



THE CHESAPEAKE AND OHIO RAILWAY COMPANY  
THE BALTIMORE AND OHIO RAILROAD COMPANY

**SERVICE WITH SAFETY**

**WESTERN DIVISION  
BUSINESS UNIT  
TIMETABLE No. 1**

EFFECTIVE 12:01 AM  
EASTERN STANDARD TIME  
SATURDAY, OCTOBER 1, 1983

FOR USE OF EMPLOYEES ONLY

**WESTERN DIVISION  
BUSINESS UNIT  
2815 SPRING GROVE AVENUE  
CINCINNATI, OHIO 45225**

R. L. Stender  
General Manager

A. T. McArthur  
Superintendent—  
Operations

R. N. Taylor, II  
Superintendent—  
Division Administration

J. A. Douglas  
Superintendent—  
Car Utilization

J. L. Cashwell  
Manager  
Engineering

M. J. Bell  
Manager  
Mechanical

E. Luster, Jr.  
Superintendent—  
Safety

G. J. Hall  
Manager  
Claims

J. D. Fields  
Manager  
Casualty Prevention

Location and Name	Title
-------------------	-------

**CINCINNATI:**

R. G. Hyde	General Road Foreman of Engines
J. T. Hamner	Assistant Manager-Engineering
C. L. Webber	Asst. Supt.-Divn. Administration
W. C. Himes	Labor Relations Officer
D. G. Harlow	Assistant to Superintendent-Operations

**CINCINNATI TERMINAL:**

R. P. Krogel	Terminal Superintendent
B. L. Kelsey	Asst. Terminal Superintendent
C. J. Rhoden	Terminal Trainmaster
M. R. Sullivan	Terminal Trainmaster
J. J. Corbett	Terminal Trainmaster
J. P. Whittenberger	Road Foreman of Engines
J. E. Vessalo	Chief Train Dispatcher
J. C. Jewart	Manager Terminal Service Center
D. R. Allender	Asst. Terminal Trainmaster
J. F. Fields	Asst. Terminal Trainmaster
E. P. Eder	Asst. Terminal Trainmaster
R. L. Grober	Asst. Terminal Trainmaster
D. L. Novak	Asst. Terminal Trainmaster
C. L. Smith	Asst. Terminal Trainmaster
J. Y. Donahue	Asst. Terminal Trainmaster
S. J. Smith	Asst. Terminal Trainmaster
J. R. Murphy	Asst. Terminal Trainmaster

**PERU:**

W. A. Adams	Asst. Superintendent-Operations
R. K. Riley	Trainmaster
R. D. Keene	Road Foreman of Engines
C. E. Hays	Chief Train Dispatcher

**WASHINGTON:**

J. R. Woody	Asst. Superintendent-Operations
L. L. Ramos	Engineer of Track
A. T. Frazier	Trainmaster
G. W. Huntley	Road Foreman of Engines
T. Babbs, Jr.	Chief Train Dispatcher

**NORTH VERNON:**

W. W. Clapsaddle, Jr.	Trainmaster
-----------------------	-------------

**E. ST. LOUIS:**

D. W. Onley	Terminal Trainmaster
T. L. Sullivan	Asst. Terminal Trainmaster

**DAYTON:**

R. L. Cart	Asst. Superintendent-Operations
J. E. Fleming	Engineer of Track
R. E. Beatty	Trainmaster
H. L. Bowens	Terminal Trainmaster
J. R. Morris	Asst. Terminal Trainmaster
C. R. Calhoun	Road Foreman of Engines
J. R. McAllister	Chief Train Dispatcher

**HAMILTON:**

C. D. Padgett	Terminal Trainmaster
D. L. Young	Road Foreman of Engines
W. T. Milner	Asst. Terminal Trainmaster

**MIDDLETOWN:**

R. F. Merk	Asst. Terminal Trainmaster
------------	----------------------------

**LIMA:**

H. F. Southall	Road Foreman of Engines
D. L. Hensley	Asst. Terminal Trainmaster

**INDIANAPOLIS:**

D. H. Bush	Trainmaster
C. B. Spillman	Chief Train Dispatcher
R. M. Jennings	Asst. Trainmaster Agent

**DECATUR:**

J. M. Barlow, Jr.	Asst. Trainmaster
-------------------	-------------------

**INDEX  
SPECIAL INSTRUCTIONS—ALL SUBDIVISIONS  
(In addition, see specific subdivisions)**

	Page
Additional Instructions Applying to Operating Rules	11
Cabooses	11
Division Grade Profile	90
Division Maps	84
Division Modifications or Supplements to Operating Rules	6
Engine and Equipment Restrictions	4
General Locomotive Data	82
Hard Hat Requirements	8
High Voltage Wires	8
Highway and Street Crossings	11
Instructions At Junctions and Crossings (Ohio, Indiana and Illinois only)	11
Joint Use of Tracks	3
Log of Timetable Changes	96
Medical and Surgical Services	79
Offices to Review Superintendent's Bulletins	10
Personal Injury Reports	9
Position in the Train of Cars Containing Hazardous Materials	95
Publication Required by Employees	3
Radios	7
Rail Surveillance Service	10
Running Tracks (Ohio only)	11
Schedules of Trains	2
Speed Restrictions	4
Switching or Making Movements at both Ends of Tracks	8
Telephone Numbers	9
Time	11
Timetable Abbreviations and Notes	3

**SUBDIVISIONS:**

Cincinnati Terminal	12
Dayton and Union	25
Decatur	27
Hamilton	33
Illinois	38
Indiana	48
Miami	55
Middletown	61
Toledo	64
Wabash	75



PASSENGER TRAIN SCHEDULES

CINCINNATI TERMINAL, TOLEDO, HAMILTON,  
MIAMI AND WABASH SUBDIVISIONS

SUBDIVISIONS	WEST- WARD	Stations	EAST- WARD
	51 Mon. Thur. Sat.		50 Sun. Wed. Fri.
CINTL. TERM.	L AM 1015	*CS Cabin	A PM 530
	A 1047 L 1054	Cincinnati	L 459 A 452
	1118	*RH Tower	426
HAM.	S 1204	*Hamilton	S 344
	1241	*Cottage Grove	307
MIAMI	S 107	Richmond	S 243
	S 205	Muncie	S 145
	S 245	Marion	S 104
	S 326	Peru (Station)	S 1223
WAB.	441 EST	*Lacrosse	1108 EST
AK.	CST S 442	*Gary/Lake St.	CST S 855
CT	S 506	*Hammond	S 833
	551 A PM	Chicago	L 810 AM

Scheduled times at stations marked with an (\*) are for information only and convey no timetable authority.

SPECIAL INSTRUCTIONS—ALL SUBDIVISIONS

1.00 TIMETABLE ABBREVIATIONS AND NOTES

1.01 Abbreviations

CON	Continuous
(D)	Defective Equipment Detector
SI	Special Instructions
TT	Timetable
(TO)	Train Order Office
(Y)	Wye Track
(YL)	Yard Limits

1.02 Notes

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

2.00 PUBLICATIONS REQUIRED BY EMPLOYEES

2.01 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.	Document	Effective
CDT-29	Operating Rules	July 1, 1980
CDT-30	Train Handling Rules	July 1, 1980
SF-32	Safety Rules	June 15, 1979
CJ-11	Emergency Action Guide Hazardous Material Incidents	Rev. 1-83

3.00 JOINT USE OF TRACKS

3.01 When Chessie System crews operate over other railroads, they will be governed by that carrier's Operating Rules and Special Instructions.

When foreign line crews operate over Chessie System, they will be governed by Chessie System Operating Rules and Special Instructions.

4.00 SPEED RESTRICTIONS

4.01 Trains and Engines

Conditions	MPH
When moving against the current of traffic	35
Movement over all Industrial Bridges and Trestles	10

**4.02 Diesel Units**

When units are intermixed in multiple control, the lowest speed applicable to any of the units must be observed.

Diesel Units	MPH
NW-2, SW-7, SW-9, SW-12, SW-900, SW-1200, TR-3, TR-4	50
SW-1	45
Amtrak-SDP-40F	45
Amtrak-SDP-40F when entering into, operating through, or leaving curves	40
SD units: CR 6654-6666, NS 1625-1652, NS 6073-6188, and SOU 3201-3328	40

**4.03 Equipment**

		MPH
Ditcher Spreader Cars		30
Air Dump Cars		30
Loaded Wood Rack Cars		40
Loaded Open Top Hopper Cars		40
Foreign Line Short Ore Cars	On Tangents	30
	On Curves	20
Trains handling Wreck cranes		30
Trains handling loaded 95 tons or greater capacity hi-cube 3800 to 4800 cubic feet covered hoppers through all passing sidings		10
Unless all revenue or non-revenue shipments of pivoted or rotating equipment moving on its own wheels has been specifically cleared for movement at higher speed	On Tangents	20
	On Curves	15
Shipments of casks containing Irradiated spent fuel cores must move in special trains containing no other freight		35
When a train handling these shipments meets, passes, or is passed by another train, one train must be stopped while the other moves past not exceeding		35
When engines are operated on engine service tracks		5

**5.00 ENGINE AND EQUIPMENT RESTRICTIONS****5.01 Maximum Units**

A maximum of six units may be used in a locomotive consist with multiple unit control. EXCEPTION: A maximum of eight units may be used in a locomotive consist with multiple control on the following subdivisions and/or locations—Cincinnati Terminal, Indiana, Illinois, and Toledo Subdivisions. Tonnage for six, seven, or eight unit consists must not exceed the tonnage rating of (5) four axle units.

**5.02 Scale Tracks**

Engines must not be operated over live rail of scale tracks. The use of live rails over track scales is restricted to weighing and related operations only.

Cars with gross weight exceeding 220,000 lbs. must not be moved on track scales with capacity of less than 200 tons.

These instructions do not apply at weigh-in-motion scale at Needmore Yard, Dayton, Ohio, or Storrs Yard and Queensgate Hump, Cincinnati, Ohio.

**5.03 Light Diesel Units**

When making extended movements with light diesel units, movement will be controlled from cab of leading unit in direction of movement when possible.

**5.04 C&O Rodger Ballast Cars (Loaded or Empty)**

C&O Rodger Ballast Cars 20000-20699, inclusive, should be handled in local freight trains when practicable to do so.

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

**5.05 Loaded Covered Hoppers**

All loaded covered hoppers CNJ series 501-750 inclusive, and CNJ series 12101-12665, inclusive, must be handled on rear of freight trains at a speed not exceeding 30 MPH.

**5.06 Hopper Cars Equipped with Straight Air**

APAX 100 thru 206 are Open Top Hoppers and APAX 501 thru 606 are Flat Bottom Gondolas. APAX cars are equipped with a straight air hose on the opposite side of the car from the trainline hose. The Straight Air is not to be used in normal operation.

Cars are stencilled on the end sill just above the trainline and straight air line. The straight air line is stencilled "STRAIGHT AIR" and the trainline is stencilled "TRAIN/LINE." The straight air hose should remain coupled and the straight air cocks and/or angle cocks open at all times these cars are coupled.

APAX cars are equipped with ABD brakes.

**5.07 Open Top Hoppers**

Open top hoppers C&O series 318000-318999, and 324000-326999 are restricted to coal and coke loading only.

**5.08 Speed Restrictions—Equipment**

Solid empty hopper car trains containing one or more of the following cars must not exceed 45 MPH:

BLE 85000-85299  
BLE 90000-92999

These cars will be identified by the word "ALERT" shown on the train profile.

**5.09 Handling Chessie Safety Center Cars**

Chessie Safety Center cars must be hauled next to the caboose on all trains. When they are being switched, handled and spotted in yards, they must be handled separately.

**5.10 Wood Rack Cars**

A. Pulpwood.-Wood rack cars loaded with pulpwood may be moved in any freight train, except such loaded cars will not be moved in manifest trains without authority of Superintendent of Operations.

B. Cross Ties.-C&O wood rack cars of Series 80000-80299, loaded with cross ties bound in bundles may be handled in freight trains (other than manifest 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 hauling 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 trains or as authorized by Superintendent of Operations.

**5.11 Western Maryland Caboose**

Western Maryland Caboose must not be shoved with more than two units or 6000 horsepower.

**5.12 Engine Tenders and Ditcher Spreader Cars**

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

**5.13 Locomotive Crane**

Locomotive Crane RC-26 must not be handled in a train, other than work train service, unless boom is removed and secured on idler car.

The RC-26 may be moved in work train service with boom attached provided: (1) speed does not exceed 10 MPH and (2) crane is handled next to Engine or Caboose.

**7.00 DIVISION MODIFICATIONS OR SUPPLEMENTS TO OPERATING RULES**

**7.01 Flag Protection**

A. When necessary to provide rear end flag protection, where Manual Block Rules are in effect, the Flagman must go back not less than 1500 feet.

B. Flagging distances shown below will apply when flag protection is required unless a greater distance is designated by Special Instructions on specific Subdivisions:

Rule No.	Protection to be provided		Distance
	Track	Direction	
101-A	Adjacent	Head and Rear	One (1) mile where maximum authorized speed is 30 MPH or less.
102	Adjacent	Head and Rear	
503	Same	Rear	Two (2) miles where maximum authorized speed is more than 30 MPH.
504	Same	Head and Rear	
510-A	Same	Head	

C. When necessary for Engineering Forces to provide flag protection, minimum flagging distances will be:

- one (1) mile where maximum authorized speed is 30 MPH or less.
- two (2) miles where maximum authorized speed is more than 30 MPH.

**EXCEPTION:**

Subdivision	Between	Direction of train	Distance in feet
Decatur	Moorefield and West Dana	Eastward & Westward	6,800

**7.02 Engine Whistle and Bell (Indiana Only)**

Indiana State Law requires the engine whistle to be sounded 4 times (as required by Rule 14-1) approaching public crossings at grade and the engine bell to be rung continuously from the time of the sounding of the whistle until the engine has fully passed the crossing.

Indiana State Law further requires that when such whistle and bell are not in good working order, the engine must stop before each crossing

and proceed only after manual protection is provided at the crossing by a member of the crew unless such manual protection is known to be provided. The sounding of engine whistle and bell is required regardless of local ordinances in cities or incorporated towns that may otherwise regulate the sounding of whistle and bell at public crossings at grade.

**8.00 RADIOS**

**8.01 Use of Radio Channels**—Employees are required to monitor Radio Channel as assigned below. If necessary to use another channel temporarily, they must immediately return to assigned monitor channel after transmission is completed.

Radios are equipped with channels listed as "available" which are to be used to communicate with employees of other types of service.

Type of Service	Channel No. 1	Channel No. 2	Channel No. 3	Channel No. 4
Road Locomotives	Monitor	Available	Available	Available
Road Caboose	Monitor	Available	Available	Available
Yard Locomotives	Available	Available	See Note 1	See Note 1
Road Portables	Monitor	Available	—	—
Yard Portables	—	—	See Note 1	See Note 1
Train Dispatchers and Train Order Offices	See Note 2	—	—	—
Yardmaster	Available	—	See Note 1	See Note 1
Police	Monitor	—	Available	Available
Engineering-Production Units	See Note 3	—	—	—
Mobile Units	Monitor	Available	Available	Available

Note 1—Yardmasters, Yard locomotives and Yard portables will monitor Channel 3 or Channel 4 as designated in Special Instructions for a particular Subdivision.

Note 2—Train Dispatchers and Train Order Offices will monitor the channel designated in Special Instructions for a particular Subdivision.

Note 3—Employee in charge of Engineering Production Units will monitor Channel 1.

**8.02 Handling and Safeguarding Radios**

The following procedures will be used for crews issued portable radios:

**Yard Crews**

Yard crews will secure portable radios, belts, and holsters from the control point employee at the beginning of each tour of duty and return radio, belt and holster to the control point employee at the completion of each tour of duty in accordance with the local Trainmaster's instructions.

Check-out and Check-in Form CF-133 will be completed for each radio, belt and holster when received or returned by the employee and initialed by the control point employee. All radios, belts, and holsters will be checked by the employee at the time received to be sure the equipment is in proper condition before signing CF-133. Control point employee will check all radios, belts, and holsters returned and if not in proper condition, will prepare a Radio Defect Report and forward to the local Trainmaster.

**Road Crews**

Conductor and head brakeman of each road freight crew will secure a portable radio, belt and holster from the control point employee at the beginning of each tour of duty.

Check-out and Check-in Form CF-133 will be completed for each radio, belt and holster issued, signed by the employee and initialed by the control point employee. All radios, belts and holsters will be checked by the employee at the time issued to be sure the equipment is in proper condition before signing CF-133.

Employees will check their radio, belt and holster in at the completion of their tour of duty and complete Form CF-133.

**All Crews**

When radios and/or belts and holsters are not available, the employee will be issued a No Radio Receipt (Form CF-134) which must be submitted to the control point employee at the completion of run or tour of duty.

Portable radios are equipped with rechargeable batteries which will not be removed except by authorized employees.

Yard and road portable radios have been assigned, by serial number, at the Control Point Locations for each Subdivision and will not be transferred without permission from the Superintendent of Operations.

**14.00 SWITCHING OR MAKING MOVEMENTS AT BOTH ENDS OF TRACKS**

**14.01** When it is necessary to switch or make a movement at both ends of a track simultaneously:

A. Each crew must know what the other crew is doing.

B. Only one supervisor will be authorized to direct simultaneous moves on the same track.

C. Only one communication device will be used for issuing movement or switching instructions to the crews involved and where possible, these instructions should be given at the same time to crews involved. One way paging systems will not be used to issue movement and switching instructions.

D. Specific instructions for movements and switching must be acknowledged before being acted upon.

E. Only one crew will be directed to couple any one track.

F. Supervisor and crew members will fully inform other employees working with the crews of the work to be performed.

**15.00 HIGH VOLTAGE WIRES**

**15.01** In the event wires carrying high voltage or power lines in connection with automatic block systems are broken, swinging or on the ground, employees 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 watchmen at the point until relief can be obtained.

**16.00 HARD HAT REQUIREMENTS**

**16.01** Trainmen will use hard hats as follows:

A. At derailments, when actively engaged in a rerailing operation involving the use of wreck train and/or off-track equipment. Hats with necessary liners will be furnished to these employees by the General Car Foreman and/or Wreckmaster at the scene.

B. Handling a welded rail train where welded rail is being unloaded, not when in transit or when rail is being picked up. These hats with necessary liners will be furnished by the Engineering Dept.

C. When assigned to work with Burro Cranes or any other pivot crane equipment. The Mechanical Department or the Engineering Department will supply the hard hats to trainmen.

D. These hard hats must be returned at the end of the work assignment to the employee from whom received.

**17.00 PERSONAL INJURY REPORTS**

**17.01** Whenever employees are injured, the officer or employee in charge will act as follows:

A. Whenever employees are injured in a non-train accident, equipment or machinery involved must be given an immediate inspection by Officer or Employee in charge to ascertain condition.

B. In cases of injuries to employees 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.

C. If any employee furnished to a person, other than an Official of the Railway Company, written statement concerning an accident, or injury, employee shall promptly furnish an exact copy of statement to his immediate superior.

D. In all highway crossing accidents, the Conductor of the train involved will make report to the Superintendent of Operations. He should include 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.

E. 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.

F. When physically able to do so, an employee sustaining injury will report it to the Supervisor before leaving Company premises. The Supervisor must arrange prompt first aid and when necessary, place the employee under the care of a physician as soon as possible. Injuries must be reported promptly on the prescribed forms, however minor they may appear.

G. A Form CJ-24 will be issued each employee injured on duty and given to the attending physician. This is the physician's authority to treat the employee. The employee's Supervisor will complete his portion and give it to the employee. If the employee's Supervisor is not available, another supervisor, including Yardmasters and Chief Clerks, may issue the CJ-24. If the injury is serious, the CJ-24 may be completed after treatment. Only one CJ-24 is needed. Narrative follow up reports will be forwarded directly to the Chief Medical Officer by the physician.

H. 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 crew or other agent of the Company will be left at scene to notify the police and make sure that the body is placed in the hands of the proper authority.

**18.00 TELEPHONE NUMBER**

<b>18.01 Location</b>	<b>Train Dispatcher's Office</b>
Cincinnati	Area Code 513-369-5526
Peru	Area Code 317-473-9194
Washington	Area Code 812-254-3254
Dayton	Area Code 513-222-5821
Deshler	Area Code 419-278-1971
Indianapolis	Area Code 317-267-3017
Cincinnati	Mgr. Claims 513-369-5545

**19.00 OFFICES TO REVIEW SUPERINTENDENT'S BULLETINS AND SUPPLEMENTS**

19.01 Location	Office
Cincinnati	Chief Dispatcher's Office
Cincinnati	Trainmaster's Office
Peru	Chief Dispatcher's Office
North Vernon	Trainmaster's Office
Washington	Chief Dispatcher's Office
Flora	Train Order Office
East St. Louis (Cone Tower)	Terminal Trainmaster's Office
Hamilton	Terminal Trainmaster's Office
Dayton	Trainmaster's Office
Lima	Asst. Terminal Trainmaster's Office
Indianapolis	Chief Dispatcher's Office

**20.00 RAIL SURVEILLANCE SERVICE**

**20.01** Rail Surveillance Service (RSS) is defined as the observation and/or inspection of one or more cars, trailers (TOFC) or containers (COFC) containing sensitive commodities which are the property of the Department of Defense. When such conveyances are stopped at any location for one hour or more, hourly inspections must be made, if practicable.

A. Inspection is external only and for the purpose of assuring that the conveyance has not been broken into and that seals and locks are intact.

Such inspection will be made by the following class of employees:

- (1) Road crews, when notified by message or train order that RSS Shipments are in their train, and is delayed for one hour or more at any point;
- (2) Yard crews instructed to make such inspections while actually handling RSS Shipments;
- (3) Yard clerks instructed to make such inspections in yards where RSS Shipments are held or delayed;
- (4) Railroad Security Forces where available; or
- (5) Car Department Employees.

