signals.**

Train order signals will not apply to nor will they be displayed for trains originating at *Washington C.H.*

**MOVEMENT OF M OF W CARS**

Motor Car Rule 4(c), modified as follows:

In compliance with the Motor Car Rules, permission of yardmaster is not required for Main Track movements through or within yard limits as provided by Rule 4(c). Car Operators will protect against engines within yard limits.

**MEDICAL DEPARTMENT**

I. Kaplan, M.D., Medical and Surgical Services

**SURGICAL STAFF**

South Shore, Ky. ....	Dr. Billy J. Riddle
Portsmouth, Ohio .....	*Dr. Albert L. Berndt
	Dr. R. W. Lewis
	Dr. A. B. Oakes
Chillicothe, Ohio .....	*Dr. H. M. Crumley
	Holmes Surgical Associates Inc.
	Dr. J. C. Berno
	Dr. R. E. Quinn
	Dr. D. L. Berling
Asheville, Ohio .....	*Dr. R. S. Hosler
Kingston, Ohio .....	*Dr. R. E. Lightner
Sciotoville, Ohio .....	*Dr. Wm. J. Hartlage
Circleville, Ohio .....	*Dr. V. D. Kerns
Columbus, Ohio .....	Dr. Wm. B. Harris
	Dr. Walter M. Haynes
	Dr. Jack E. Tetrick
	Dr. P. A. Galupo
	Dr. C. S. Perry, Oculist
Marion, Ohio .....	*Dr. Daniel M. Murphy
Fostoria, Ohio .....	*Dr. G. H. W. Bruggemann
Upper Sandusky, Ohio .....	Dr. C. B. Schoolfield
Toledo, Ohio .....	Dr. T. H. Brown, Jr.
	Dr. G. W. Sutherland
	Dr. F. S. Skopek
	Dr. G. S. Bova
	Dr. H. P. Drake, Oculist.
	Dr. M. M. Thompson, X-Ray Only.
Lancaster, Ohio .....	*Dr. Wm. D. Monger
	Dr. W. D. Nusbaum
Logan, Ohio .....	*Dr. C. F. Shank
Nelsonville, Ohio .....	*Dr. J. L. Webb
Pomeroy, Ohio .....	Dr. R. E. Boice
Vanceburg, Ky. ....	*Dr. Elwood Esham
Maysville, Ky. ....	*Dr. H. C. Denham
	*Dr. M. B. Denham
Athens, Ohio .....	Dr. R. E. Main
Blanchester, Ohio .....	Dr. R. M. Cronebaugh
South Webster, Ohio .....	Dr. A. K. Beumler
St. Clairsville, Ohio .....	Dr. R. A. Porterfield
Cambridge, Ohio .....	Dr. R. A. Ringer
Zanesville, Ohio .....	Dr. W. B. Faircloth
	Dr. Lester Lasky
	Dr. R. S. Martin, Oculist.
Newark, Ohio .....	Dr. G. A. Erhard
	Dr. J. R. Wells
	Dr. H. C. McKnew, Oculist
Beverly, Ohio .....	Dr. Victor C. Whitacre
Mt. Vernon, Ohio .....	Dr. H. T. Lapp
Mansfield, Ohio .....	Dr. R. E. Frush
Mt. Sterling, Ohio .....	Dr. F. A. Lutz
Washington, C.H., Ohio .....	Dr. J. H. Persinger
	Dr. W. L. Wead
Wilmington, Ohio .....	Dr. H. R. Bath

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

**HOSPITALS**

Athens, Ohio .....	Sheltering Arms
Chillicothe, Ohio .....	Chillicothe
Cincinnati, Ohio .....	Christian R. Holmes
	Bethesda-Emergency
Oak Hill, Ohio .....	Oak Hill
Portsmouth, Ohio .....	Mercy
	Scioto Memorial