B. If the inspection reveals that conveyance containing RSS shipment has been broken into or seals or locks are not intact or RSS shipment must be set off on line of road due to defect where surveillance is not available, employees will be governed as follows:

Members of Road Crew must notify Train Dispatcher by first practicable means of communication, furnishing set off location and car initial and number containing RSS shipment;

Member of Yard Crew, Yard Clerk or Car Department Employee must immediately notify Yardmaster or supervising officer, furnishing location of RSS Shipment and car initial and number.

C. Employee or Officer thus informed must immediately inform Manager, Transportation Services, on Extension 2971 in Baltimore and Railroad Security Forces of the occurrence. In the event Railroad Security Forces cannot be contacted on the Division, the Security Center should be contacted on Extension 3444 at Baltimore, Maryland.

D. Employees making inspection of RSS shipments that reveal the security of the car to be intact, must furnish the following information to their supervising officer at close of tour of duty:

- (1) Trailer, container and car initial and number;
- (2) Location of each inspection;
- (3) How many inspections were made at each location;

- (4) Time required to make inspection(s); and
- (5) Class of employee who made the inspection(s).

Supervisory officer will forward such information to Division Manager.

**21.00 ADDITIONAL INSTRUCTIONS APPLYING TO OPERATING RULES**

**21.01** Rules 501-515 are in effect at Controlled Points when trains are operated against the current of traffic.

**21.02** Unless signal displays other than a red aspect, non-insulated track cars must stop before any part of equipment passes signal governing movement over railroad crossings at grade. If communication is available track car will proceed only on permission of Train Dispatcher. If communication is not available movement may be made only after determining train or engine is not fouling or approaching crossing.

**40.00 HIGHWAY AND STREET CROSSINGS**

**40.01** Illinois and Indiana State Laws make it unlawful for a train, railroad car or engine to obstruct public travel at a public crossing at grade for a period in excess of 10 minutes, except where such train, railroad car or engine cannot be moved by reason of circumstances over which the railroad has no control.

**40.02** Indiana State Law makes it unlawful to permit successive train movements to obstruct vehicular traffic at a public crossing at grade until all vehicular traffic previously delayed by such train movements has been cleared or a period of five (5) minutes has elapsed between train movements.

**41.00 INSTRUCTION AT JUNCTIONS AND CROSSINGS (Ohio-Indiana and Illinois only)**

**41.01** 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 nor more than 800 feet from crossing or drawbridge, in the state of Indiana not less than 40 feet nor more than 500 feet from the crossing or drawbridge, and in the state of Illinois within 800 feet from crossing or drawbridge, and will not proceed until the route is clear.

**42.00 RUNNING TRACKS (Ohio only)**

**42.01** In compliance with Ohio State Law, passenger or freight cars must not be left standing 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.

**43.00 CABOOSES**

**43.01** Where window screens are provided on cabooses, they must be kept closed at all times except when necessary to be opened temporarily in performance of duties.

**43.02** Detached caboose cars must not be permitted to stand on any track unless hand brakes are set.

**43.03** Caboose cars must not be cut off while in motion unless accompanied by a rider, except when routed over power retarders.

**43.04** General yard switching with caboose cars is prohibited.

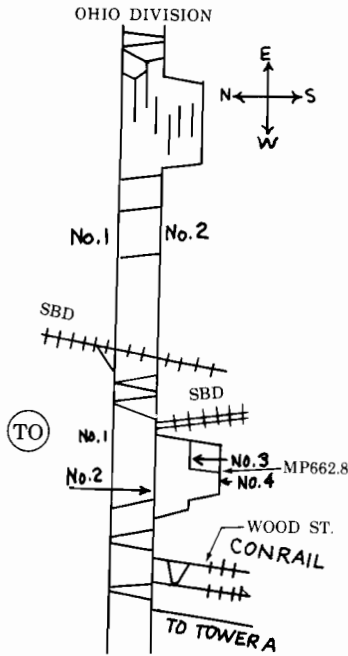
**44.00 TIME**

**44.01** Eastern Standard Time is in effect on all Subdivisions except Illinois and Decatur Subdivisions, which are operated on Central Standard Time.

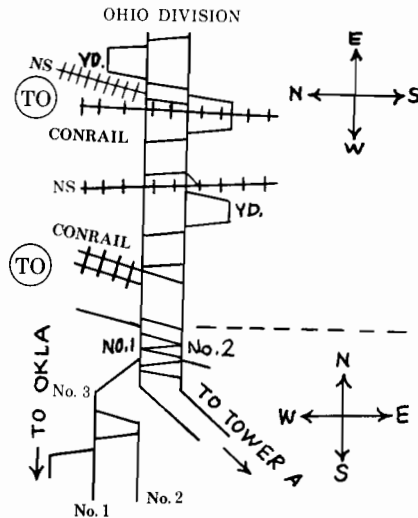
50.00 CINCINNATI TERMINAL SUBDIVISION

50.01 Stations Listing and Diagram

Mile Post	Stations
650.5	CS CABIN
0.8	
651.3	Stevens
1.5	
652.8	Coney
2.1	
655.9	Altamont
3.1	
659.0	Dayton
0.8	
659.8	Bellevue
1.2	
661.0	Newport
0.1	
661.1	NX Cabin
1.5	
662.6	KC Junction
1.1	
663.7	Covington
0.1	
663.8	OB Cabin
0.5	
664.3	MD Cabin
0.6	
664.9	CT Jct.
0.1	
665.0	B&O JCT.



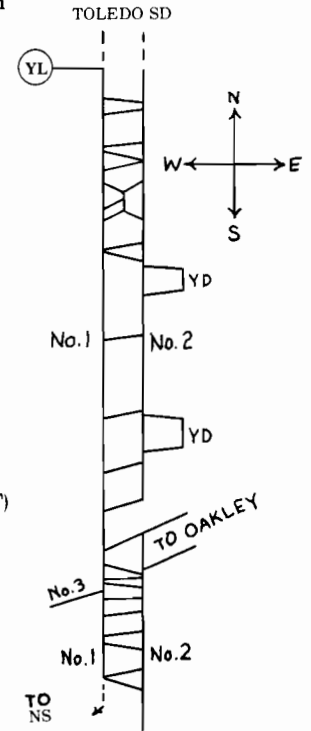
Mile Post	Stations
11.9	OAKLEY
1.3	
10.6	East Norwood
0.7	
9.9	Norwood
1.1	
8.8	Bond Hill
1.0	
7.8	St. Bernard
0.3	
7.5	Ivorydale Jct.
0.8	
6.7	Winton Place
1.7	
5.0	RH Tower
3.2	
1.8	Eighth Street
0.4	
1.4	Cincinnati Jct.
1.4	
0.0	B&O JCT.



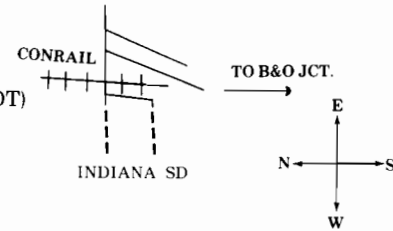
CINCINNATI TERMINAL SUBDIVISION—continued

50.01 Stations Listing and Diagram

Mile Post	Stations
19.9	MP 19.9
0.7	
19.2	Stockton
1.9	
17.3	Cementdale
2.3	
15.0	Glendale
3.0	
12.0	Wyoming
0.8	
11.2	Maplewood
0.4	
10.8	Hartwell
1.6	
9.2	Carthage
0.7	
8.5	Elmwood Place
0.5	
8.0	Ivorydale
1.0	
7.0	Spring Grove Ave. (SEDT)
0.3	
6.7	Winton Place
1.7	
5.0	RH Tower
1.0	
4.0	Hopple Street
2.1	
1.9	Tower A
1.0	
0.9	CT JCT.



Mile Post	Stations
—	Eighth Street
0.2	
1.5	East End Storrs (EEDT)



Abbreviations:

(YL)—Yard Limits

(TO)—Train Order Office

Where more than one track is in service, tracks are numbered from North to South, or from West to East. Where Rule D-251 is in effect, the direction of traffic is:

- No. 1 Track—Westward—Southward
- No. 2 Track—Eastward—Northward

50.02 Train Order Offices Open

Office	Office Hours		Remarks
	From	To	
KC Jct.	CON	CON	
East Norwood	CON	CON	
Ivorydale Jct.	CON	CON	
Queensgate	CON	CON	



## 50.03 Designation and Use of Main Tracks

Track Section Between	Authority for Movement	Track/s
CS Cabin and NX Cabin	Rules D-251-D-254 (93)	Two
NX Cabin	Rules 605-670 (93)	
NX Cabin and KC Jct.	Rules 265-272 (93)	
KC Junction	Rules 605-670 (93)	Four
KC Junction and MP 662.8	Rules 265-272 (93)	
MP 662.8 and OB Cabin	Rules 265-272 (93)	Three
OB Cabin and MD Cabin	Rules 265-272 (93)	Two
MD Cabin	Rules 605-670 (93)	Two
MD Cabin and Wood St. (on No. 2 Track)	Rules 265-272 (93)	
MD Cabin and Wood St. (on No. 1 Track)	Rules D-251-D-254 (93)	
MD Cabin & B&O Jct.	Rules 265-272 (93)	

Note—Between CS Cabin and B&O Jct. and between West End C&C Bridge and Wood Street, the Yardmaster at KC Jct. 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 80 modified.

Track Section Between	Authority for Movement	Track/s
Oakley and East Norwood	Rules D-251-D-254 (93)	Two
East Norwood (See Note)	Rules 605-670 (93)	
East Norwood and Bond Hill	Rules D-251-D-254 (93)	
Bond Hill	Rules 605-670 (93)	
Bond Hill and Ivorydale Jct.	Rules D-251-D-254 (93)	
Ivorydale Jct.	Rules 605-670 (93)	
Ivorydale Jct. and RH Tower	Rules 265-272 (93)	Single
RH Tower and Westward Absolute Signal Eighth St. (No. 3 Main)	Rules 265-272 (93)	
Westward Absolute Signal Eighth St. and B&O Jct.	Rules 265-272 (93)	
MP 19.9 and SEDT Spring Grove Ave.	Rules 265-272 (93)	Two
SEDT Spring Grove Ave. and Winton Place	Rules 265-272 (93)	Single
RH Tower and Tower A	Rules 265-272 (93)	Two
Tower A and CT Jct.	Rules 265-272 (93)	Single
Westward Absolute Signal Eighth St. and East End Storrs	Rules 265-272 (93)	Single
East End Storrs	Rules 605-670 (93)	Two

Note—Interlocking Rules are not in effect at West End Norwood Yard

## 50.04 Joint Use of Tracks

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

Between	Railroad
Wood St. and Riverside	Conrail
KC Jct. and Decoursey	L&N
Ivorydale Jct. and Sharonville	Conrail

## 50.05 Maximum Authorized Speed

Between	Psg. Train	Fr. Train
	MPH	MPH
CS Cabin and KC Junction	60	45
KC Junction and West End C&C Bridge	30	30
West End C&C Bridge and CT Jct.	20	20
West End C&C Bridge and Wood St.	15	15
CT Jct. and B&O Jct.	15	15
Oakley and Ivorydale Jct.	50	40
Ivorydale Jct. and RH Tower	35	35
RH Tower and Eighth St. (No. 3 Main)	35	35
Eighth Street and B&O Jct.	15	15
MP 19.9 and MP 17.4	50	50
MP 17.4 and RH Tower	35	35
RH Tower and CT Jct.	40	40

## 50.06 Speed Restrictions—Locations

Between	Psg. Train	Fr. Train
	MPH	MPH
MP 651.9 and 652.6 (No. 1 Track)	40	40
MP 652.6 and MP 653.8	40	40
MP 653.8 and MP 657.4	45	—
MP 657.4 and MP 659.4 (Dayton)	35	35
MP 659.4 and MP 660.1 (Bellevue)	35	35
MP 660.1 and MP 662.4	30	30
MP 662.4 and MP 662.6	25	25
RH Tower (MP 5.0) and Eighth St. (No. 3 Main)	20	20
MP 19.9 and MP 17.4	45	45
Wyoming and S.E.D.T. Spring Grove Ave.	20	20
S.E.D.T. Spring Grove Ave. and Winton Place	25	25
RH Tower (MP 5.0) and CT Jct.	20	20
Westward Absolute Signal Eighth Street and Eastward Absolute Signal East End Storrs	10	10
Through turnouts, crossovers and sidings except where signal indication or TTTSI permits higher speed	10	10

**50.09 Engine and Equipment Restrictions**

A. Between the locations specified below, trains handling loaded 95 ton or greater capacity hi-cube 3800 to 4800 cubic feet covered hoppers will avoid operation in the speed range of 14 to 21 MPH. If speed cannot be maintained at or above 22 MPH, the speed of the train must be reduced to below 14 MPH. Train and engine crews will determine from the train profile or be furnished a message notifying them when their train contains any of these restricted cars.

MP 662.4 and MP 663.4

MP 664.4 and MP 665.5

Cincinnati Junction and

Eighth Street Viaduct

B&O Jct. and MP 0.1

On connection Winton Place and MP 7.2

B. Cars with gross weight exceeding 263,000 lbs. must not be operated without authority of Superintendent-Operations except cars with gross weight not exceeding 315,000 lbs. may be operated between CS Cabin and B&O Jct.

C. Engines and/or equipment are restricted in use of tracks, bridges and trestles as designated below:

Station, Track Bridges	Engine or Equipment	Restriction	
Newport: Wiedemann High Track Trestle	Engines	Must not operate on.	
Cincinnati: 8th Street Yd.	Engines	Single 4 axle unit only may operate	
E. Norwood, O.: U.S. Playing Card Coal Un- loading Facility	Cars with gross weight exceeding 200,000 lbs. Engines	Must not operate on.	
Brighton, Ohio: Jergens Co.	Cars with gross weight exceeding 180,000 lbs.		
Jergens Co. Coal Unloading Facility	Engines		
Lockland, Ohio: Lockland Branch	Engines other than class SW-1, S-2, S-4, SW-900, NW-2, TR-3, SW-9, SW-1200, TR-4		
Celotex Mfg. Co. Bridge 7-8	Cars with gross weight exceeding 230,000 lbs. Engines		
Diamond Gardner Corp. Bridge 7-12	Cars with gross weight exceeding 120,000 lbs.		
Fox Paper Com- pany Siding	Cars with gross weight exceeding 220,000 lbs.		
Ivorydale, Ohio: PG Plant—Old Steamer House— B-6 Track	Engines		Not permitted beyond hinged door plate at No. 4 Door

C. Handling of excessive dimension cars is restricted as follows:

(1) All excessive height cars measuring in excess of 19 feet 6 inches above top of rail must not be moved without authority of Superintendent-Operations.

(2) All excessive height cars measuring in excess of 17 feet 3 inches above top of rail, but not exceeding 19 feet 6 inches above top of rail, are restricted account of clearances and must be moved between KC Junction and OB Cabin with the following restrictions:

(a) May be moved on Tracks No. 2, 3, 4, 5, 6, and 7 only under 15th Street Bridge.

(b) May be moved on Tracks No. 2, 4 and 5 only under 12th and 11th Street Bridge.

(c) May be moved on Tracks No. 2 and 4 only under Robbins Street Bridge.

(3) When such cars are moved between KC Junction and OB Cabin, the following additional restriction will apply:

(a) Northward: Trains handling such cars will stop at Northward Absolute Signal located on L&N northbound main just south of KC Junction and obtain verbal permission of the Yardmaster at KC Junction, unless previously instructed by personnel at KC Junction, before proceeding regardless of signal indication displayed.

(b) Conductors and Engineers, as well as Yardmaster KC Junction, must know that excessive height shipments are not in train when using other than No. 2 and 4 tracks between KC Junction and OB Cabin.

(c) Eastward trains handling such cars will stop at Eastward Absolute Signal located just west of former Covington passenger station and obtain verbal permission of the Yardmaster at KC Junction before proceeding regardless of signal indication displayed.

Note: Verbal permission by radio, if available, may be used after passing MD Tower.

D. All personnel are prohibited from riding sides of moving rail equipment on track serving M&M Metals, Inc. Due to the curvature of this track, cars are to be limited to those less than 50 ft. in length if coupled to locomotive or 55 ft. maximum if coupled to other cars.

**50.10 Location of Standard Clocks, Bulletins and Notices**

Station	Location of Clocks	Location of Bulletins and Notices
Cincinnati	Chief Dispatcher's Office	Chief Dispatcher's Office
Cincinnati Queensgate Yd.	TO Office	Trainmen's Locker Room (Hump & Trim Offices)
Covington	KC Jct.	KC Jct.
Cincinnati Amtrak Station		Crew Room
Cincinnati Jct.		Trainmen's Locker Room
Oakley		Trainmen's Locker Room
Norwood		Trainmen's Locker Room
Maplewood		Trainmen's Locker Room
Cementdale		Trainmen's Locker Room
Ivorydale		Yard Office

## 50.11 Crossings Equipped with Motion Detectors

Location	Highway or Street	Direction of Movement	Tracks
Cementdale	Crescentville Rd.	Northward & Southward	No. 1 & No. 2
Glendale	Sharon Rd.	Northward & Southward	No. 1 & No. 2
Glendale	Albion Ave.	Northward & Southward	No. 1 & No. 2
Glendale	Oak Ave.	Northward & Southward	No. 1 & No. 2
Wyoming	Marion Ave.	Northward & Southward	No. 1 & No. 2
Cincinnati	Center Hill	Northward & Southward	No. 1 & No. 2
Cincinnati	Kings Run Dr.	Northward & Southward	No. 1 & No. 2
Cincinnati	Chickering	Northward & Southward	No. 1 & No. 2

## 50.12 Instructions—Highway and Street Crossings

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

Street/Location	Instructions
All street crossings	Trains and engines shoving cars, without cabooses, over all street crossings will have member of crew protect crossing until crossing is occupied.
Dayton, KY.:	In order to avoid blocking street crossings in Dayton when block signal No. 6583, located east of Sixth St. crossing, displays other than CLEAR indication, freight trains of more than 50 cars will not pass signal until they communicate with Yardmaster at KC Jct., to determine if complete movement over crossings may be made.  Westward trains backing over 6th Street crossover should back east of Sixth Street crossing, Dayton, so crossing gates will clear up.
All street crossings on Industrial Track between Hopple Street and Hamilton Avenue and between Dane Street and Mitchell Avenue.	Due to short approach circuit, before any movement is made over street crossings, automatic crossing protection must have been in operation at least 20 seconds.
All street crossings between Storrs and Mill Street	Switch engines passing over street crossings and entrance to Island Creek Coal Company on Front Street, between Storrs and Mill Street, including Mill Street, will approach crossing prepared to stop and member of crew will protect crossing in switching movement.
Vine Street	Trains and engines will stop and provide protection before moving over Vine Street crossing on Pit Track, St. Bernard.
East Access Road at Hopple Street—Queensgate	Trains and engines will not exceed 5 MPH when occupying approach circuits until engine or leading car (when shoving cars) reaches crossing.

## 50.17 Radio Base Stations

Location	Hours of Operation	Channel Monitored	Control Point	Type Station
Cincinnati—Train Dispatcher	CON	2	Dispatcher's Office	Wayside
Queensgate Yd.	CON	1	Hump Tower	Terminal
Queensgate Yd.	CON	1	Trim Tower	Terminal
Oakley	CON	3	Yard Office	Terminal
East Norwood	CON	1	TO Office	Wayside
Ivorydale	CON	3	Yard Office	Terminal
Covington—	CON	1	KC Tower	Terminal

Note—When calling Hump and Trim Tower offices, designate channel number being used.

## 50.18 Handling and Safeguarding Radios

Location of Portable Radio Check-Out and Check-In Points:

Location	Control Point	Control Point Employee
Cincinnati—Oakley East Norwood Cementdale Lockland Ivorydale Queensgate Queensgate	Yard Office Train Order Office Yard Office Agent's Office Yard Office Hump Office Trim Yard Office TO Office	Clerk Operator-Clerk Clerk Clerk Clerk Clerk Clerk
Covington	KC Jct.	Clerk

## 50.19 Instructions—Track Cars and Work Authorities

Track Section Between	Authority for Movement
CS Cabin and NX Cabin	Verbal permission of Yardmaster at KC Jct. for movement with current of traffic only. Movement against current of traffic will be made under flag protection when authorized by Yardmaster.
NX Cabin and MD Cabin, MD Cabin and Wood St., MD Cabin and B&O Jct.	Verbal permission of Yardmaster at KC Junction.
Industrial Lead Chickering Ave. and Dane St.	Verbal permission of Train Dispatcher, Cincinnati, Ohio. Unless assured by Train Dispatcher that there are no conflicting movements, car operators will protect against yard engines within these limits.
B&O Jct. and Eighth St. Connection track between Southern Railway and Eighth Street Oklahoma Track between Eighth Street and Eastward Absolute Signal at East End Storrs	Verbal permission of Train Director, Queensgate Yard.

Note: The employee granting permission for movement of track car must know the track sections are clear of opposing and following trains and engines and opposing track cars before giving authority for movement. Protection must be maintained until track car operator reports clear.

## 50.20 Additional Instructions Applying to Operating Rules

## A—Rule 31—USE OF ENGINE HORN AND BELL

Dayton—Engine bell will be rung continuously when moving within city limits of Dayton 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 horn at least 50 yards before reaching the first street crossing at grade and at each street crossing at grade within Dayton city limits.

This will not relieve trains or engines of sounding engine horn where other rules or conditions require its use. Rule 31 modified.

## B—Rule 79—THRU-TRUSS BRIDGES

Bridge No.	Location	Milepost
6618	Licking River	661.8
6660 (C&C)	Ohio River	666.0
CUT	Cincinnati	0.9

## C—Rule 81-A—TRAIN PROFILE

Train Profile Report will be issued at the following location:  
Queensgate Cincinnati

## D—Rule 83—TRAIN CLEARANCE

(1) Cincinnati Amtrak Station—Eastward trains originating will secure verbal clearance from Yardmaster at KC Junction.

(2) Trains must receive Clearance Form A before leaving stations designated below:

KC Jct. . . . Eastward trains enroute Cincinnati Subdivision of Ohio Division

Note: Outbound crews required to report at Queensgate TO office will confer with operator before departing TO office.

(3) Northward trains and engines will not pass RH Tower without Clearance Form A or verbal permission of Train Dispatcher.

(4) Trains and engines enroute to No. 1 or No. 2 main tracks at Storrs will not pass southward absolute signal at Eighth Street without Clearance Form A.

## E—Rule 93—YARDS

## (1) STEVENS-NEWPORT

Location	Instruction
Main Track	Entering Main Track—Coney: Rule D-252 is modified to permit trains or engines to enter either main track on hand signal from employee handling switch, who must secure permission from Yardmaster at KC Jct. for movement. "Beginning Track Circuit" sign is located on north side of No. 3 Yard lead near clearance point of yard lead and No. 2 main track. Trains or engines must not pass this sign without permission of the Yardmaster at KC Jct.
	Trains operating on No. 2 main track must sound engine horn signal 14(1) and ring bell approaching the Hump Office.
	Coney—Approach Indicators—Green light displayed indicates no train or engine approaching. No light displayed indicates train or engine approaching.
	Electrically Locked Switches—After permission per Rule D-252 has been obtained from Yardmaster at KC Jct. to cross over or enter main track, the electric lock appliance will be unlocked when green approach indicator light is displayed and switches may be lined for movement. To obtain unlock remove padlock, then operate push button and wait until expiration of time limit for unlock.
Entering Yard at Coney	Crews of trains entering No. 10 track Yard 3 must set one hand brake at west end for each 20 cars in train.

## (2) NEWPORT—OB CABIN

Location	Instruction
Covington: 12th and 15th Sts.	Crews picking up cars from No. 2 or No. 3 track between 12th and 15th Streets, Covington, must secure permission of the operator, regardless of signal indication displayed, before making movement. The operator must not give such permission when conflicting movements are involved.



## (3) OB CABIN—WOOD STREET—B&amp;O JCT.

Location	Instructions
No. 1 Ditch Track	Permission for westward movement beyond Wood Street on No. 1 Ditch track must be obtained from Office of Conrail Movement Director by Yardmaster at KC Junction who will then permit westward movement to Conrail by signal indication at Gest Street. Signal indication does not indicate condition of No. 1 Ditch track west of Wood Street.

## (4) CINCINNATI JCT.—STORRS

Location	Instructions
Storrs Yard	Movement may be made over scale located in No. 4 track. Starting or stopping engines on scale is prohibited.
8th Street Yard	Account excessive curvature of tracks, crews switching at this location will not exceed eight (8) miles per hour.

**F—Rule 98—RAILROAD JUNCTIONS AND CROSSING**

## (1) NX Cabin—SBD Crossing

When STOP aspect is displayed on absolute signal, after contacting Operator at KC Junction, crew will be governed as follows:

- Determine L&N train or engine is not fouling or approaching crossing;
- Operate push button on relay case located in southwest quadrant of crossing, as directed by Operator, KC Jct.
- Signal should now clear for Chessie trains. If signal does not display aspect to proceed, Conductor or Engineer will secure permission of Yardmaster and;
- Pass signal at least 30 feet but not foul crossing;
- Wait 5 minutes;
- Place lighted red fusee on each side of crossing;
- Proceed in accordance with Rule 509-A.

## (2) Southern Crossing

The electrically locked hand operated switch in Southern Connection Track is lined normal for movement to and from west Lead of Southern Railway and all such movements are governed by signal indication. Movements from Chessie to Southern Railway through this switch in reverse position will also be governed by signal indication; however, unlock must be secured before passing signal governing movement across Chessie rails.

Movements which are to be made from Southern Railway through this switch reversed must stop before reaching Southern Railway West Lead and secure unlock and authority to occupy Southern Connection Track from Queensgate Train Director, as such movements are not governed by signal indication.

Cars and equipment must not be left fouling crossing of Southern Railway West Lead with Southern Connection Track where it can be avoided. Cars or equipment on either track fouling this crossing will prevent movement across Chessie rails by signal indication.

Incomplete movements on Southern Connection Track at crossing of Chessie rails will not permit automatic restoration of Special Crossing Circuit. An incomplete movement exists when engine or leading car passes signal at crossing permitting movement to proceed, or in the case of movement from Southern Railway through electrically-locked switch in reverse position when engine or leading car crosses West Lead, and then reverses movement without having occupied the track section on either side of crossing. Even though reverse movement is made in accordance with the rules and clears these limits, movement cannot be made by signal indication on Chessie rails or Southern Connection Track over the crossing until the Special Crossing Circuit is restored. When such a condition exists, the track model light for the Southern Connection Track will remain illuminated on Control Machine.

When instructed by the Train Director, a member of crew will operate emergency push button located in control box on instrument house in southwest quadrant of crossing, but only if crossing is seen to be clear of all cars or equipment. When Special Crossing Circuit is restored, the track model light will be extinguished and movement by signal indication should now be possible.

## (3) Non-Interlocked Railroad Grade Crossings

Station	Crossing	Position of Tilting Target
Mill Street	Southern	Horizontal for B&O
Eight Street	Southern	Vertical for B&O

**G—Rule 105—USE OF SIDINGS AND SPECIFIED TRACKS**

Ivorydale Jct.	Trains or engines must not clear in Industrial Spur Track serving Western Paper Company and Queen City Lumber Company.
Industrial Spur	Apple St. and Cincinnati Junction—Will be used as an industrial track for movements in both directions and will be used only on permission of Train Director, Queensgate.
Lockland	Account close clearance on the Lead Track leading to Diamond National Company and the Philip Carey tracks, employees are prohibited from making simultaneous moves on this lead and Philip Carey tracks.
No. 5 Freight Main	Permission of Train Dispatcher is required for all train and engine movements on No. 5 freight main between turnout located east of Hopple Street and west switch of lead tracks to Stockyards.
Queensgate Yard	All train and engine movements within Queensgate Yard will not exceed 10 mph.

**H—Rule D-151—MOVEMENT AGAINST CURRENT OF TRAFFIC**

(1) Movements against the current of traffic between CS Cabin and NX Cabin may be made on verbal permission of the Yardmaster at KC Jct. who must know track is clear and protection has been provided by the blocking of signals and/or switches before authorizing movement. Following movement will not be permitted. Protection must be maintained until movement is completed.

(2) Movements against the current of traffic may be made between Wood St. and MD Cabin on No. 1 Ditch track on verbal permission of Yardmaster at KC Jct. who must know protection has been provided by the blocking of signals and/or switches before authorizing the movement. Following movement against current of traffic will not be permitted.

**I—Rule 221—TRAIN ORDER SIGNALS**

(1) Ivorydale Jct.—Westward train order signal located on east side of Train Order Office will apply to trains from Conrail.

(2) East Norwood—Train order signal located on the south side of the Train Order Office will govern the movement of all westward trains and eastward Ohio Division trains. The train order signal located on the west side of the Train Order Office will govern movements of eastward Cincinnati Terminal Subdivision trains.

(3) Train order signals will apply to all trains and engines on main tracks.

(4) Queensgate—Trains will receive Clearance Form A as shown by Item 50.20 D. Rule 221 modified.

**J—Rules 224-A and 224-B—TRAIN ORDER SIGNALS NOT IN CONFORMITY WITH THE RULES**

Ivorydale Jct.—Rules 224-A and 224-B are modified to permit the use of Conrail yellow train order signal light located north of westward main track and governs eastward trains enroute Conrail only.

**K—Rule 262—TCS RULES**

Southward trains or engines switching on No. 1 or No. 2 lead tracks Eighth Street may reverse direction without permission of Train Dispatcher or signal indication when rear of movement stops north of Northward Absolute Signals at Eighth Street. Power operated switches need not be protected by man on ground. Rule 262 modified.

**L—Rule 277—MOVEMENT AT CENTER SIDING GLENDALE**

“CS” Sign in service east side Center Siding 661 ft. south of MP 15. Trains and engines occupying siding must stay south of CS Sign and not foul main tracks until permission to proceed is obtained and route is aligned.

Listed below are instructions for movement at south end Center Siding. Control box is located on west side of Center Siding. Crew members must obtain permission before entering main tracks:

- (1) Movement from siding to No. 1 main—Remove padlock from derail and push No. 1 push button to initiate an unlock of derail and No. 1 main track switch.
- (2) Movement from siding to No. 2 main track—Remove padlock from derail and push No. 2 push button to initiate an unlock for the derail and the crossover between center siding and No. 2 main track. The north end of crossover must be reversed and padlock replaced on switch before derail can be moved (electric lock on north end is a tandem lock).
- (3) Movement from No. 2 main track to Center Siding—Crossover must be reversed and padlock reinstalled in north end of crossover before derail can be removed.
- (4) In order to return north end of crossover to normal position the derail must be put back to the derailing position except when No. 1 main track switch is reversed.

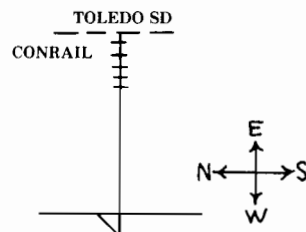
**50.51 Inbound Inspection of Train Brakes**

Inbound inspection of air brakes will be made by car inspectors on all cars yarded in Queensgate Yard. Before making a cut when yarding train and/or before detaching locomotive, the brake pipe pressure must be reduced to zero at Service Rate. Do not permit emergency application of air brakes.

**51.00 DAYTON AND UNION SUBDIVISION**

**51.01 Stations Listing and Diagram**

Mile Post	Stations
0.6	Miami City Jct. 4.7
5.3	STILLWATER 9.9
15.2	Dodson 11.4
26.6	Arcanum



**51.03 Designation and Use of Main Tracks**

Track Section Between	Authority for Movement	Track/s
Miami City Jct. and Stillwater	Conrail Rules	Single
Stillwater and Arcanum	Rules S-241	Single

**51.04 Joint Use of Tracks**

Trains and engines will use Conrail tracks in accordance with their timetables, rules, and regulations between Miami City and Stillwater.

**51.05 Maximum Authorized Speed**

Between	MPH
Stillwater and Arcanum	25

**51.06 Speed Restrictions—Locations**

Between	MPH
MP 15.2 and MP 15.5	10
Through turnouts and crossovers	10

**51.09 Engine and Equipment Restrictions**

- A. Heavy Cars—Cars with gross weight exceeding 263,000 lbs. must not be operated without authority of the Superintendent-Operations.
- B. Wreck cranes—250 ton or greater capacity wreck cranes are prohibited.

**51.12 Instructions—Highway and Street Crossings**

A. Trains and engines will stop before moving over the highway and/or street crossings designated below:

Location	Highway or Street
Dodson	Route 440 at MP 16.5 (See Note 1)

Note 1—Dodson—Member of crew must flag highway traffic at Route 440 crossing before proceeding.

B. Arcanum—At Main Street crossing on Mill Track, trains and engines must stop within 70 ft. of, but clear of crossing, until Traffic Control Devices have operated for at least twenty (20) seconds and street is clear of traffic before fouling crossing. If Traffic Control

Control Devices have operated for at least twenty (20) seconds and street is clear of traffic before fouling crossing. If Traffic Control Devices fail to operate, member of crew must protect the crossing in advance of each train movement.

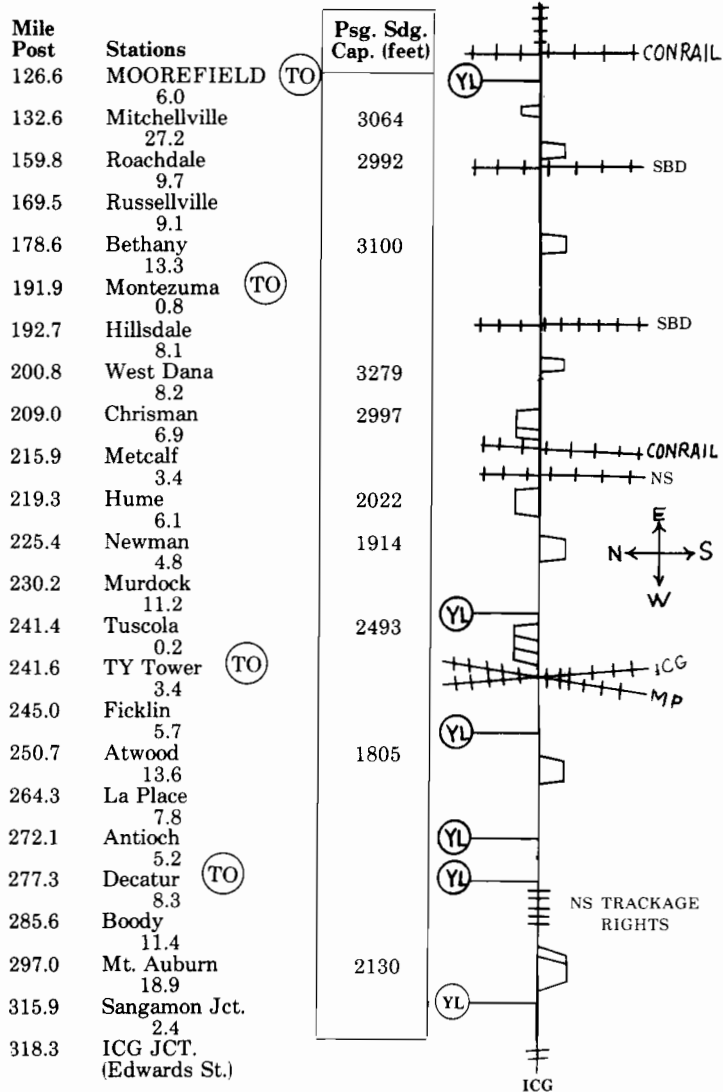
51.20 Additional Instructions Applying to Operating Rules

Rule 105—USE OF SIDINGS AND SPECIFIED TRACKS

Movements on Arcanum Industrial track will be made in accordance with Rule 105 at a speed not to exceed 20 MPH.

52.00 DECATUR SUBDIVISION

52.01 Stations Listing and Diagram



Abbreviations:

(TO)—Train Order Office      (YL)—Yard Limits

52.02 Train Order Offices Open

Office	Office Hours		Remarks
	From	To	
Moorefield	CON	CON	
Montezuma	8:00 AM	5:00 PM	Daily except Sat. and Sun.
TY Tower	CON	CON	
Decatur	CON	CON	

52.03 Designation and Use of Main Tracks

Track Section Between	Authority for Movement	Track/s
Moorefield (Miley Ave.) and MP 130.3	Rule 93	Single
MP 130.3 and MP 240	Rule S-97	
MP 240 and TY Tower	Rule 93	
TY Tower	Rules 605-670 (93)	
TY Tower and MP 247	Rule 93	
MP 247 and MP 271.3	Rule S-97	
MP 271.3 and NS Railroad, Decatur	Rule 93	
NS Railroad Decatur and Boody	NS Rules	
Boody and Sangamon Jct.	Rule S-97	
Sangamon Jct. and ICG Jct.	Rule 93	

52.04 Joint Use of Tracks

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

Between Decatur and Boody . . . . . NS  
 Between Edwards St. and Avenue . . . . . ICG  
 Between Avenue and WR Tower . . . . . C&IM

52.05 Maximum Authorized Speed

Between	MPH
Moorefield and Decatur	30
Boody and ICG Jct.	25

52.06 Speed Restrictions—Locations

Between	MPH
L&N Crossing, Roachdale	20
L&N Crossing, Hillsdale	20
Conrail Crossing, Chrisman	20
NS Crossing, Metcalf	20
MP 225.0 and MP 225.7 (Newman)	15
MP-ICG Crossing, Tuscola	20
MP 314.8 and Sangamon Jct.	20
Sangamon Jct.—over switch	10
Through turnouts, crossovers and sidings	10

52.07 Speed Restrictions—Equipment

Trains pushing wreck cranes must not exceed 20 M.P.H.

52.08 Checking Speedometer on Engines

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

Between MP 137 and MP 138  
 Between MP 272 and MP 273  
 Between MP 313 and MP 314

52.09 Engine and Equipment Restrictions

A. Between the locations specified below, trains handling loaded 95 ton or greater capacity hi-cube 3800 to 4800 cubic feet covered hoppers will avoid operation in the speed range of 14 to 21 MPH. If speed cannot be maintained at or above 22 MPH, the speed of the train must be reduced to below 14 MPH. Train and engine crews will determine from the train profile or be furnished a message notifying them when their train contains any of these restricted cars.

MP 285.9 and MP 286.1  
 State Route 29 Bridge and Sangamon Jct.

B. Heavy Cars—Cars with gross weight exceeding 263,000 lbs. must not be operated except that between Tuscola and Ficklin cars with gross weight not exceeding 280,000 lbs. may be operated.

C. Engines and/or equipment are restricted in use of tracks, bridges and trestles, as designated below:

Station, Track Bridges	Engine or Equipment	Restriction
Entire Subdivision	6 axle units	Must not operate on
	250 ton or greater capacity wreck cranes except B&O 940503	
Bloomington over Bridge 156 at MP 185.9	Wreck Crane: B&O 940503	Must not exceed 15 MPH
Montezuma: Gravel Pit Track	Engines	Must not operate south of loading tipple in gravel pit.
Bridge 180 at MP 203.7	Cars with gross weight exceeding 240,000 pounds	Must not exceed 20 MPH
Hume: Hume Lumber Track	Engines	Must not operate beyond 3 car lengths east of clearance point.
Murdock Mine: Empty tracks 1, 2, and 3	Engines and Cars	Must not operate between east end of scale and warning signs.
Ficklin: U.S.I. Plant	Engines	Must not operate within three car lengths of any loading rack.
Sangamon Jct. over Bridge 205 at MP 316	Wreck Crane: B&O 940503	Must not exceed 20 MPH

52.10 Location of Standard Clocks, Bulletins and Notices

Station	Location of Clocks	Location of Bulletins and Notices
Moorefield	TO Office	TO Office
	Dispatcher's Office	Dispatcher's Office
Tuscola	Agent's Office	Agent's Office
Decatur	TO Office	TO Office
Ridgley	ICG Yard Office ICG Engine House	ICG Yard Office ICG Engine House



52.11 Crossings Equipped with Motion Detectors

Location	Highway or Street	Direction of Movement	Tracks
Newman	Broadway	Eastward & Westward	Main
Murdock	Rt. 522	Eastward & Westward	Main
2501 ft. west of MP 132	21st Street	Eastward & Westward	Main

52.12 Instructions—Highway and Street Crossings

A. Trains and engines will stop before moving over highway and/or street crossings designated below:

Location	Highway or Street
Mitchellville	21st Street (Passing Siding)
Atwood	Main Street (House Track)

B. Decatur, Illinois-CPL Signal located 15 feet west of Eldorado Street governs eastward movements over Eldorado Street Crossing. This signal operates in conjunction with flasher light signals and will display two lunar lights when flashers are operating and two red lights when flashers are not operating.

(1) Signal will normally display two lunar lights on approach of eastward trains. The approach circuit extends 500 feet west of street crossing and if occupied for more than 70 seconds before signal is passed, signal will display two red lights and flashers will stop operation.

(2) To cause signal to display two lunar lights, leading car or engine must occupy track between CS Sign, located 50 feet west of crossing, and CPL signal for 20 seconds.

(3) If, after complying with above, signal does not display two lunar lights, crew member will flag highway traffic before fouling crossing.

52.17 Radio Base Stations

Location	Hours of Operation	Channel Monitored	Control Point	Type Station
Indianapolis (Moorefield)	CON	1	Yard Office	Wayside
Tuscola	8 AM to 10 PM	1	Agent Office	Wayside
Decatur	CON	1	Yard Office	Wayside

52.18 Handling and Safeguarding Radios

Location of Portable Radio Check-Out and Check-In Points:

Location	Control Point	Control Point Employee
Indianapolis—Moorefield Yard	Yard Office	Clerk
Tuscola	Agent's Office	Clerk
Decatur	Yard Office	Clerk
Ridgley	GYM Office-ICG	Yardmaster

52.20 Additional Instructions Applying to Operating Rules

A—Rule 79—THRU-TRUSS BRIDGES

Bridge No.	Location	Milepost
105	Mitchellville	130.6
165	Montezuma	191.9

B—Rule 83—TRAIN CLEARANCE

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

Moorefield All trains  
Decatur All trains  
WR Tower All trains

NOTE: Trains originating at Tuscola must call operator at TY Tower for instructions when going on duty.

C—Rule 98—RAILROAD JUNCTIONS AND CROSSINGS

When STOP aspect is displayed by absolute signals governing movement over railroad crossings at grade listed below, crew will be governed as indicated:

(1) Roachdale—SBD Crossing

- Determine SBD train or engine is not fouling or approaching crossing;
- Operate push button located in box at crossing and hold for 5 seconds. If indicator lamp is illuminated, signal should clear immediately. If not illuminated, signal should clear after 5 minutes. If signal does not display aspect to proceed, pass signal at least 30 feet but not foul crossing;
- Wait 5 minutes;
- Place lighted red fusee on each side of crossing and proceed.

(2) Hillsdale—SBD Crossing

- Determine SBD train or engine is not fouling or approaching crossing;
- If indicator lamp is illuminated, operate push button and hold for 5 seconds. If indicator lamp is not illuminated, wait 5 minutes and if no conflicting move is evident, operate push button and hold 5 seconds;
- Signal should clear after 6 minutes for Chessie trains. If signal does not display aspect to proceed, pass signal at least 30 feet but not foul crossing;
- Wait 5 minutes;
- Place lighted red fusee on each side of crossing and proceed.

A push button is located on mast of each absolute signal to be depressed to cause governing signal to display an aspect to proceed to move over crossing after train or engine has moved over and cleared crossing and finds it necessary to return.

(3) Chrisman—Conrail Crossing

- Determine Conrail train or engine is not fouling or approaching crossing;
- If indicator lamp is lighted, operate push button and hold for 2 seconds. If indicator lamp is not illuminated wait 5 minutes and if no conflicting move is evident, operate push button and hold for 2 seconds;
- Signal should clear after 5 minutes for Chessie trains. If signal does not display aspect to proceed, pass signal at least 30 feet but not foul crossing;
- Wait 5 minutes;
- Place lighted red fusee on side of crossing and proceed.

Engine return push button located on westward absolute signal will be used to return to train after switching movement.

(4) Metcalf—NS Crossing

- Determine NS train or engine is not fouling or approaching crossing;
- If indicator lamp is lighted, operate emergency time release marked "B&O" by turning knob clockwise as far as possible holding for one second and releasing. Allow time release to return to normal position. If indicator lamp is not lighted, wait 5 minutes before operating emergency release;
- Signal should now clear for Chessie trains. If signal does not display aspect to proceed, pass signal at least 30 feet but not foul crossing.
- Wait 5 minutes;
- Place lighted red fusee on each side of crossing and proceed.

To make reverse move after switching, depress push button marked "B&O".

**D—Rule 99—FLAGGING DISTANCES**

When necessary to provide rear end flag protection, flagman must go back not less than distance shown below:

Between Moorefield and West Dana 6,800 ft.  
 Between West Dana and Sangamon Jct 2,850 ft.

**E—Rule 104—HAND OPERATED SWITCHES**

Sangamon Jct.—Normal position of switch is for movement on Decatur Subdivision.

**52.51 Excepted Track**

The track between Boody and ICG Jct. is designated Excepted Track (Article 213.4 FRA Track Safety Standards) with the exception of all bridges and highway grade crossings.

Speed must not exceed 10 MPH.

No freight train shall be operated that contains more than five cars that require placarding per hazardous material regulations.

**53.01 Stations Listing and Diagram**

Mile Post	Stations	Psg. Sdg. Cap. (feet)	Diagram
25.4	HAMILTON (TO)		
26.9	Belt Jct.		
33.2	McGonigle	7250	
39.5	Oxford		
48.2	Cottage Grove		
53.0	Liberty		
62.9	Lyonsville	3350	
67.3	Connersville (TO)	1750	
68.8	Salters	3300	
79.0	Mauzy	3300	
85.1	Rushville	1300	
92.1	Arlington	3500	
99.0	Morristown	1750	
103.6	Fountaintown		
113.5	Julietta	3900	
119.7	Irvington		
121.9	Pine Jct.		
122.4	State Street		
124.5	Indianapolis		
126.6	MOOREFIELD (TO)		

Abbreviations:

(TO)—Train Order Office

(YL)—Yard Limits

**53.02 Train Order Offices Open**

Office	Office Hours		Remarks
	From	To	
Hamilton	CON	CON	
Connersville	7:00 AM	4:00 PM	Daily except Sat. and Sun.
Moorefield	CON	CON	

## 53.03 Designation and Use of Main Tracks

Track Section Between	Authority for Movement	Track/s
Hamilton and Belt Jct.	Rules 265-272 (93)	Single
Belt Jct. and MP 29	Rule 93 (501-515A APB)	
MP 29 and WAS Cottage Grove	Rules 381-390 (501-515 APB)	
WAS Cottage Grove and MP 65.7	Rule S-97 (501-515A APB)	
MP 65.7 and MP 69.6	Rule 93 (501-515A APB)	
MP 69.6 and Rushville	Rule S-97 (501-515A APB)	
Rushville	Rules 605-670	
Rushville and MP 116.7	Rule S-97 (501-515A APB)	
MP 116.7 and MP 123.7	Rule 93 (501-511-B and 511-D-515-A APB)	
MP 123.7 and Moorefield (Miley Ave.)	Conrail	

## 53.035 Designation of Verbal Blocks

Track Section Between	Name of Block
MP 29 and WAS W.E. McGonigle	MACK
WAS W.E. McGonigle and EAS Cottage Grove	GROVE

## 53.04 Joint Use of Tracks

Chessie trains and engines will use Conrail tracks in accordance with their timetables, rules and regulations between MP 123.7 and Moorefield.

## 53.05 Maximum Authorized Speed

Between	MPH
Hamilton and Cottage Grove	50
Cottage Grove and MP 119.4	40
MP 119.4 and MP 123.7	30

## 53.06 Speed Restrictions—Locations

Between	MPH
MP 25.7 and MP 26.4	15
MP 26.4 and MP 27	20
MP 27 and MP 30	35
MP 38.3 and MP 41.7 (Oxford)	35
MP 52.5 and MP 53.3	35
MP 59 and MP 60.5	35
MP 66.0 and MP 68.1 (Connersville)	15
MP 71 and MP 73	35
MP 84.5 and MP 85.5 (Rushville)	15
MP 123.0 and MP 126.6	15
Through turnouts, crossovers and sidings	10

## 53.07 Speed Restrictions—Equipment

Units with 6 axles must not exceed 25 MPH between the following locations:

MP 52.5 and MP 53.3  
MP 58.5 and MP 59.5  
MP 71 and MP 73

## 53.08 Checking Speedometer on Engines

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

Between MP 36 and MP 37  
Between MP 112 and MP 113

## 53.09 Engine and Equipment Restrictions

A. Between Hamilton and MP 26, trains handling loaded 95-ton or greater capacity hi-cube 3800 to 4800 cubic feet covered hoppers will avoid operation in the speed range of 14 to 21 MPH. If speed cannot be maintained at or above 22 MPH, the speed of the train must be reduced to below 14 MPH. Train and engine crews will determine from the train profile or be furnished a message notifying them when their train contains any of these restricted cars.

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

C. Rushville—Engines must not operate on Rushville Lumber Track

D. Rushville—Engines must not operate under loading spout Rush County Grain Elevator.

## 53.10 Location of Standard Clocks, Bulletins and Notices

Station	Location of Clock	Location of Bulletins and Notices
Hamilton	Pit Yard Office	Pit Yard Office
	TO Office	Enginehouse
Moorefield	TO Office	TO Office
Moorefield	Dispatcher's Office	Dispatcher's Office

## 53.11 Crossings Equipped with Motion Detectors

Location	Highway or Street	Direction of Movement	Tracks
McGonigle	Stahlhaber Rd.	Eastward & Westward	Main
Morristown	Rangeline Rd.	Eastward & Westward	Main
Indianapolis	Holt Road	Eastward & Westward	Main

## 53.12 Instructions—Highway and Street Crossings

A. Trains and engines will stop before moving over highway and/or street crossings designated below:

Location	Highway or Street
Liberty	State Route 44 (Siding and House Track)
Glenwood	Main St. (House Track)
New Palestine	Depot St. (House Track)
Indianapolis	Ritter Ave. (Siding and Team Track)

53.17 Radio Base Stations

Location	Hours of Operation	Channel Monitored	Control Point	Type Station
Indianapolis Moorefield Yd.	CON	1	Yard Office	Wayside
Hamilton	CON	1	TO Office	Wayside

53.18 Handling and Safeguarding Radios

Location of Portable Radio Check-Out and Check-In Points:

Location	Control Point	Control Point Employee
Indianapolis—Moorefield Yard	Yard Office	Clerk

53.19 Instructions—Track Cars and Work Authorities

Between Hamilton and Belt Jct.—Track car movements may be made on verbal permission of Operator at Hamilton.

53.20 Additional Instructions Applying to Operating Rules

A—Rule 36—LOCATION AND USE OF SPRING SWITCHES

Location	Normal Position For Movement on	Designated Speed in Normal Position	
		Facing Movement	Springing Switch
McGonigle—East and West End of Passing Siding	Main Track	Max. Auth. Speed	15 MPH

Note 1—Push button is located in box attached to governing signal.

Note 2—Conductor or Engineer will operate push button and be governed by the aspect displayed by the leaving signal, then wait five minutes before fouling the track to be entered. To expedite their movement, push button should be operated immediately after the passage of train they have authority to follow.

When trains meet at passing siding, push button will be operated as soon as the rear of the train to be met has passed the fouling point of the siding. Movement from siding to main track will be governed by the indication displayed by the leaving signal.

B—Rule 79—THRU-TRUSS BRIDGES

Bridge No.	Location	Milepost
2	Hamilton	26.1

C—Rule 83—TRAIN CLEARANCE

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

Hamilton	Trains originating and trains enroute Hamilton SD
Moorefield	All trains

D—Rule 93—RAILROAD JUNCTIONS AND CROSSINGS

When STOP aspect is displayed by absolute signals governing movement over railroad crossings at grade listed below, crew will be governed as indicated:

(1) Cottage Grove—Hamilton and Miami Subdivisions

After contacting Train Dispatcher, crew will proceed in accordance with Rule 509-A.

(2) Rushville—NS Crossing

After contacting Train Dispatcher, crew will:

- Determine NS train or engine is not fouling or approaching crossing;
- Operate emergency release push button;
- Signal should clear after 1 minute for Chessie trains. If signal does not display aspect to proceed, Conductor or Engineer will secure permission of Train Dispatcher and;
- Pass signal at least 30 feet but not foul crossing;
- Wait 5 minutes;
- Place lighted red fusee on each side of crossing;
- Proceed in accordance with Rule 509-A.

To return to train after making switching move over crossing, eastward trains will operate push button on westward NS absolute signal. After completing reverse movement, push button on eastward NS absolute signal must be operated. Westward trains making reverse move must operate push button on eastward NS absolute signal.

E—Rule 221—TRAIN ORDER SIGNALS

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

Hamilton	Trains originating and Trains enroute Hamilton SD
----------	---

F—Rule 501—AUTOMATIC BLOCK SIGNAL RULES

(1) Signal circuits are arranged for westward traffic as superior movement. When eastward trains or engines occupy the main track to the east end of siding and arrive at a meeting point before westward opposing train has entered the route, a member of the crew must immediately operate the push button located at the east end of all siding tracks, with the exception of Rushville and Connersville, in order to clear opposing absolute signal for the westward trains.

(2) McGonigle—Push button labeled "A-327 STOP" will be used when complying with (1) above. Push button labeled "A-326 CLEAR" will be used upon permission of Train Dispatcher.

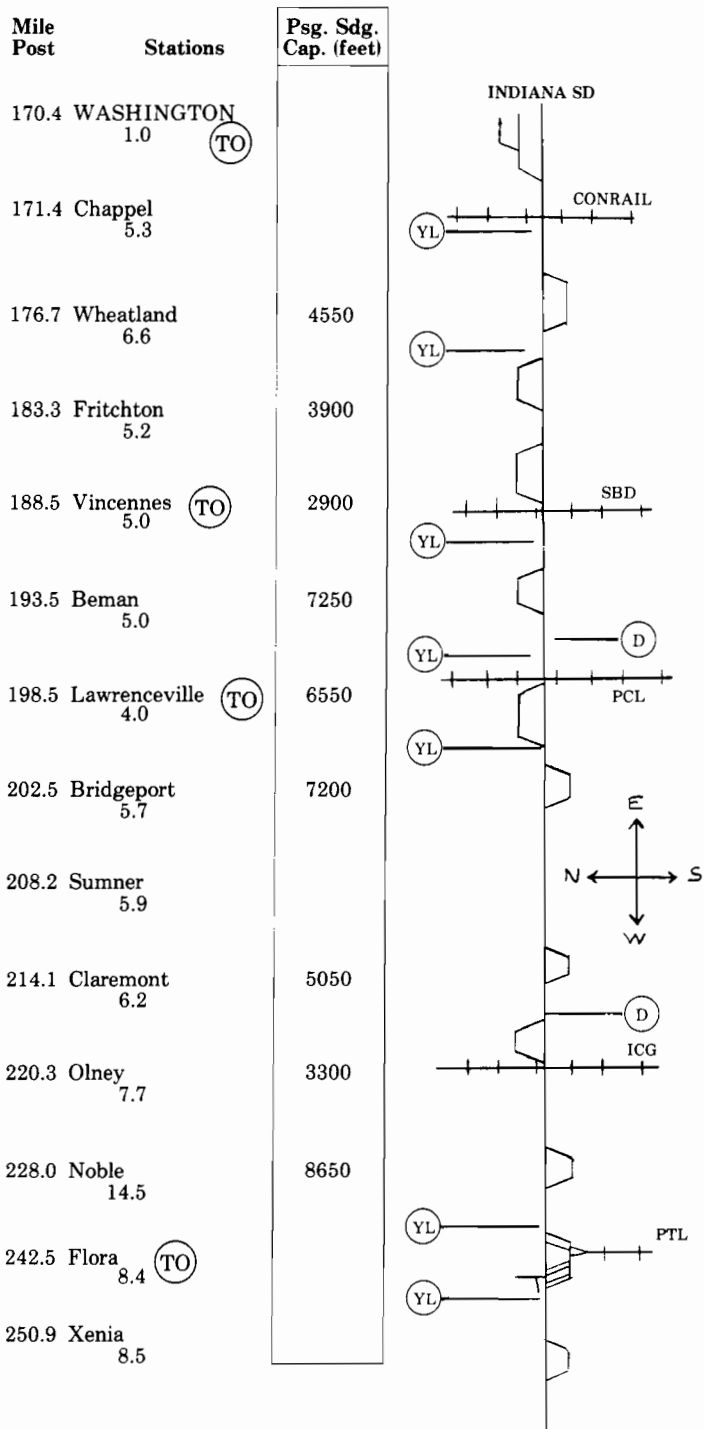
When trains move out of passing siding to make reverse move on main track a member of crew will operate push button located in box on signal which governs to restore operation of the signal.

(3) Rushville—Westward absolute signal located 369 ft. west of Harrison St. is on south side of main track.

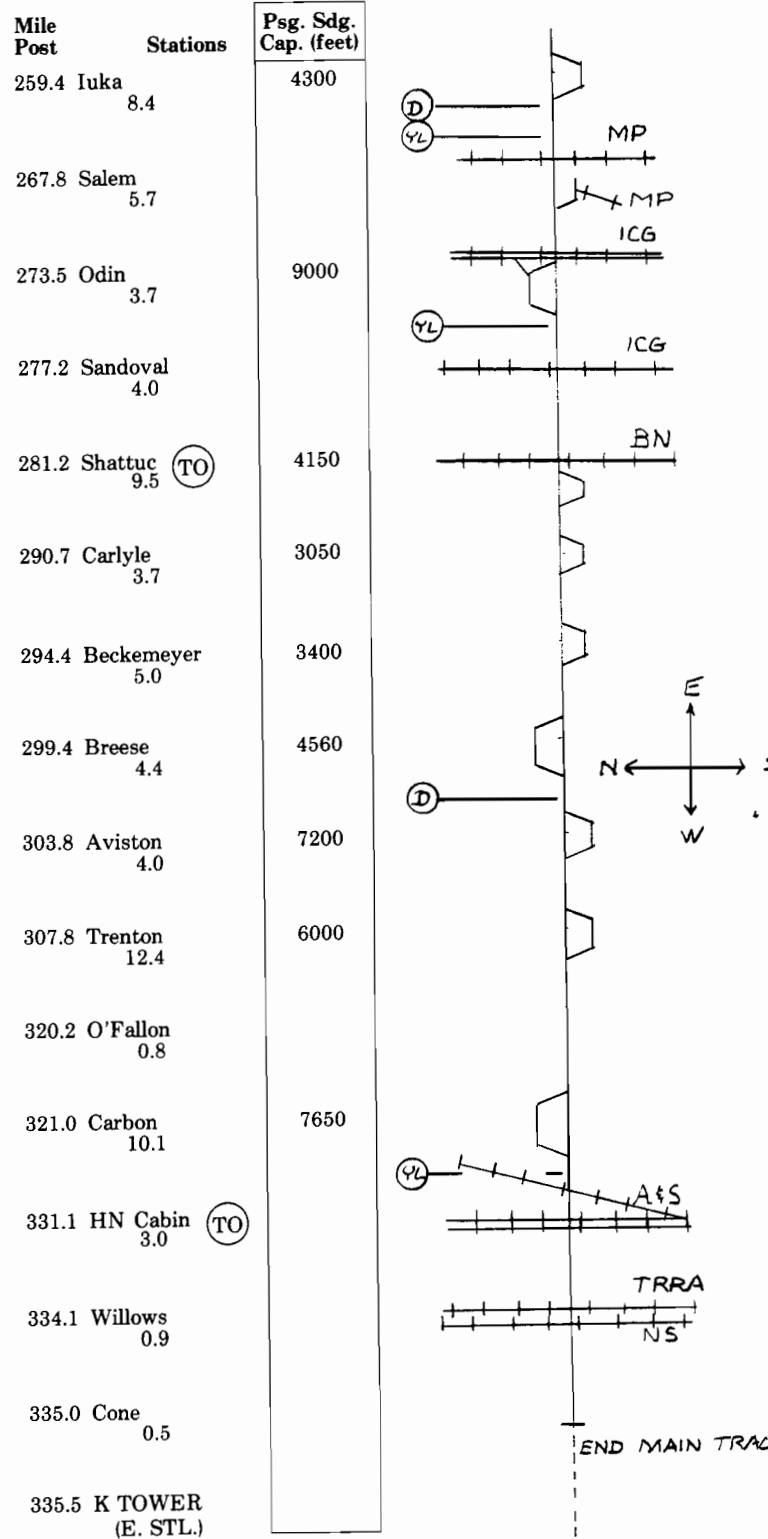


54.00 ILLINOIS SUBDIVISION

54.01 Stations Listing and Diagram



54.00 ILLINOIS SUBDIVISION (Continued)



Abbreviations:

(TO) — Train Order Office (D) — Defective Equipment (YL) — Yard Limits

## 54.02 Train Order Offices Open

Office	Office Hours		Remarks
	From	To	
Washington	CON	CON	
Vincennes	CON	CON	
Lawrenceville	CON	CON	
Flora	CON	CON	
Shattuc	CON	CON	
HN Cabin	CON	CON	

## 54.03 Designation and Use of Main Tracks

Track Section Between	Authority for Movement	Track/s
Washington and MP 172.3	Rule 93 (501-515A APB)	Single
MP 172.3 and MP 183	Rule S-97 (501-515A APB)	
MP 183 and Vincennes	Rule 93 (501-515A APB)	
Vincennes	Rules 605-670 (93)	
Vincennes and MP 190	Rule 93 (501-515A APB)	
MP 190 and MP 196.4	Rule S-97 (501-515A APB)	
MP 196.4 and Lawrenceville	Rule 93 (501-515A APB)	
Lawrenceville	Rules 605-670 (93)	
Lawrenceville and MP 200.6	Rule 93 (501-515A APB)	
MP 200.6 and MP 240.8	Rule S-97 (501-515A APB)	
MP 240.8 and MP 244.8	Rule 93 (501-515A APB)	
MP 244.8 and MP 266.5	Rule S-97 (501-515A APB)	
MP 266.5 and MP 276	Rule 93 (501-515A APB)	
MP 276 to Shattuc	Rule S-97 (501-515A APB)	
Shattuc	Rules 605-670	
Shattuc and MP 329.6	Rule S-97 (501-515A APB)	
MP 329.6 and HN Cabin	Rule 93 (501-515A APB)	
HN Cabin	Rules 605-670 (93)	
HN Cabin and Willows	Rules 265-272 (93)	
Willows	Rules 605-670 (93)	
Willows and 2874 Feet West	Rule 93	

## 54.04 Joint Use of Tracks

BN trains and engines will be governed by Chessie timetables, rules, and regulations between Shattuc and Willows.

## 54.05 Maximum Authorized Speed

Between	MPH
Washington and Willows	60

## 54.06 Speed Restrictions—Locations

Between	MPH
MP 170.4 and MP 171.8	35
Pole 186.9 and MP 189.3 (Vincennes)	25
MP 198 and MP 198.5 (Lawrenceville)	40
Pole 241.4 and MP 243.6 (Flora)	45
MP 324.4 and MP 328.1	30
Through turnouts, crossovers and sidings	10
Willows and 2874 Feet West	10

## 54.07 Speed Restrictions—Equipment

Trains with one or more empty cars in consist must not exceed 55 MPH (Flat cars with one or more loaded or empty trailers or containers will be considered loaded cars.)

## 54.08 Checking Speedometer on Engine

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

- Between MP 178 and MP 179
- Between MP 316 and MP 317

## 54.09 Engine and Equipment Restrictions

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

B. Engines and/or equipment are restricted in use of tracks, bridges and trestles, as designated below:

Station, Track Bridge	Engine or Equipment	Restriction
Washington, Ind.: U.S. Railway Mfg. Co. Scales	Cars	Must not exceed 5 MPH when passing over scales
Vincennes, Ind.: Middle South Back South North Side Extension L&N Transfer	SD-7, SD-9, SD-18, SD-35, SD-40, SD-40-2, U-30-C	
Sumner, Ill.: Brian Spur Track (Over Pit)	Engines	Must not operate on.
Olney, Ill.: East and West Leg of Wye	SD-7, SD-9, SD-18, SD-35, SD-40, SD-40-2, U-30-C	
Flora, Ill.: Dowell Spur Track (Over Pit)	Engines	

## 54.09 Engine and Equipment Restrictions—continued

Station, Track Bridge	Engine or Equipment	Restriction
Flora, Ill.: East and West Leg of Wye	SD-7, SD-9, SD-18, SD-35, SD-40, SD-40-2, U-30-C	Must not operate on.
Trenton, Ill.: Coop Track	SD-7, SD-9, SD-18, SD-35, SD-40, SD-40-2, U-30-C	
O'Fallon, Ill.: Excel Midwest Magnafab	SD-7, SD-9, SD-18, SD-35, SD-40, U-30C, SD-40-2	
	GP-7, GP-9, GP-30, GP-35, GP-38, GP-39, GP-40, GP-40-2	May operate single unit only.

## 54.10 Location of Standard Clocks, Bulletins and Notices

Station	Location of Clock	Location of Bulletins and Notices
Washington	TO Office	Register Room
	Chief Dispatcher's Ofc.	
	Dispatcher's Office	
Vincennes	TO Office	TO Office
Lawrenceville	TO Office	
Flora	TO Office	TO Office
Shattuc	TO Office	
Breese	TO Office	
Cone	TO Office Crew Locker room	TO Office Crew Locker room

## 54.11 Crossings Equipped with Motion Detectors

Location	Highway or or Street	Direction of Movement	Tracks
Wheatland	SR 550	Eastward & Westward	Main & Siding
Vincennes	Emission Ave.	Eastward & Westward	Main
Olney, Ill.	Rt. 1722 TR168A	Eastward & Westward Eastward & Westward	Main Main
Noble, Ill.	Noble St.	Eastward & Westward	Main
Xenia, Ill.	Main St.	Eastward & Westward	Siding
Salem, Ill.	College Ave.	Eastward & Westward	Main
Sandoval, Ill.	FAS 1797	Eastward & Westward	Main
Beckemeyer, Ill.	TR 122	Eastward & Westward	Main
Beckemeyer, Ill.	Louis St.	Eastward & Westward	Siding
Breese, Ill.	TR 70, TR 90 and TR 145	Eastward & Westward	Main
Aviston, Ill.	Page St.	Eastward & Westward	Siding

## 54.11 Crossings Equipped with Motion Detectors—continued

Location	Highway or or Street	Direction of Movement	Tracks
Aviston, Ill.	Clinton St.	Eastward & Westward	Siding
Trenton, Ill.	Main St.	Eastward & Westward	Siding
Trenton, Ill.	SR 160 Garfield	Eastward & Westward	Siding
O'Fallon, Ill.	Smiley St.	Eastward & Westward	Main
O'Fallon, Ill.	Vine St.	Eastward & Westward	Main
O'Fallon, Ill.	Lincoln St.	Eastward & Westward	Main
O'Fallon, Ill.	SR 14	Eastward & Westward	Main
O'Fallon, Ill.	Venita Dr.	Eastward & Westward	Main & Siding
Carlyle	12th St.	Eastward & Westward	Siding
Carlyle	8th St.	Eastward & Westward	Siding

## 54.12 Instructions—Highway and Street Crossing

Trains and engines will stop before moving over North Street Flora.

## 54.13 Defective Equipment Detectors

A. (MP 195.6)—Hot journal, dragging equipment and loose wheel detector. Trains actuating detector will cause oscillating or white light to be displayed for eastward trains on ground mast of signal 1942 and for westward trains on ground mast of signal 1977. When light is displayed eastward trains will stop at east end Beman passing siding and westward trains will stop at west end Lawrenceville passing siding to call operator for instructions.

B. (MP 217.8)—Hot journal and loose wheel detector. Trains actuating detector will cause strobe light or oscillating white light to be displayed for eastward trains on ground mast of signal 2158 and for westward trains on ground mast of signal 2191. When light is displayed eastward trains will stop at west end Claremont passing siding and westward trains will stop at west end Olney passing siding to call operator for instructions.

C. (MP 262.9)—Hot journal dragging equipment and loose wheel detector. Trains actuating detector will cause strobe light or oscillating white light to be displayed for eastward trains on ground mast of signal 2618 and for westward trains on ground mast of signal 2647. When light is displayed eastward trains will stop at west end Iuka passing siding and westward trains will stop at Absolute Signal just east of MP Railroad crossing Salem to call operator for instructions.

D. (MP 301.6)—Hot journal and loose wheel detector. Trains actuating detector will cause strobe light or oscillating white light to be displayed for eastward trains on ground mast of signal 3002 and for westward trains on ground mast of signal 3033. When light is displayed eastward trains will stop at east end of passing siding Breese and westward trains will stop at west end of Aviston passing siding to call operator for instructions.

## 54.17 Radio Base Stations

Location	Hours of Operation	Channel Monitored	Control Point	Type Station
Washington	CON	1	TO Office	Wayside
Flora	CON	1	TO Office	Wayside
Shattuc	CON	1	TO Office	Wayside
HN Cabin	CON	1	TO Office	Wayside
Cone	CON	1	Yard Office	Terminal

**54.18 Handling and Safeguarding Radios**

Location of Portable Radio Check-Out and Check-In Points:

Location	Control Point	Control Point Employee
Washington	TO Office	Operator
Vincennes	TO Office	Operator
Flora	TO Office	Operator
Cone	TO Office	Operator

**54.20 Additional Instructions Applying to Operating Rules****A—Rule 79—THRU-TRUSS BRIDGES**

Bridge No.	Location	Milepost
174-12	Wheatland	174.1
189-34	Vincennes	189.3
197-44	Lawrenceville	197.4
297-48	Breese	297.5

**B—Rule 83—TRAIN CLEARANCE**

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

Washington	Trains Originating
Flora	Trains Originating
Shattuc	Westward BN Trains
HN Cabin	Eastward Trains

**C—Rule 98—RAILROAD JUNCTIONS AND CROSSING**

(1) Automatic Railroad crossings at the following locations are equipped with time out circuits as designated below:

(a) **Chappel**—If westward trains consume more than 2 minutes from a point 1670 feet west of TO Office Washington to signal 1713, signal 1713 will display APPROACH aspect Rule B-285 and the Absolute Signal at Conrail crossing will display STOP aspect, Rule B-292. Also, westward trains having route must not consume more than 2 minutes from signal 1713 to the Absolute Signal at Conrail Crossing or they can expect Absolute Signal to display STOP aspect Rule B-292.

(b) **Olney**—Eastward and westward signals at ICG crossing are equipped with 8 minute time out circuit.

Eastward trains consuming more than 8 minutes between signal 2242 and the switch at Camp St., Olney can expect the Eastward Absolute Signal at ICG crossing to display STOP aspect Rule B-292.

Westward trains consuming more than 8 minutes between Cut Section located 4400 ft. east of signal 2177 and Morgan St., Olney, can expect Westward Absolute Signal at ICG Crossing to display STOP aspect Rule B-292.

(c) **Salem**—Eastward and westward Absolute Signals at MP crossing are equipped with 13 minute 17 seconds time out circuit.

Eastward trains, after passing signal 2704, and westward trains, after passing signal 2619 will have 13 minutes 17 seconds to pass Absolute Signal at MP crossing. Trains using more than the allotted time can expect Absolute Signal to display STOP aspect Rule B-292.

(d) **Odin**—Eastward signals at ICG crossing are equipped with 8 minute time out circuit.

Eastward trains consuming more than 8 minutes between Broadway St., Sandoval and signal 2754 can expect signal 2754 to display APPROACH aspect Rule B-285, and Absolute Signal at ICG crossing to display STOP aspect, Rule B-292.

Westward trains consuming more than 7 minutes between signal 2705 and signal 2719 can expect signal 2719 to display APPROACH aspect Rule B-285, and Absolute Signal at ICG crossing to display STOP aspect, Rule B-292.

(2) When STOP aspect is displayed by absolute signals governing movement over railroad crossings at grade listed below, crew will be governed as indicated:

**(a) Chappel—Conrail Crossing**

After contacting Train Dispatcher, crew will:

- Determine Conrail train or engine is not fouling or approaching crossing;
- Press and hold push button for 5 seconds, white indication light will be illuminated;
- Wait 2 minutes, white indication light should go out;
- Signal should now clear for Chessie trains. If signal does not display aspect to proceed, Conductor or Engineer will secure permission of Train Dispatcher and;
- Pass signal at least 30 feet but not foul crossing;
- Wait 5 minutes;
- Place lighted red fusee on each side of crossing;
- Proceed in accordance with Rule 509-A.

**(b) Vincennes—River Main Crossing**

After contacting Train Dispatcher crew of train on main track will:

- Determine train or engine on River Main is not fouling or approaching crossing;
- Proceed in accordance with Rule 509-A.
- To make a reverse move over crossing crew will operate control on signal mast.

After contacting Train Dispatcher crew of train on River Main will:

- Determine train or engine on main track is not fouling or approaching crossing;

—Press and hold "Take" push button for 5 seconds, signal should clear.

If signal does not clear;

- Wait 8 minutes, if signal does not display aspect to proceed;
- Pass signal at least 30 ft. but do not foul crossing;
- Wait 5 minutes;
- Place lighted red fusee on each side of crossing and proceed.

**(c) Olney-ICG Crossing**

After contacting Train Dispatcher, crew will:

- Determine ICG train or engine is not fouling or approaching crossing;
- Press and hold push button, located in southeast quadrant of crossing for 5 seconds. Lighted lamp in Chessie push button box indicates ICG signals are at STOP;
- Wait 3 minutes;
- Signal should now clear for Chessie trains. If signal does not display aspect to proceed, Conductor or Engineer will secure permission of Train Dispatcher and;
- Pass signal at least 30 feet but not foul crossing;
- Wait 5 minutes;
- Place lighted red fusee on each side of crossing;
- Proceed in accordance with Rule 509-A.

To return to train after making switching move over crossing, operate switch key controller located on mast of absolute signal. Turn key clockwise as far as possible and hold for 5 seconds. Signal should now display aspect to proceed. If signal fails to display a more favorable aspect than STOP, trainmen will proceed to crossing and comply with above instructions.

**(d) Salem—MP Crossing**

After contacting Train Dispatcher, crew will:

- Determine MP train or engine is not fouling or approaching crossing;
- If indication light in box marked B&O, located on pole in southwest quadrant of crossing is illuminated, press and hold push button for 5 seconds;
- If light is not illuminated, wait 5 minutes and if no conflicting movement is evident, comply with above;
- Signal should clear after 7 minutes for Chessie trains. If signal does not display aspect to proceed, Conductor or Engineer will secure permission of Train Dispatcher and;
- Pass signal at least 30 feet but not foul crossing;
- Wait 5 minutes;

- Place lighted red fusee on each side of crossing;
- Proceed in accordance with Rule 509-A.

To return to train after making switching move over crossing, operate switch key controller located on mast of absolute signal. Turn key clockwise as far as possible and hold for 5 seconds. Signal should now display aspect to proceed. If signal fails to display a more favorable aspect than STOP, trainmen will proceed to crossing and comply with above instructions.

**(e) Odin—ICG Crossing**

After contacting Train Dispatcher, crew will:

- Determine ICG train or engine is not fouling or approaching crossing;
- If indication light in box marked B&O location in southeast quadrant of crossing is illuminated, turn switch key release to right as far as possible and hold for 5 seconds;
- If light is not illuminated, wait 5 minutes and if no conflicting movement is evident, comply with above;
- Signal should clear after 5 minutes for Chessie trains. If signal does not display aspect to proceed, Conductor or Engineer will secure permission of Train Dispatcher and;
- Pass signal at least 30 feet but not foul crossing;
- Wait 5 minutes;
- Place lighted red fusee on each side of crossing;
- Proceed in accordance with Rule 509-A.

**(f) Sandoval—ICG Crossing**

After contacting Train Dispatcher, crew will:

- Determine ICG train or engine is not fouling or approaching crossing;
- Press and hold push-button for 3 seconds;
- Signal should clear after 5 minutes for Chessie trains. If signal does not display aspect to proceed, Conductor or Engineer will secure permission of Train Dispatcher and;
- Pass signal at least 30 feet but not foul crossing;
- Wait 5 minutes;
- Place lighted red fusee on each side of crossing;
- Proceed in accordance with Rule 509-A.

To return to train after making switching move over crossing, operate push button on Absolute Signal.

**(3) Position of Railroad Grade Crossing Target**

**K Tower**—Position of target for B&O movement is horizontal. Target in southeast quadrant of B&O-Conrail crossing controls movement over the crossing. After making stop, if target is properly positioned, train may proceed. If target is not properly lined, Conductor, Yard Foreman, or Engineer of train or engine will secure permission to use crossing from B&O Yardmaster by use of radio or talk-back speaker located at target. After securing permission, target will be properly positioned by member of crew for movement over crossing if route is clear. It is not necessary to change position of target after movement is completed.

**D—Rule 103—HIGHWAY AND STREET CROSSINGS**

If Dispatcher or other employee responsible for the movement of trains in the E. St. Louis switching district is advised that a train is blocking a street crossing and obstructs travel of an emergency vehicle on an emergency mission, then such employee shall notify, through use of existing communication facilities, the train crew. If the crew is so advised, then the crew will take immediate action (consistent with safe operating procedures) to clear the crossing.

**E—Rule 105—USE OF SIDINGS AND SPECIFIED TRACKS**

Movement on Old Main Track, South and North Runner Tracks will be made in accordance with Rule 105, not exceeding 10 MPH.

**F—Rule 501—AUTOMATIC BLOCK SIGNAL RULES**

**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. Member of crew of westward trains will immediately operate a push button located in small box on the side of

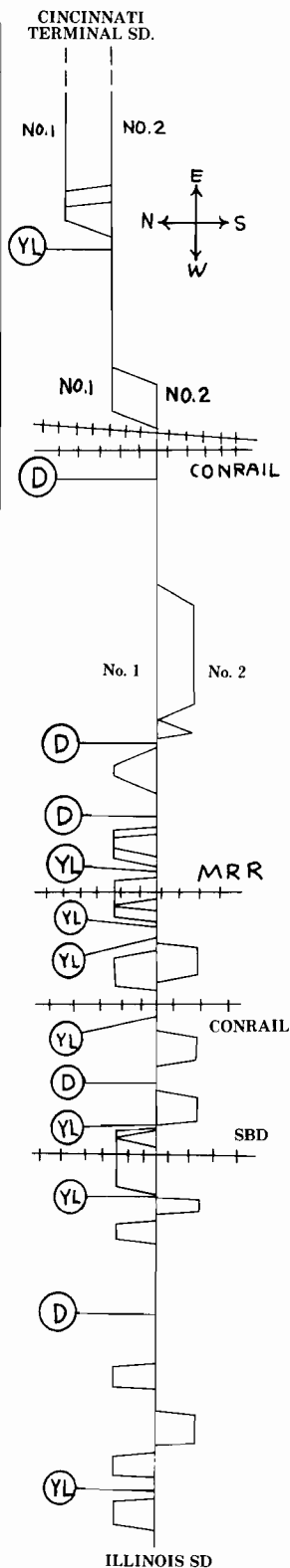
relay box, or signal mast adjacent to the absolute signal. When using push button, it should be held depressed not less than 15 seconds.

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.

**55.00 INDIANA SUBDIVISION**
**55.01 Stations Listing and Diagram**

Mile Post	Stations	Psg. Sdg. Cap. (feet)
1.5	EAST END STORRS (EEDT) 0.1	
1.6	Storrs 0.9	
2.5	Storrs Jct. 4.2	
6.7	CW Cabin (WEDT) 3.8	
10.5	Delhi 4.6	
15.1	North Bend 3.2	
18.3	Finney (EEDT) 3.4	
21.7	Dearborn (WEDT) (TO) 0.4	
22.1	Lawrenceburg 3.7	
25.8	Aurora 1.5	
27.3	Cochran 3.0	
30.3	Cochran Jct. (EEDT) 3.6	
33.9	Dillsboro 3.7	
37.6	Cold Springs 5.0	
42.6	Milan (WEDT) (TO) 8.9	2300
51.5	Osgood 10.0	6850
61.5	Nebraska 4.1	
65.6	Butlerville 6.6	14550
72.2	North Vernon (TO) 15.0	11644
87.2	Seymour 0.1	E-5600 W-5800
87.3	JO Tower (TO) 10.5	
97.8	Brownstown 7.6	3300
105.4	Medora 21.0	9000
126.4	Mitchell (TO) 5.5	10900
131.9	Georgia 6.1	4100
138.0	Huron 3.4	3800
141.4	Willow Valley 5.6	
147.0	Shoals 0.7	
147.7	Martin 7.8	3450
155.5	Loogootee 7.0	9000
162.5	Montgomery 7.9	4000
170.4	WASHINGTON (TO)	4500


**INDIANA SUBDIVISION—continued**

Abbreviations:

(TO)—Train Order Office

(D)—Defective Equipment

(YL)—Yard Limits

Note—Where more than one main track is in service tracks are numbered from North to South. Where Rule D-251 is in effect, the direction of traffic is:

No. 1 Track—Westward

No. 2 Track—Eastward

**55.02 Train Order Offices Open**

Office	Office Hours		Remarks
	From	To	
Dearborn	CON	CON	
Milan	CON	CON	
North Vernon	CON	CON	
JO Tower	CON	CON	
Mitchell	CON	CON	
Washington	CON	CON	

**55.03 Designation and Use of Main Tracks**

Track Section Between	Authority for Movement	Track/s
East End Storrs & CW Cabin	Rules D-251-D-254 (93)	Two
CW Cabin and MP 6.8	Rule 93 (501-515A APB)	Single
MP 6.8 and Finney	Rule S-97 (501-515A APB)	
Finney and Dearborn	Rules D-251-D-254	Two
Dearborn	Rules 605-670	
Dearborn and Cochran Jct.	Rule S-97 (501-515A APB)	Single
Cochran Jct. and Milan	Rules D-251-D-254	Two
Milan	Rules 605-670	
Milan and MP 71.2	S. 97 (501-515A APB)	
MP 71.2 and MP 74.1	Rule 93 (501-515A APB)	
MP 74.1 and MP 85	Rule S-97 (501-515A APB)	Single
MP 85 and JO Tower	Rule 93 (501-515A APB)	
JO Tower	Rules 605-670 (93)	
JO Tower and MP 89	Rule 93 (501-515A APB)	



## 55.03 Designation and Use of Main Tracks—continued

Track Section Between	Authority for Movement	Track/s
MP 89 and MP 124.6	Rule S-97 (501-515A APB)	Single
MP 124.6 and Mitchell	Rule 93 (501-515A APB)	
Mitchell	Rules 605-670	
Mitchell and MP 168.1	Rules 265-272	
MP 168.1 and Eastward Absolute Signal 1050 ft. east of TO Office Washington	Rules 265-272 (93)	
Eastward Absolute Signal 1050 ft. east of TO Office Washington and Washington	Rule 93 (501-515A APB)	

## 55.05 Maximum Authorized Speed

Between	MPH
East End Storrs and CW Cabin	50
CW Cabin and Washington	60

## 55.06 Speed Restrictions—Locations

Between	MPH
East End Storrs and MP 7	25
MP 13.1 and MP 15.4	35
Dearborn, entering or leaving No. 1 track	15
MP 21.6 and MP 22.5 (Lawrenceburg)	15
MP 25.4 and MP 27.0 (Aurora)	25
MP 27.0 and Cochran Jct.	40
Cochran Jct. and MP 42.5—No. 2 Track	40
Cochran Jct. and MP 41.5—No. 1 Track	40
Milan, entering or leaving No. 2 track	25
MP 48.8 and MP 49.2	45
MP 51 and MP 52 (Osgood)	35
MP 60.7 and MP 60.9	45
MP 69.3 and MP 71.5	40
MP 71.5 and MP 73.1 (North Vernon)(See Note 1)	25
MP 86.2 and MP 88.2 (Seymour)(See Note 2)	25
MP 97.5 and MP 99.9	40
MP 105.2 and MP 105.8 (Medora)	35
MP 108.7 and MP 112.7	45
MP 112.7 and MP 113.2	40
MP 113.2 and MP 119.1	45
MP 119.1 and MP 119.9	35
MP 119.9 and MP 125.8	45

## 55.06 Speed Restrictions—Locations—continued

Between	MPH
MP 125.8 and MP 126.7 (Mitchell)	30
MP 133.4 and MP 140.4	50
MP 140.4 and MP 146.7	45
MP 146.7 and MP 147.3 (Shoals)	30
MP 147.3 and MP 150.3	45
MP 150.3 and MP 152	50
MP 155 and MP 155.7 (Loogootee)	20
MP 168 and MP 170.4	35
Through turnouts, crossovers, and sidings except where governed by signal indication.	10

Note 1—Trains must approach crossing with Madison Railroad, North Vernon, at a speed not to exceed 10 MPH. After engine or leading car crosses diamond, unless otherwise restricted, speed may be increased to 25 MPH. Rule 725-B modified.

Note 2—After engine or leading car crosses last street crossing at grade, Seymour, unless otherwise restricted, maximum authorized speed may be resumed. Rule 725-B modified.

## 55.07 Speed Restriction—Equipment

Trains with one or more empty cars in consist must not exceed 55 MPH. (Flat cars with one or more loaded or empty trailers or containers will be considered loaded cars.)

## 55.08 Checking Speedometer on Engines

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

- Between MP 11 and MP 12
- Between MP 64 and MP 65
- Between MP 80 and MP 81
- Between MP 165 and MP 166

## 55.09 Engine and Equipment Restrictions

A. Between MP 1.8 and MP 1.9 (Storrs) trains handling loaded 95 ton or greater capacity hi-cube 3800 to 4800 cubic feet covered hoppers will avoid operation in the speed range of 14 to 21 MPH. If speed cannot be maintained at or above 22 MPH the speed of the train must be reduced to below 14 MPH. Train and engine crews will determine from the train profile or be furnished a message notifying them when their train contains any of these restricted cars.

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

C. Engines and/or equipment are restricted in use of tracks, bridges and trestles, as designated below:

Station, Track Bridges	Engine or Equipment	Restriction
North Vernon Tracks 4, 5, 6, 7, and 8	Six Axle Units	Must not operate on



- Position crossing gate across Conrail track;
- Restore Conrail derails to derailing position;
- Signal should now clear for Chessie trains. If a signal does not display aspect to proceed, Conductor or Engineer will secure permission of Train Dispatcher and;
- Place lighted red fusee on each side of crossing;
- Proceed in accordance with Rule 509-A

(2) Non-Interlocked Railroad Grade Crossing

Station	Crossing	Position of Target for Chessie Movement
North Vernon	Madison Railroad	Horizontal

E—Rule 155—USE OF PASSING SIDINGS

Passing sidings of an assigned direction are located as shown below:  
 Seymour North track is westward passing siding  
 South track is eastward passing siding

F—Rule 208-B—MOVEMENT BY TRAIN ORDERS

Dearborn—Train Order Signal—Rule 224-B will be displayed for delivery of train orders which restrict movement of eastward trains at or east of Finney. Engineers must read and understand all orders received at Dearborn before fouling spring switch Finney. Rule 208-B modified.

G—Rule 501—AUTOMATIC BLOCK SIGNAL RULES

(1) 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 side west. Member of crew of westward trains will 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 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.

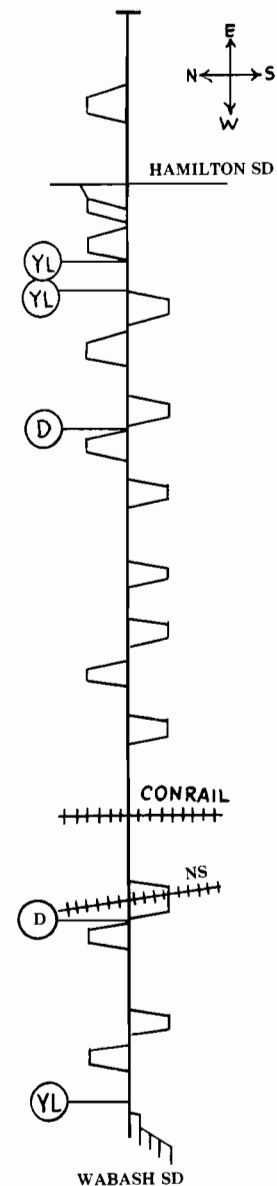
(2) Westward trains having meet order at CW Cabin must stay east of restart sign (CS) 50 feet east of Anderson Ferry Road crossing until absolute signal goes to STOP position. If necessary to occupy main track west of CS sign, push button located on mast of absolute signal must be operated. Rule 296 modified.

(3) Eastward Absolute Signal, Milan, located north side main track.

(4) Storrs Jct.—Crossover switches, between No. 1 main track and Conrail main track at Storrs Junction, must not be operated until permission is obtained from Conrail Train Dispatcher.

56.01 Stations Listing and Diagram

Mile Post	Stations	Psg. Sdg. Cap. (feet)
19.2	FERNALD	
	3.3	
22.5	Shandon	6900
	22.5	
45.0	Cottage Grove	3150
	9.9	
54.9	Boston	6250
	8.1	
63.0	Richmond (TO)	
	4.5	
67.5	Wayne	6000
	6.4	
73.9	Williamsburg	3850
	13.2	
87.1	Losantville	6100
	5.5	
92.6	Henry	4540
	4.5	
97.1	Medford	5800
	5.9	
103.0	Muncie	
	2.0	
105.0	Drew	8050
	8.5	
113.5	Gaston	9085
	7.5	
121.0	Fowlerton	5800
	5.0	
126.0	Grey	6100
	1.3	
127.3	Jonesboro	
	2.3	
129.6	Deer Creek	
	2.8	
132.4	Marion	
	1.6	
134.0	Phoenix	6000
	4.0	
138.0	Sweetser	5900
	5.1	
143.1	Converse	
	3.7	
146.8	Amboy	5800
	6.4	
153.2	Santa Fe	6200
	7.8	
161.0	PERU (TO)	



Abbreviations:

- (TO)—Train Order Office
- (D)—Defective Equipment
- (YL)—Yard Limits

## 56.02 Train Order Offices Open

Office	Office Hours		Remarks
	From	To	
Richmond	8:00AM	5:00PM	Daily except Sat. and Sun.
Peru	CON	CON	

## 56.03 Designation and Use of Main Tracks

Track Section Between	Authority for Movement	Track/s
Fernald and Cottage Grove	S-241	Single
Cottage Grove and MP 60.7	Rules 265-272	
MP 60.7 and MP 65.6	Rules 265-272(93)	
MP 65.6 and MP 159.7	Rules 265-272	
MP 159.7 and EAS East End No. 1 Yard Lead (Peru MP 160.5)	Rules 265-272(93)	
MP 160.5 and MP 161.0	Rule 93	

Note 1—Rules 501-515 are in effect on all passing sidings between Cottage Grove and Peru and on Connection Track Cottage Grove.

Note 2—Rule 274 is in effect between the following locations:

Westward Absolute Block Signals, located 1,437 ft. east of MP 61 and Eastward Absolute Block Signals at east end Wayne Passing Siding.

Westward Absolute Block Signal just west of MP 100 and Westward Absolute Block Signal at west end of Drew Passing Siding.

On main track between Eastward Absolute Block Signals at Wayne Street, Peru, and Eastward Absolute Block Signals at E.E. No. 1 Yard Lead, Peru.

Note 3—Rules 265-272 are in effect on No. 2 Yard Lead between Wayne St. and Broadway, Peru.

## 56.05 Maximum Authorized Speed

Between	Psgr. Train	Frnt. Train
	MPH	MPH
Fernald and Cottage Grove	—	40
Cottage Grove and Peru	60	50

## 56.06 Speed Restrictions—Locations

Between	Psgr. Train	Frnt. Train
	MPH	MPH
MP 26.7 and MP 28.4	35	35
Connection Track, Cottage Grove	15	10
MP 57.1 and MP 61.0	40	40
MP 61.0 and MP 64.5 (Richmond)	30	30
MP 64.5 and MP 73.1	40	40

## 56.06 Speed Restrictions—Locations—continued

Between	Psgr. Train	Frnt. Train
	MPH	MPH
MP 73.1 and MP 75.4	35	35
MP 78.9 and MP 81.1	40	40
MP 81.1 and MP 86.8	45	45
MP 89.4 and MP 90.6	50	—
MP 93.0 and MP 94.2	50	—
MP 94.2 and MP 94.8	40	40
MP 100.9 and MP 106 (Muncie)	30	30
MP 113.6 and MP 113.9	50	—
MP 126.1 and MP 127.3 (Jonesboro)	25	25
MP 127.3 and MP 130.1	40	40
MP 130.1 and MP 134.2 (Marion)	30	30
MP 142.6 and MP 143.1	20	20
MP 157.0 and MP 157.8	50	—
MP 157.8 and MP 159.3	35	35
MP 159.3 and MP 160.4	20	20
MP 160.4 and 160.5	15	15
MP 160.5 and 161.0	20	20
Through crossovers except where governed by signal indication	10	10
Entering, leaving, or through sidings	15	15

## 56.08 Checking Speedometers on Engines

In checking speedometers on engines for accuracy as required by CDT-30, all Mileposts may be used on Miami Subdivision.

## 56.09 Engine and Equipment Restrictions

A. Between the locations specified below, trains handling loaded 95 ton or greater capacity hi-cube 3800 to 4800 cubic feet covered hoppers will avoid operation in the speed range of 14 to 21 MPH. If speed cannot be maintained at or above 22 MPH, the speed of the train must be reduced to below 14 MPH. Train and engine crews will determine from the train profile or be furnished a message notifying them when their train contains any of these restricted cars.

MP 58.5 and MP 60.0  
 MP 62.0 and MP 64.5  
 MP 126.9 and MP 127.1  
 MP 131.2 and MP 131.3  
 MP 142.8 and MP 143.0  
 MP 159.0 and MP 162.0

B. Heavy Cars—Cars with gross weight exceeding 315,000 lbs. must not be operated without authority of the Superintendent-Operations.

C. Engines and/or equipment are restricted in use of tracks, bridges and trestles, as designated below:

Station, Track Bridges	Engine or Equipment	Restriction
Entire SD	250 ton or greater capacity wreck cranes except B&O 940503	Must not operate on.
Richmond: Shera Coal Co. Trestle	Engines	
No. 4 Yard Track	70 ft. or longer cars	
Marion: Bridge 1312	Cars with gross weight exceeding 263,000 lbs.	Must not exceed 10 MPH
Converse: Snake Track	Engines	Must not operate beyond engine sign.

**56.10 Location of Standard Clocks, Bulletins and Notices**

Station	Location of Clock	Locations of Bulletins and Notices
Richmond	TO Office	TO Office
Peru	Train Dispatcher's Office	Train Dispatcher's Office
	TO Office	

**56.11 Crossings Equipped with Motion Detectors**

Location	Highway or Street	Direction of Movement	Tracks
736 ft. East of MP 81	Jacksonburg Rd.	Eastward & Westward	Main
1522 ft. East of MP 87	US36	Eastward & Westward	Main
43 ft. East of MP 99	Route 300-S	Eastward & Westward	Main
987 ft. West of MP 101	Memorial Drive	Eastward & Westward	Main
Muncie	Riggen Road	Eastward & Westward	Main
956 ft. East of MP 109	Route 500-N	Eastward & Westward	Main
1,728 ft. West of MP 110	SR #28	Eastward & Westward	Main
2,155 ft. West of MP 122	SR #26	Eastward & Westward	Main
Santa Fe	Public Road 700-S	Eastward & Westward	Main

**56.12 Instructions—Highway and Street Crossing**

Due to rusty rail conditions, trains and engines must not foul highway grade crossings between Cottage Grove and Fernald protected by flasher lights and/or gates until it is known that flashers have been operating for at least 20 seconds or gates have lowered.

If traffic control devices fail to operate, movement over crossing must be protected by a member of the crew involved.

**56.13 Defective Equipment Detectors**

Defective equipment detectors are in service at the following locations:

A. MP 91.9—A hot journal and dragging equipment detector with digital display. If speed of train falls below 10 MPH while moving through detector location train must be stopped and inspected.

B. MP 135.1—A hot journal detector with tape printout. Train crews will be notified by Dispatcher if necessary to inspect train.

**56.17 Radio Base Stations**

Location	Hours of Operation	Channel Monitored	Control Point	Type Station
Richmond	8AM-5PM Mon-Fri	1	Agent's Office	Wayside
Peru	CON	1	TO Office	Wayside

**56.18 Handling and Safeguarding Radios**

Location of Portable Radio Check-Out and Check-In Points:

Location	Control Point	Control Point Employee
Peru	Crew Caller's Office	Crew Caller
Richmond	Agent's Office	Agent-Operator

**56.19 Instructions—Track Cars and Work Authorities**

Track Section Between	Authority for Movement
Yard Limits: Richmond	Train Dispatcher may issue CDT-35 for car movement through or within these limits when absolute block section is occupied by yard engines. Before entering an occupied absolute 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. Rule 704(a) modified.
Peru: No. 2 yard lead—Wayne Street and Broadway	Verbal permission of yardmaster, Peru.

**56.20 Additional Instructions Applying to Operating Rules**

**A—Rule 83—TRAIN CLEARANCE**

Trains must receive Clearance Form A before leaving Peru.

**B—Rule 93—RICHMOND YARD**

Location	Instruction
Main	Protecting Movement of Track Car—Conductors of yard engines will, before making a move, call the Operator and inform him as to what movements will be made.

**C—Rule 98—RAILROAD JUNCTIONS AND CROSSINGS**

When STOP aspect is displayed by absolute signals governing movement over railroad crossings at grade listed below, crew will be governed as indicated:

- (1) **Cottage Grove**—Miami and Hamilton Subdivisions  
After contacting Train Dispatcher, crew will proceed in accordance with Rule 509-A.
- (2) **Deer Creek**—Conrail Crossing  
After contacting Train Dispatcher, crew will
  - Determine Conrail train or engine is not fouling or approaching crossings;
  - Restore Conrail derails to derailing positions;
  - Signal should now clear for Chessie trains. If signal does not display aspect to proceed, Conductor or Engineer will secure permission of Train Dispatcher and;
  - Pass signal at least 30 feet but not foul crossing;
  - Wait 5 minutes;
  - Place lighted red fusee on each side of crossing;
  - Proceed in accordance with Rule 509-A.
- (3) **Phoenix**—NS Crossing  
After contacting Train Dispatcher, crew will
  - Determine NS train or engine is not fouling or approaching crossings;
  - Restore NS derails to derailing position.
  - Signal should now clear for Chessie trains. If signal does not display aspect to proceed, Conductor or Engineer will secure permission of Train Dispatcher and;
  - Pass signal at least 30 feet but not foul crossing;
  - Wait 5 minutes;
  - Place lighted red fusee on each side of crossing;
  - Proceed in accordance with Rule 509-A.

**D—Rule 104-A—HAND OPERATED SWITCHES**

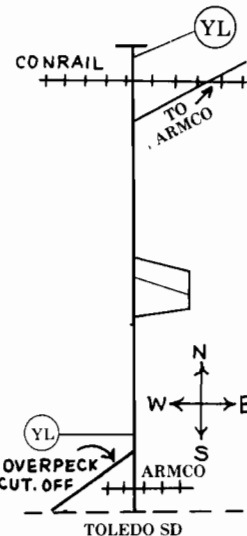
Peru—Normal position of Marburger Switch is for diverging movement. (Main Track) Rule 104-A modified.

**E—Rule 105—USE OF SIDINGS AND SPECIFIED TRACKS**

- (1) **Fernald**—Trains or engines handling cars to the Mobile Chemical Corp. track will shove car or cars into the track and will not detach from the car or cars until they have come to rest.
- (2) **Peru**—Trains and engines will not exceed 10 MPH on yard tracks between Broadway and Second St.

**57.01 Stations Listing and Diagram**

Mile Post	Stations	Psg. Sdg. Cap. (feet)
13.9	MIDDLETOWN	8000
	0.9	
13.0	East Middletown	
	1.0	
12.0	Armco Jct.	
	0.5	
11.5	North Excello (TO)	
	0.9	
10.6	South Excello	
	1.2	
9.4	Park	
	1.1	
8.3	LeSourdsville	
	1.4	
6.9	Rockdale	
	1.2	
5.7	Woodsdale	
	2.1	
3.6	HM Jct.	
	1.1	
2.5	MIDDLETOWN JCT.	



Abbreviations:

- (TO)—Train Order Office
- (YL)—Yard Limits

**57.02 Train Order Offices Open**

Office	Office Hours		Remarks
	From	To	
North Excello	CON	CON	

**57.03 Designation and Use of Main Tracks**

Track Section Between	Authority for Movement	Track/s
Middletown and MP 11.3	Rule 93	Single
MP 11.3 and MP 3.7	Rules 381-390	
MP 3.7 and Middletown Jct.	Rule 93	

**57.035 Designation of Verbal Blocks**

Track Section Between	Name of Block
MP 11.3 and MP 10.1	CANAL
MP 10.1 and MP 8.6	LAKE
MP 8.6 and MP 5.7	DALE
MP 5.7 and MP 3.7	MIAMI

**57.05 Maximum Authorized Speed**

Between	MPH
Middletown and Middletown Jct.	25



## 57.06 Speed Restrictions—Locations

	MPH
LeSourdsville—Over Crossing	10
Through turnouts, crossovers and sidings	10

## 57.07 Speed Restrictions—Equipment

- A. Trains pushing wreck cranes must not exceed 20 MPH.  
 B. Trains handling Armco hot metal cars must not exceed 15 MPH.

## 57.09 Engine and Equipment Restrictions

A. Between the locations specified below, trains handling loaded 95 ton or greater capacity hi-cube 3800 to 4800 cubic feet covered hoppers will avoid operation in the speed range of 14 to 21 MPH. If speed cannot be maintained at or above 22 MPH, the speed of the train must be reduced to below 14 MPH. Train and engine crews will determine from the train profile or be furnished a message notifying them when their train contains any of these restricted cars.

North Excello and MP 10.9

Woodsdale and North End Miami River Bridge

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

## 57.10 Location of Standard Clocks, Bulletins and Notices

Station	Location of Clock	Locations of Bulletins and Notices
North Excello	Agent's Office	Agent's Office

## 57.11 Crossings Equipped with Motion Detectors

Location	Highway or Street	Direction of Movement	Tracks
Middletown	Yankee Road	North & South	Main

## 57.12 Instructions—Highway and Street Crossings

A. Trains and engines must stop before moving over the highway and/or street crossings designated below:

Location	Highway or Street
South Excello	Old State Route 4 (Armco Trains only)
East Middletown	Grand Avenue (See Note)

Note—East Middletown—Member of crew must flag highway traffic at Grand Avenue crossing before proceeding on main track or on industrial track west of main track.

B. Except in emergency, Whistle Signal (14-1) will not be sounded for crossings listed below:

- (1) Yankee Road (North end Lind Yard)
- (2) Armco private road (just north of Armco Jct.)
- (3) Lafayette
- (4) Yankee Road (on old Main-East Middletown)
- (5) Fourteenth St.
- (6) Calumet Ave.
- (7) Grand Ave.
- (8) Woodlawn Ave.

## 57.17 Radio Base Stations

Location	Hours of Operation	Channel Monitored	Control Point	Type Station
North Excello	CON	1	Agent's Office	Terminal

57.20 Additional Instructions Applying to Operating Rules  
Rule 98—RAILROAD JUNCTIONS AND CROSSINGS

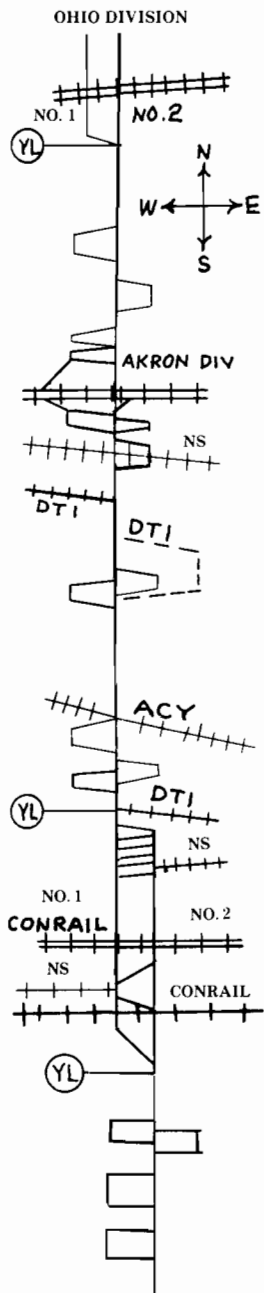
Station	Crossing	Position of Target or Other Protection For Chessie Movement
Middletown Jct.	ARMCO	Vertical (See Note)
East Middletown	Conrail	Trainmen Flag Crossing

Note—Trains and engines will approach Armco crossing located 1200 feet north of Middletown Junction prepared to stop unless Target indicates proceed and track is clear. Armco trains operating over crossing must stop, set Target for their movement over crossing, and after using, restore Target to vertical position for Chessie trains.

58.00 TOLEDO SUBDIVISION

58.01 Stations Listing and Diagram

Mile Post	Stations	Psg. Sdg. Cap. (feet)
196.5	BATES (TO)	
	2.9	
193.6	Perry (SEDT)	
	0.8	
192.8	Perrysburg	
	7.6	
185.2	Haskins	7136
	3.6	
181.6	Tontogany	8353
	5.8	
175.8	Weston	7224
	11.0	7491
164.8	Deshler	7187
	8.0	6926
156.8	Leipsic Jct.	12350
	1.6	
155.2	XN Tower	
	3.7	
151.5	Kleman	
	1.6	
149.9	Ottawa	7441
	6.9	6970
143.0	Columbus Grove	
	0.5	
142.5	CG Tower (TO)	6972
	5.9	
136.6	Cairo	6916
	2.1	7081
134.5	DT&I Jct.	
	0.8	
133.7	North Lima (NEDT)	
	2.0	
131.7	Lima (TO)	
	1.0	
130.7	NS Tower (TO)	
	1.5	
129.2	Erie Jct. (SEDT) (TO)	
	5.2	
124.0	Cridersville	3800
	6.3	3550
117.7	Wapakoneta	
	7.2	7050
110.5	Botkins	3650
	7.9	



TOLEDO SUBDIVISION—continued

102.6	SW Cabin (NEDT)	
	4.8	
97.8	Sidney	
	1.3	
96.5	Sidney Jct. (SEDT)	
	4.0	
92.5	Kirkwood	
	5.2	
87.3	Piqua Crossing	
	8.1	
79.2	Troy	
	5.2	
74.0	Tipp City	
	6.1	
67.9	Vandalia	
	4.5	
63.4	Needmore	
	1.0	
62.4	North Dayton (NEDT) (TO)	
	2.4	
60.0	Second Street	
	1.5	
58.5	Miami City Jct.	
	3.6	
54.9	SD Cabin (SEDT)	
	6.0	
48.9	Miamisburg	
	4.9	
44.0	Carlisle	
	11.6	
32.4	Trent (NEDT)	
	2.0	
30.4	Overpeck Jct.	
	2.4	
28.0	New River Jct.	
	1.5	
26.5	Old River Jct.	
	1.1	
25.4	Hamilton (TO)	
	1.8	
23.6	Lindenwald	
	1.7	
21.9	Wayne	
	2.0	
19.9	MP 19.9	

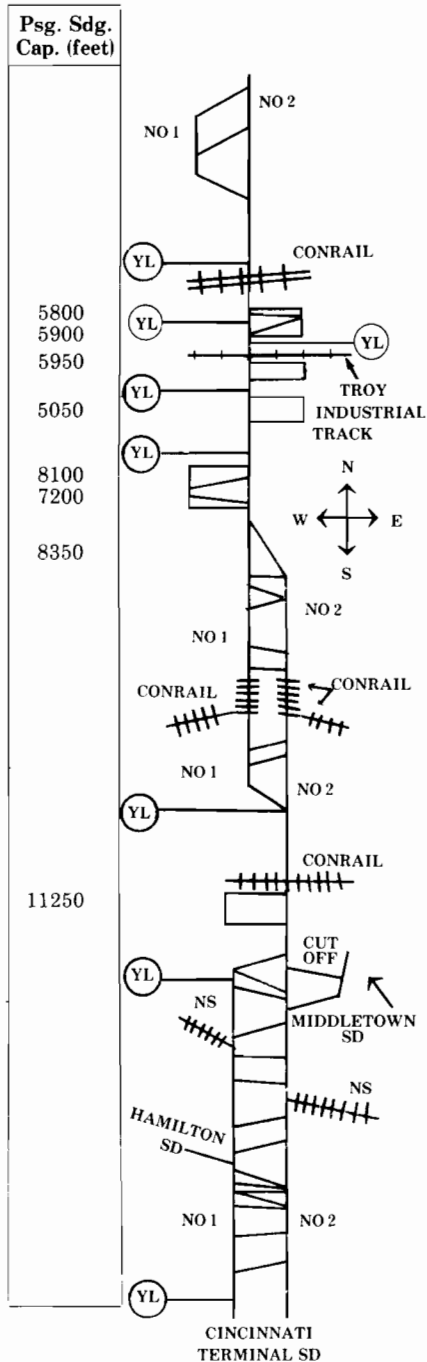
Abbreviations:

(TO) —Train Order Office

(YL) —Yard Limits

Note—Where more than one main track is in service, tracks are numbered from West to East. Where Rule D-251 is in effect, the direction of traffic is:

No. 1 track—southward  
No. 2 track—northward



## 58.02 Train Order Offices Open

Office	Office Hours		Remarks
	From	To	
Bates	4:00 PM 9:00 PM	8:00 PM 1:00 AM	Daily except Sat. and Sun.
CG Tower	CON	CON	
Lima	CON	CON	
NS Tower	CON	CON	
Erie Jct.	CON	CON	
North Dayton	CON	CON	
Hamilton	CON	CON	

## 58.03 Designation and Use of Main Tracks

Track Section Between	Authority for Movement	Track/s
Bates	Rules 605-670 (93)	Two
Bates and MP 195	Rules 265-272 (93)	
MP 195 & SEDT Perry	Rules 265-272	
SEDT Perry and Deshler	Rules 265-272	Single
Deshler	Rules 605-670	
Deshler and CG Tower	Rules 265-272	
CG Tower	Rules 605-670	
CG Tower and MP 133.8	Rules 265-272	
MP 133.8 and NEDT N. Lima	Rules 265-272 (93)	Two
NEDT N. Lima and NS Tower	Rules D-251-D-254 (93)	
NS Tower	Rules 605-670 (93)	
NS Tower and SEDT Erie Jct.	Rules D-251-D-254 (93)	Single
Erie Jct.	Rules 605-670 (93)	
SEDT Erie Jct. to MP 126.5	Rules 265-272 (93)	
MP 126.5 and NEDT SW Cabin	Rules 265-272	Two
NEDT SW Cabin and SEDT Sidney Jct.	Rules 265-272	
SEDT Sidney Jct. and MP 88	Rules 265-272	Single
MP 88 and MP 85	Rules 265-272 (93)	
MP 85 and MP 81.5	Rules 265-272	
MP 81.5 and MP 77.5	Rules 265-272 (93)	
MP 77.5 and MP 70.7	Rules 265-272	
MP 70.7 and NEDT North Dayton	Rules 265-272 (93)	
NEDT North Dayton and Second St.	Rules D-251-D-254 (93)	Two
Miami City Jct. and SEDT SD Cabin	Rules D-251-D-254 (93)	
SEDT SD Cabin and NEDT Trent	Rules 265-272	Single

## 58.03 Designation and Use of Main Tracks—continued

Track Section Between	Authority for Movement	Track/s
Trent and MP 30.2	Rules 265-272	Two
MP 30.2 and Hamilton	Rules 265-272 (93)	
Hamilton	Rules 605-670 (93)	
Hamilton and MP 20	Rules 265-272 (93)	
MP 20 and MP 19.9	Rules 265-272	

Note—Rules 265-272 are in effect on following passing sidings:  
Haskins, Tontogany, Weston, Deshler, Leipsic Jct., Ottawa, CG,  
Cairo, Needmore and Carlisle

## 58.04 Joint Use of Tracks

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

Between Second St., Dayton and Miami City Jct. Conrail

## 58.05 Maximum Authorized Speed

Between	MPH
Bates and MP 19.9	50

## 58.06 Speed Restrictions—Locations

Between	MPH
MP 196.5 and MP 190 (Perrysburg)	20
MP 164.8 and MP 164.7	35
Deshler-Wye tracks	10
MP 156.5 and MP 155.9 (Leipsic)	35
MP 150.6 and MP 149.1 (Ottawa)	35
MP 142.9 and MP 142.4 (Columbus Grove)	35
MP 131.5 and MP 128.8	25
MP 128.8 and MP 126.3	45
MP 124.4 and MP 123.6 (Cridersville)	25
MP 117.9 and MP 117 (Wapakoneta)	30
MP 88.2 and MP 87.2	40
MP 80.3 and MP 78.8 (Troy)	25
MP 74.2 and MP 73.3 (Tipp City)	25
North Dayton and Second St.	30
MP 58.3 and MP 56.9	40
MP 54.9 and MP 53.3	45
MP 49.5 and MP 48.9	45
Old River Jct. and Hamilton Depot	20
NS trains entering or leaving Old River Jct.	10
NS trains entering or leaving New River Jct.	10
Hamilton Depot and Lindenwald	20
Lindenwald and MP 19.9	45
Entering, leaving, or through sidings	15

## 58.06 Speed Restrictions—Locations—continued

Between	MPH
Entering B&O main track at DT&I Jct.	20
Entering B&O main track at DT&I connection XN Tower	20
DT&I trains entering or leaving main track at Kleman	10
DT&I trains entering or leaving main track at south end of Ottawa Loop	10
Through all crossovers except where governed by signal indication	10

## 58.08 Checking Speedometer on Engines

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

Between MP 184 and MP 183

Between MP 140 and MP 139

Between MP 122 and MP 121

Between MP 21 and MP 20

## 58.09 Engine and Equipment Restrictions

A. Between north end former Dayton Union tracks and First St., loaded 95 ton or greater capacity hi-cube 3800 to 4800 cubic feet covered hoppers will avoid operation in the speed range of 14 to 21 MPH. If speed cannot be maintained at or above 22 MPH, the speed of the train must be reduced to below 14 MPH. Train and engine crews will determine from the train profile or be furnished a message notifying them when their train contains any of these restricted cars.

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

C. P&T Industrial Track—Wreck Crane—250 ton or greater capacity wreck cranes are prohibited.

D. Troy Industrial Track—Cars in excess of 50 ft. 6 ins., when coupled to other cars, and units coupled together, must not be operated over East End Interchange Track or Gum Products Track.

E. Engines and/or equipment are restricted in use of tracks, bridges and trestles, as designated below.

Station, Track Bridges	Engine or Equipment	Restriction
Dayton: Stillwater Branch	Cars with gross weight exceeding 240,000 lbs.	Must not operate on.
Hamilton Belt	SD-35, SD-40, SD-40-2	
	Cars with gross weight exceeding 240,000 lbs.	
Champion Paper Co. Sdg., South 100 ft. of Trestle River Track 1 & 2	GP-38, GP-39, GP-40, GP-40-2, SD-7, SD-9, SD-18, SD-35, SD-40, SD-40-2, B30-7, U-23B, U-25B, U-30B, U-30C	
	Cars with gross weight exceeding 210,000 lbs.	

## 58.10 Location of Standard Clocks, Bulletins and Notices

Station	Location of Clock	Locations of Bulletins and Notices
Deshler	Dispatcher's Office	Dispatcher's Office
Lima	Trainmen's Register Room	Trainmen's Register Room. See Note.
North Dayton	TO Office	
Dayton	Train Dispatcher's Office	Needmore Yard Office Train Dispatcher's Office South Dayton Yard Office
Hamilton	Wayne Yard Office	Wayne Yard Office
	Pit Yard Office	Pit Yard Office
	TO Office	New River Yard Office B Street Yard Office

Note—Western and Akron Division Bulletins and Notices

## 58.11 Crossings Equipped with Motion Detectors

Location	Highway or Street	Direction of Movement	Tracks
Cridersville	Breese Road	Northward & Southward	Main
Troy, O.	West St.	Northward & Southward	Main
Troy, O.	Stanton Rd.	Northward & Southward	Main
Troy, O.	N. Market St.	Northward & Southward	Main
Dayton	So. Broadway	Northward & Southward	No. 1 & No. 2 Main & No. 2 Siding
553 ft. South of MP 57	Nicholas Rd.	Northward & Southward	No. 1 & No. 2 Main
Hamilton	Belle Avenue	Northward & Southward	No. 1 & No. 2 Main

## 58.12 Instructions—Highway and Street Crossings

A. Trains and engines will stop before moving over the highway and/or street designated below:

Location	Highway or Street
Lima	Old State Route 25 (Ordinance Depot Track) (See Note) Old State Route 25 (Lima Belt) (See Note)
Cridersville	Breese Road (84 Lumber Co.)
Dayton	Germantown Street West Third Street
Hamilton (Hamilton Belt)	"B" Street and Rhea Ave. (See Note)

Note—Member of crew must flag highway traffic at Old State Route 25, Lima and "B" Street and Rhea Ave., Hamilton.

B. Troy—Trains and engines must stop clear of West Main St. crossing on P&T Industrial Track and not proceed until flagman has protected crossing.

C. Wapakoneta—Trains and engines must stop clear of Old State Route 25 crossing on Wapakoneta Industrial Extension and not proceed until flagman has protected crossing.

At all other street crossings on the Wapakoneta Industrial Extension, trains and engines will stop and proceed only when it is known crossing is clear of vehicular traffic.

D. The movement of trains and engines will be governed as follows:

Location and Street	Instructions
Hamilton: (Hamilton Belt) Main Street and Haldimand Avenue	<p>CPL dwarf signals operate in connection with traffic control devices as follows:                      Eastward signal is located on south side of Belt Line track 38 feet west of centerline of Haldimand Avenue.                      Westward signal is located on north side of Belt Line track 44 feet east of centerline of Main Street.                      These signals display two lunar lights for movement over crossing and two red lights to stop.                      Operation of flashers will be effective when engine or leading car passes "CS" sign located 75 feet from the governing signal.                      After flashers have operated for twenty five (25) seconds, the governing signal should then display two lunar lights to move over both crossings. Operation of flashers may also be activated for return movement over crossing (when preceding movement fails to clear track section between signal governing return movement and "CS" sign) by operation of push button located in box mounted on outside of relay case on south side of Belt Line track between the two crossings.                      If governing signal fails to display two lunar lights twenty five (25) seconds after the operation of the flashers should have been activated for an approaching or return movement over crossing, train or engine may pass signal displaying two red lights but must not foul crossing until it is known that the flashers have operated for twenty five (25) seconds or crossings are protected by a member of the crew.</p>
New River Jct. (Augspurger Road)	<p>While southward trains are working at New River Jct. on No. 2 main track, a member of the crew must protect highway traffic at Augspurger Road crossing during the time the train is occupying the flasher light circuit.</p>
Overpeck Cut Off	<p>Due to rusty rail conditions, train and engines must not foul highway grade crossings equipped with flasher lights and/or gates until it is known that flasher lights have been in operation for at least 20 seconds or gates have lowered. If traffic control devices fail to operate, movement over crossing must be protected by member of crew.</p>

58.17 Radio Base Stations

Location	Hours of Operation	Channel Monitored	Control Point	Type Station
Lima	CON	3	Yard Office	Terminal
Dayton— Dispatcher	CON	1	Dispatcher's Office	Wayside
Needmore Yard	CON	3	Yard Office	Terminal
Hamilton Depot Pit Yard	CON CON	1 4	Operator Yard Office	Wayside Terminal

58.18 Handling and Safeguarding Radios

Location of Portable Radio Check-Out and Check-In Points:

Location	Control Point	Control Point Employee
Lima	Crew Caller's Office	Crew Caller
Troy	Agent's Office	Clerk
Dayton— Needmore Yard	Yard Office	Yardmaster
Hamilton— Wayne Yard Pit Yard New River Yard	Yard Office Yard Office Yard Office	Yardmaster Yardmaster Yardmaster

58.19 Instructions—Track Cars and Work Authorities

Track Section Between	Authority for Movement
NS Tower and Erie Jct.	Verbal permission of Operator at NS Tower or Erie Jct. (Operators will consult each other before permitting movement.)
North End Needmore Siding and North Dayton	Verbal permission of Operator North Dayton

58.20 Additional Instructions Applying to Operating Rules

A—Rule 81-A—TRAIN PROFILE

Train Profile Report will be issued to trains originating at the following locations:

Lima Needmore Hamilton

B—RULE 79—THRU-TRUSS BRIDGE

Bridge No.	Location	Milepost
588	Dayton	58.7

C—Rule 83—TRAIN CLEARANCE

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

Bates	Southward trains
Lima	All train originating
Hamlar (DT&I)	Southward DT&I trains
DT&I Sugar St. Station, Lima	Northward DT&I trains
North Dayton	Trains originating at North Dayton and East Dayton (See Note)
Hamilton	Trains originating and trains enroute Hamilton SD

Note—Trains dispatched from East Dayton southward on Toledo Subdivision and Dayton and Union SD will receive Clearance Form A via telephone from operator at North Dayton.

**D—Rule 98—RAILROAD JUNCTION AND CROSSINGS**

When STOP aspect is displayed by absolute signals governing movement over railroad crossings at grade listed below, crew will be governed as indicated:

**(1) Leipsic Jct.—NS Crossing**

Time-out feature is provided for northward and southward approach circuits. Trains using more than 12 minutes between ends of passing siding and absolute signals Leipsic Jct. can expect the absolute signals to display STOP aspect Rule B-292. When STOP aspect is displayed on absolute signal, after contacting Train Dispatcher, crew will:

- Determine NS train or engine is not fouling or approaching crossing;
- Operate emergency release push button, located in box in northeast quadrant of crossing, when directed by Train Dispatcher or when emergency release light is illuminated;
- Wait 5 minutes;
- Signal should clear;
- If signal does not clear or when instructed by Train Dispatcher, operate appropriate push button to clear signal (located on signal mast for southward movement on main and northward movement on siding; located on post for northward movement on main and southward movement on siding);
- Signal should clear, if signal does not display aspect to proceed, secure permission of Train Dispatcher and,
- Pass signal at least 30 ft. but not foul crossing;
- Wait 5 minutes;
- Place lighted red fusee on each side of crossing; and
- Proceed in accordance in Rule 509-A.

**(2) Lima Belt—NS Crossing**

- Conductor or Engineer will secure permission to cross over from NS Yardmaster or Dispatcher;
- After permission is obtained, open switches and wait 3 minutes for signal indication;
- If signal does not display aspect to proceed, pass signal, at least 30 feet but not foul crossing;
- Wait 5 minutes;
- Place lighted red fusee on each side of crossing and proceed.

**(3) Piqua Crossing—Conrail Crossing**

- Determine Conrail train or engine is not fouling or approaching crossing;
- If signal does not display aspect to proceed, Conductor or Engineer will secure permission of Train Dispatcher and pass signal at least 30 feet but not foul crossing;
- Wait 5 minutes;
- Place lighted red fusee on each side of crossing;
- Proceed in accordance with Rule 509-A.

(4) **Troy**—Crossing of Troy Industrial Track with Main track of the Toledo Subdivision and P&T Industrial Track. After contacting Train Dispatcher, train will proceed in accordance with Rule 509-A.

Note—Movements are governed by Color Light Signals displaying the following aspects and indications not in conformity with Rules B-280 through B-292.

Red Light	STOP
Green Light	PROCEED over Crossing

**(5) Carlisle—Conrail Crossing**

- Crew will contact Train Dispatcher to obtain permission to proceed in accordance with Rule 509-A.

**E—Rule 105—USE OF SIDINGS AND SPECIFIED TRACKS**

Movement will be made on P&T, Troy and Wapakoneta Industrial Tracks in accordance with Rule 105 at a speed not to exceed 10 MPH.

- (1) Miami City Jct. and Second Street—Trains or engines leaving lead

track at Washington Street, Dayton, will not enter No. 1 track without permission of the Train Director, Conrail.

(2) Do not exceed 3 MPH while operating over scale located on industrial spur track serving Penna Briquetting Company, Whitfield, Ohio.

(3) Carlisle—Engines must not be operated beyond the north side of private road crossing, Gross Lumber track.

(4) HM Jct. and Overpeck Jct.—Trains or engines will secure permission from Train Dispatcher before entering or leaving connection track at HM Jct. Trains or engines may enter or leave connection track at Overpeck Jct. by signal indication.

All movement between HM Jct. and Overpeck Jct. will be made in accordance with Rule 105 at a speed not to exceed 10 MPH.

(5) Hamilton Belt—Trains or engines using Hamilton Belt must not exceed 10 MPH.

(6) Hamilton—Do not exceed 5 MPH when moving over Bridge 2-12 between Eaton Road and Cleveland Road on Hamilton Belt.

**F—Rule 151—MOVEMENT AGAINST CURRENT OF TRAFFIC**

Lima—When necessary for trains or engines to move against the current of traffic on No. 2 track from Lima to NS Tower, movement may be made on verbal permission of Train Dispatcher. Before permitting such movements the Train Dispatcher must know:

(1) There are no opposing movements on No. 2 track between Lima and NS Tower.

(2) That northward absolute signals and/or switches are blocked to prevent northward movement to No. 2 track at NS Tower.

When such movement is made the Train Dispatcher must:

(3) Not permit following movement, and

(4) Maintain protection (1) and (2) until diverted train has reported clear.

Dayton—When necessary for trains or engines to move against the current of traffic on No. 1 track from crossover at Leo Street to North Dayton, movement may be made on verbal permission of Train Dispatcher. Before permitting such movements the Train Dispatcher must know:

(1) There are no opposing movements on No. 1 track between Leo St. and North Dayton.

(2) That southward absolute signals and/or switches are blocked to prevent southward movements to No. 1 track at North Dayton.

When such movement is made the Train Dispatcher must:

(3) Not permit following movement, and

(4) Maintain protection (1) and (2) until diverted train has cleared North Dayton.

**G—Rule 221—TRAIN ORDER SIGNALS**

(1) Train order signals will not apply to nor will they be displayed for trains at stations designated below:

NS Tower	Northward trains originating
North Dayton	Trains originating
Hamilton	Trains originating and trains enroute Hamilton SD

(2) Train Order Signal located on east side of NS Tower is for Norfolk Southern movements only. Train Order Signals located on the north and south ends of NS Tower are for Chessie movements only.

**H—Rule 267-A—CLEARING MAIN TRACK**

Trains are permitted to enter or clear the main track at the following non-electrically-locked switch locations:

Columbus Grove	Team Track
Leipsic	D&M Track
Tontogany	Team Track



**I—Rule 501—AUTOMATIC BLOCK SIGNAL RULES**

(1) **North Lima**—When movements are to be made against the current of traffic at end of double track, Conductor or Engineer will operate push button in telephone booth when instructed by Train Dispatcher in order to receive the signal.

(2) **CG Tower**—Southward absolute signal is located east side of main track.

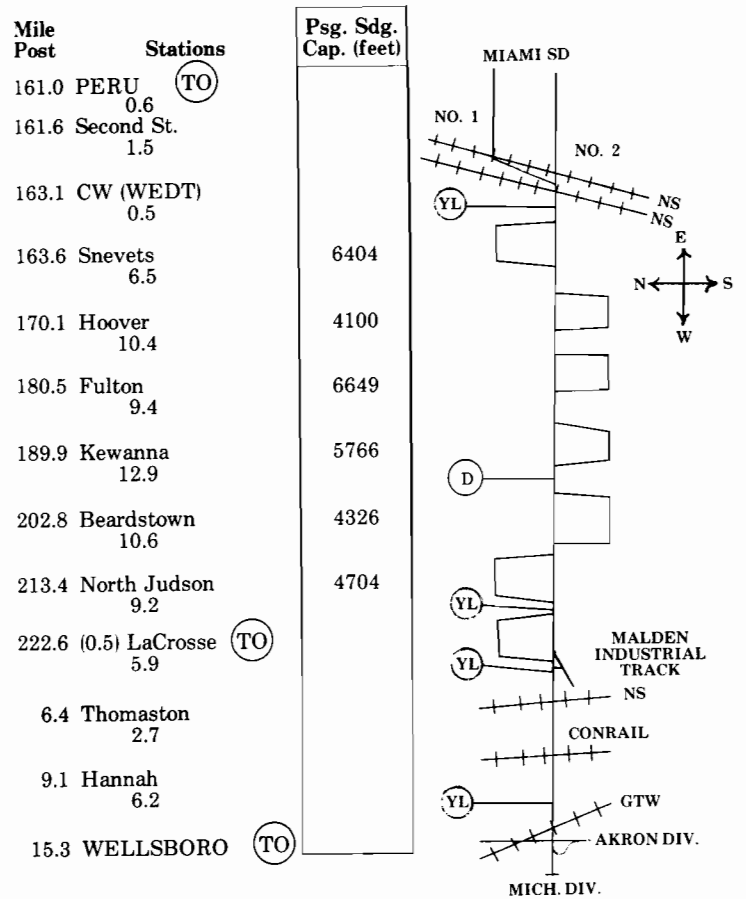
(3) **Perry**—Southward absolute signal, No. 1 and No. 2 tracks located on east side of tracks.

(4) **Dayton**—Northward signal No. 614 is located on west side of No. 1 main track, Leo Street.

(5) **SD Cabin**—When movement is to be made against the current of traffic at end of double track, Conductor or Engineer will operate push button in telephone booth, when instructed by Train Dispatcher, in order to receive signal.

**59.00 WABASH SUBDIVISION**

**59.01 Stations Listing and Diagram**



**Abbreviations:**

(TO)—Train Order Office

(D)—Defective Equipment

(YL)—Yard Limits

Note—Where more than one main track is in service, tracks are numbered from North to South.

**59.02 Train Order Offices Open**

Office	Office Hours		Remarks
	From	To	
Peru	CON	CON	
LaCrosse	8:00 AM	5:00 PM	Mon.-Fri.
Wellsboro	7:00 AM	3:00 PM	Mon.-Fri.

**59.03 Designation and Use of Main Tracks**

Track Section Between	Authority for Movement	Track/s
MP 161.0 and Second St.	Rule 93	Single
Second St. and WEDT CW	Rules 265-272 (93)	Two
WEDT CW and MP 164.1	Rules 265-272 (93)	Single
MP 164.1 and MP 221.4	Rules 265-272	
MP 221.4 and MP 222.6	Rule 93 (501-515)	
MP 222.6 and MP 1.3	Rule 93	
MP 1.3 and MP 14.3	Rules 381-390	
MP 14.3 and Wellsboro	Rule 93	

Note 1—Rule 274 is in effect between Westward Absolute Block Signals at Second St. and Westward Absolute Block Signals at CW WEDT.

Note 2—Rules 501-515 are in effect on passing sidings between Peru and North Judson, inclusive, and on Thoroughfare between MP 221.4 and Eastward Absolute Signal located at MP 0.6.

**59.035 Designation of Verbal Block**

Track Section Between	Name of Block
MP 1.3 and MP 14.3	WELLS

**59.05 Maximum Authorized Speed**

Between	Psg. Train	Fr. Train
	MPH	MPH
Peru and LaCrosse	60	60
LaCrosse and Wellsboro	45	35

**59.06 Speed Restrictions-Locations**

Between	Psg. Train	Fr. Train
	MPH	MPH
MP 161.0 and Second St.	20	20
Second St. and MP 163.0	25	25
CW—through turnout at end of double track	25	25
MP 164.7 and MP 168.0	45	45
MP 170.9 and MP 174.7	40	40
DMP 179.9 and MP 180.4	40	40
MP 200.6 and MP 201.4	50	50
MP 212.9 and MP 213.8 (North Judson)	40	40
MP 221.4 and MP 222.6	20	20
MP 222.6 and MP 1.0 (LaCrosse)	10	10
Thomaston—over NS Crossing (MP 6.4)	20	20
Hanna—over Conrail Crossing (MP 9.1)	20	20
Wellsboro—Through Interlocking (MP 15.3)	20	20

**59.07 Speed Restrictions—Equipment**

Trains with one or more empty cars in consist must not exceed 55 MPH. (Flat cars with one or more loaded or empty trailers or containers will be considered loaded cars.)

**59.08 Checking Speedometer on Engines**

In checking speedometers on engines for accuracy, as required by CDT-30, all Mileposts may be used on Wabash Subdivision.

**59.09 Engine and Equipment Restrictions**

A. Heavy cars—Cars with gross weight exceeding 315,000 lbs. must not be operated between Peru and LaCrosse and cars with gross weight exceeding 263,000 lbs. must not be operated between LaCrosse and Wellsboro without authority of the Superintendent-Operations.

B. Wreck Crane—250 ton or greater capacity wreck cranes except B&O 940503 are prohibited. Wreck crane B&O 940503 must not exceed 10 MPH over Bridges 1.5 and 4.5.

**59.10 Location of Standard Clocks, Bulletins and Notices**

Station	Location of Clock	Locations of Bulletins and Notices
Peru	Train Dispatcher's Office TO Office	East end Yard Office
LaCrosse	TO Office	

**59.11 Crossings Equipped with Motion Detectors**

Location	Highway or Street	Direction of Movement	Tracks
Kewanna, Ind.	Route 17	Eastward & Westward	Main
MP 192.7	Route 14		
Beardstown, Ind.	U.S. Route 35	Westward Only	Main & Siding
LaCrosse, Ind.	Route 8	Eastward & Westward	Main & Siding
	US 421	Eastward & Westward	Malden Industrial Track

**59.13 Defective Equipment Detectors**

Hot journal detector with tape print-out in service at MP 195.7. Train crew will be notified by dispatcher if necessary to inspect train.

**59.17 Radio Base Stations**

Location	Hours of Operation	Channel Monitored	Control Point	Type Station
Peru	CON	1	TO Office	Wayside

**59.18 Handling and Safeguarding Radios**

Location of Portable Radio Check-Out and Check-In Points:

Location	Control Point	Control Point Employee
Peru	Crew Caller's Office	Crew Caller

**59.20 Additional Instructions Applying to Operating Rules****A—Rule 83—TRAIN CLEARANCE**

Trains must receive Clearance Form A before leaving Peru.

E. W. Whiteford, Jr., M.D.  
 Chief Medical Officer

**B—Rule 98—RAILROAD JUNCTIONS AND CROSSINGS**

When STOP aspect is displayed by absolute signals governing movement over railroad crossings at grade listed below, crew will be governed as indicated:

**(1) Peru—NS Crossing**

After contacting Train Dispatcher, Peru, crew will proceed in accordance with Rule 509-A.

**(2) CW—NS Crossing**

After contacting Train Dispatcher, crew will

—Determine NS train or engine is not fouling or approaching crossing;

—Depress push button located near telephone in northwest quadrant of track.

—Signal should clear after 7 minutes for Chessie trains. If signal does not display aspect to proceed, Conductor or Engineer will secure permission of Train Dispatcher and;

—Pass signal at least 30 feet but not foul crossing;

—Wait 7 minutes;

—Place lighted red fusee on each side of crossing;

—Proceed in accordance with Rule 509-A.

**(3) Thomaston—NS Crossing**

After contacting Train Dispatcher or if communication is not available, Conductor or Engineer will:

—Determine NS train or engine is not fouling or approaching crossing;

—Operate release device; turn clockwise to STOP and hold for one (1) second;

—Wait until pointer on release returns to normal position;

—Signal should clear, if signal does not display aspect to PROCEED;

—Pass signal at least 30 feet but not foul crossing;

—Wait five (5) minutes;

—Place lighted red fusee on each side of crossing and PROCEED.

**(4) Hanna—Conrail Crossing**

After contacting Train Dispatcher or if communication is not available, Conductor or Engineer will:

—Determine Conrail train or engine is not fouling or approaching crossing;

—Depress push button located on signal mast.

—Signal should clear after 4 minutes 30 seconds for Chessie trains.

—If signal does not display aspect to PROCEED;

—Pass signal at least 30 feet but not foul crossing;

—Wait five (5) minutes;

—Place lighted red fusee on each side of crossing and PROCEED.

**(5) Wellsboro—B&O and GTW Crossing**

After contacting B&O Train Dispatcher Conductor or Engineer will:

—Determine B&O or GTW train or engine is not fouling or approaching crossing;

—Operate release device, located on B&O instrument house;

—Wait five (5) minutes;

—Signal should clear, if signal does not display aspect to PROCEED;

—Secure permission of B&O Train Dispatcher (Train Dispatcher will not authorize movement without first having knowledge of possible conflicting movement on GTW); and if no conflicting movement is apparent;

—Pass signal at least 30 feet but not foul crossing;

—Wait five (5) minutes;

—Place lighted fusee on each side of crossing; and

—Proceed in accordance with Rule 509A.

**C—Rule 105—USE OF SIDINGS AND SPECIFIED TRACKS**

Movement will be made on Malden Industrial Track and Lacrosse Thoroughfare Track in accordance with Rule 105 at a speed not to exceed 20 mph.

**D—501—AUTOMATIC BLOCK SIGNAL SYSTEM RULES**

Rules 501-515 are in effect between the opposing absolute signals at:

(1) Thomaston—NS Crossing

(2) Hanna—Conrail Crossing

**B&O'S COMPANY SURGEONS**

Athens, Ohio	Dr. R. E. Main
Belleville, Ill.	Dr. A. V. Paredes
Bowling Green, Ohio	Dr. D. L. Gamble
Breese, Ill.	Dr. F. H. Ketterer
Brownstown, Ind.	Dr. Jack E. Shields
Chillicothe, Ohio	Dr. D. L. Berling
	Dr. Robt. E. Quinn, Oculist
Cincinnati, Ohio	Dr. Taylor Asbury, Ophthalmologist
Columbus, Ohio	Dr. R. E. Ebert
Connersville, Ind.	Dr. B. W. Sanders
Dayton, Ohio	Dr. Edw. R. Thomas, Oculist
	Dr. Wm. B. Ayres
Decatur, Ill.	Dr. W. F. Hubble, Oculist
Deshler, Ohio	Dr. R. J. Blough
E. St. Louis, Ill.	Dr. V. G. Eisele
Flora, Ill.	Dr. A. Paul Naney
Hamilton, Ohio	Dr. W. F. Hume
	Dr. R. J. Glins, Oculist
Indianapolis	Dr. D. H. Sluss
	Dr. H. D. Aldrich, Oculist
Lancaster, Ohio	Dr. W. D. Monger
Lawrenceville, Ill.	Dr. C. G. Stoll
Lima, Ohio	Dr. J. W. Burke
	Dr. W. E. Noble
Logan, Ohio	Dr. J. S. Matthews
Louisville, Ky.	Dr. W. M. Twyman
Mitchell, Ind.	Dr. J. R. Hamilton
New Albany, Ind.	Dr. J. Y. McCullough
North Baltimore, Ohio	Dr. E. J. Lloyd
No. Vernon, Ind.	Dr. W. A. Johnson
	Dr. Francis Warner
Olney, Ill.	Dr. J. W. Landis
Perrysburg, Ohio	Dr. P. F. Orr
Piqua, Ohio	Dr. James A. Danford
Rushville, Ind.	Dr. F. H. Green
Seymour, Ind.	Dr. John W. Ripley
Sidney, Ohio	Dr. Edw. W. Sparks, Jr.
Springfield, Ill.	Dr. H. S. Dickerman
	Dr. Raymond Pearson
	The Medical Group
	100 W. Miller Street
St. Louis, Mo.	Dr. R. W. Stevens
	6744 Clayton Rd., Room 211
Troy, Ohio	Dr. Constantine Pereyema
Tuscola, Ill.	Dr. W. G. Steiner
Washington CH, Ohio	Dr. J. H. Persinger
Washington, Ind.	Dr. H. Q. Norton
	Dr. R. H. Rang
	Dr. W. C. Schafer
	Dr. J. W. Barrett
	Dr. M. H. Seat
	Washington Medical Clinic
	1400 Grand Ave.

**C&O'S COMPANY SURGEONS**

Denver, Ind.	Dr. M. D. Sixbey
	Dr. G. C. Crates
Hammond, Ind.	Dr. E. S. Jones
Maysville, Ky.	Dr. Harry Denham
Richmond, Ind.	Dr. P. C. Rodriguez

## HOSPITALS

Bresse, Ill.	St. Joseph's
Cincinnati, Ohio	Bethesda
Chillicothe, Ohio	Chillicothe Hospital
Connersville, Ind.	Fayette Memorial
Dayton, Ohio	Miami Valley
	St. Elizabeth
Decatur, Ill.	Mason County
	St. Mary's
E. St. Louis, Ill.	St. Mary's
Flora, Ill.	Flora Clinic
	Clay County Hospital
Hamilton, Ohio	Mercy
Indianapolis, Ind.	St. Vincent
	Methodist
Lima, Ohio	St. Rita's
	Lima Memorial
Louisville, Ky.	Saint Mary and Elizabeth
Middletown, Ohio	Middletown Hospital Ass'n.
Olney, Ill.	Richland Memorial
Salem, Ill.	Salem Hospital
Springfield, Ill.	Memorial
	St. John's
Taylorville, Ill.	Taylorville Hospital
Troy, Ohio	Stouder Memorial
Tuscola, Ill.	Sarah Jarman
Vincennes, Ind.	Good Samaritan
Washington C.H., Ohio	Fayette County Memorial
Washington, Ind.	Daviess County

## INSTRUCTIONS COVERING MEDICAL SERVICES

- A. Employees seriously injured on duty or passengers, whose injuries require medical or surgical aid, should be promptly taken to the nearest listed Company's Surgeon or hospital emergency room, except in extreme emergency, when they should be transported to the closest medical facility.
  - B. Depending on severity of injury, the officer in charge will use discretion as to proper conveyance for removal of injured employees. Municipal or private ambulance, taxicabs, personal or Company's vehicles, may be used for this purpose, and the Company may be billed for the service.
  - C. When a passenger becomes ill on a train and requests medical attention, any local physician (Company's Surgeon or otherwise) may be called. If the passenger cannot or will not pay physician called, we shall pay for the first call, but both the patient and the physician should be told that all subsequent treatment shall be at the patient's expense.
- Notice of disablement or death of a Relief Department member should be reported promptly.

## EXAMINING POINTS AND HOURS

Cincinnati, Ohio—Dr. D. J. Foglia, Room 134—2815 Spring Grove Ave.,

9:00 A.M. to 12 Noon and 1:00 P.M. to 3:00 P.M. Daily except Saturday, Sunday and Holidays. Telephone 369-5542 or 369-5543. Call before reporting for examination to assure medical examiner is available.

Chillicothe, Ohio—Dr. D. L. Berling, 217 Delano Ave., Monday, Tuesday, Wednesday and Friday, 9:30 A.M. to 5:00 P.M., by appointment.

Dayton, Ohio—Dr. Wm. B. Ayres, 1100 S. Main St. Phone 222-0603. Daily except Saturday, Sunday and Holidays, 10:00 A.M. to 6:00 P.M., by appointment.

Denver, Ind.—Denver Medical Clinic, by appointment only.

Deshler, Ohio—Dr. R. J. Blough, by appointment only.

E. St. Louis, Ill.—Dr. A. V. Paredes, 7210 W. Main St., Belleville, Ill. Monday, Wednesday and Thursday, 3:00 P.M. to 5:00 P.M., Tuesday and Friday, 1:00 P.M. to 4:00 P.M., by appointment.

Dr. V. G. Eisele, 8787 State St., Suite 203, Tuesday and Friday, 1:00 P.M. to 5:00 P.M., by appointment.

Flora, Ill.—Dr. A. Paul Naney, by appointment only.

Hamilton, Ohio—Dr. Joseph P. Fairbanks, 435 Park Ave. By appointment only.

Indianapolis, Ind.—Dr. D. H. Sluss, 808 Chamber Commerce Bldg., Monday, Tuesday, Thursday and Friday, 9:30 A.M. to 4:00 P.M., by appointment only.

Industrial Clinic, 320 N. Meridian St., by appointment only.

Lima, Ohio—Dr. John W. Burke, 1014 Bellefontaine Ave.

Louisville, Ky.—Dr. W. M. Twyman, 1110 Heyburn Bldg., Monday through Friday, 1:00 P.M. to 4:00 P.M. (does not take appointments).

North Vernon, Ind.—Dr. F. K. Warner, 241 Norris Ave., by appointment only.

Springfield, Ill.—The Medical Group, 100 W. Miller, by appointment only.

Tuscola, Ill.—Dr. W. G. Stainer, 140 W. Sale St., daily except Wednesday and Sunday, 9:00 A.M. to 5:00 P.M., by appointment only.

Washington, Ind.—Washington Medical Clinic, 1400 Grand Ave., by appointment only.

## APPENDIX B GENERAL LOCOMOTIVE DATA

Series	Class	H.P.	Power Development (Excitation)	Min. Cont. Speed	Dynamic Brake Control	Manual Power Reduction	Weight	Nos.	Class	H.P.	Power Development (Excitation)	Min. Cont. Speed	Dynamic Brake Control	Manual Power Reduction	Weight
1500-1524	GP15-T	1500	TR	9.3	Flat	TL	244,000	5901-6263	GP9	1750	LR	12.0	Taper	*	256,000
1826	SD7	1500	LR	6.0	Taper	TL	370,000	6400-6570	GP9	1750	LR	12.0	Taper	*	247,500
1827-1830	SD7	1500	LR	6.0	None	TL	370,600	6571	GP9M	1500	LR	12.0	Taper	None	247,500
1831-1838	SD9	1750	LR	7.0	Taper	TL	370,000	6572-6598	GP9	1750	LR	12.0	Taper	None	247,000
1839-1840	SD9	1750	LR	7.0	None	TL	367,000	6600-6618	GP9	1750	LR	12.0	None	None	255,500
1977	GP40-2	3000	TR	11.3	Flat	TL	280,000	6650-6683	GP9	1750	LR	12.0	Taper	None	255,000
2300-2329	U23B	2250	TR	11.3	Flat	TL	283,200	6900-6976	GP30#	2250	LR	12.0	Taper	SU	262,700
3000-3046	GP30#	2250	LR	12.0	Taper	None	262,600	7181-7182	BL2	1500	LR	11.0	None	None	232,000
3300-3312	U30C	3000	TR	10.3	Flat	SU	391,700	7300-7318	SD18	1800	LR	7.3	Taper	SU	363,000
3500-3519	GP35	2500	TR	12.0	Taper	SU	260,000	7400-7419	SD35	2500	TR	9.4	Taper	TL	386,500
3520-3539	GP35	2500	LR	12.0	Taper	SU	260,000	7420-7431	SD35	2500	LR	9.4	Taper	SU	390,000
3540-3559	GP35	2500	TR	12.0	Taper	SU	260,000	7432-7440	SD35	2500	TR	9.4	Taper	TL	390,000
3560-3575	GP35	2500	LR	12.0	Taper	SU	260,000	7500-7531	SD40	3000	TR	11.0	Taper	TL	408,000
3576-3580	GP35	2500	TR	12.0	Taper	TL	260,000	7532-7536	SD40	3000	TR	11.1	Flat	TL	390,000
3581	GP35	2500	TR	12.0	Taper	SU	260,000	7545-7549	SD40	3000	TR	11.1	Taper	TL	390,000
3582-3584	GP35	2500	LR	12.0	Taper	SU	260,000	7550-7569	SD40	3000	TR	11.0	Taper	SU	390,700
3684-3772	GP40	3000	TR	11.3	Taper	TL	276,000	7570-7574	SD40	3000	TR	11.0	Taper	TL	390,700
3773-3794	GP40	3000	TR	11.3	Flat	TL	276,000	7575-7594	SD40	3000	TR	11.0	Taper	SU	390,700
3795-3799	GP40	3000	TR	11.3	Taper	TL	276,000	7595-7599	SD40	3000	TR	11.0	Taper	TL	390,700
3800-3899	GP38	2000	TR	10.9	Taper	SU	276,000	7600-7619	SD40-2	3000	TR	11.0	Flat	TL	390,700
3900-3919	GP39	2300	TR	11.3	Taper	TL	276,500	7700-7704	SD20-2	3000	TR	7.3	None	TL	370,000
4000-4099	GP40	3000	TR	11.3	Flat	TL	277,500	8200-8234	U30B	3000	TR	11.1	Flat	SU	278,000
GM50	GP40-2	3000	TR	11.3	Flat	TL	278,000	8235-8298	B-30-7	3000	TR	11.3	Flat	TL	278,000
4100-4447	GP40-2	3000	TR	11.3	Flat	TL	277,500	8401-8421	SW1	600	LR	7.5	None	None	196,500
4800-4829	GP38	2000	TR	10.9	Taper	TL	277,500	9008-9107	S4	1000	LR	8.3	None	None	230,000

82

5061-5079	NW2	1000	LR	8.6	None	None	246,000
5081-5093	SW9	1200	LR	8.3	None	None	246,500
5200-5213	NW2	1000	LR	8.3	None	None	245,400
5215-5239	SW7	1200	LR	8.3	None	None	246,500
5240-5265	SW9	1200	LR	8.3	None	None	246,400
5277-5289	NW2	1000	LR	8.3	None	None	247,500
5297-5298	NW2	1000	LR	8.6	None	None	247,000
5600-5624	GP7	1500	LR	11.0	None	None	246,400
5625-5631	GP7	1500	LR	11.0	None	None	256,000
5632-5635	GP7	1500	LR	12.0	None	None	245,000
5700-5738	GP7	1500	LR	11.0	None	*	258,200
5739-5797	GP7	1500	LR	11.0	None	None	254,500
5800-5811	GP7	1500	LR	11.0	None	None	246,000
5812-5899	GP7	1500	LR	11.0	Taper*	None	256,000

\*Random units in this Class are equipped

### Manual Power Reduction

Provides means of reducing Main Generator output independent of throttle.

- (A) Single Unit control used to reduce power when unit is slipping excessively.
- (B) Trainlined used in humping, motion loading, starting train. (Each unit must be equipped.)

### Power Development (Excitation)

Controls the locomotive power output. (Rule 309—CDT-30)

- (A) Load Regulator System—Power is developed gradually in a given throttle position.
- (B) Throttle Response—A fixed amount of power is developed in each throttle position.

9134-9148	S2	1000	LR	8.3	None	None	233,000
9552-9557	TR3	1000	LR	7.5	None	None	251,200
9558-9564	NW2	1000	LR	9.8	None	None	247,600
9600-9613	SW9	1200	LR	10.0	None	None	247,000
9614-9621	SW1200	1200	LR	10.0	None	None	246,000
9622-9624	TR4	1200	LR	9.25	None	None	247,000
138T-139T	Slug	—	—	—	None	None	248,000
#	GP30M	2000	TR	10.8	Flat	TL	262,600

#Rebuilt GP30's are designated GP30M. Numbers remain the same.

### Dynamic Brake Control

(Rules 312 & 313, Form CDT-30)

- (A) Taper System—Controlled by speed and throttle position. Maximum brake develops at 23 MPH.
- (B) Flat System—Controlled by throttle position only. Maximum brake develops at 23 MPH.
- (C) Extended Range—Maximum brake developed between 6 and 23 MPH.

### Units Equipped:

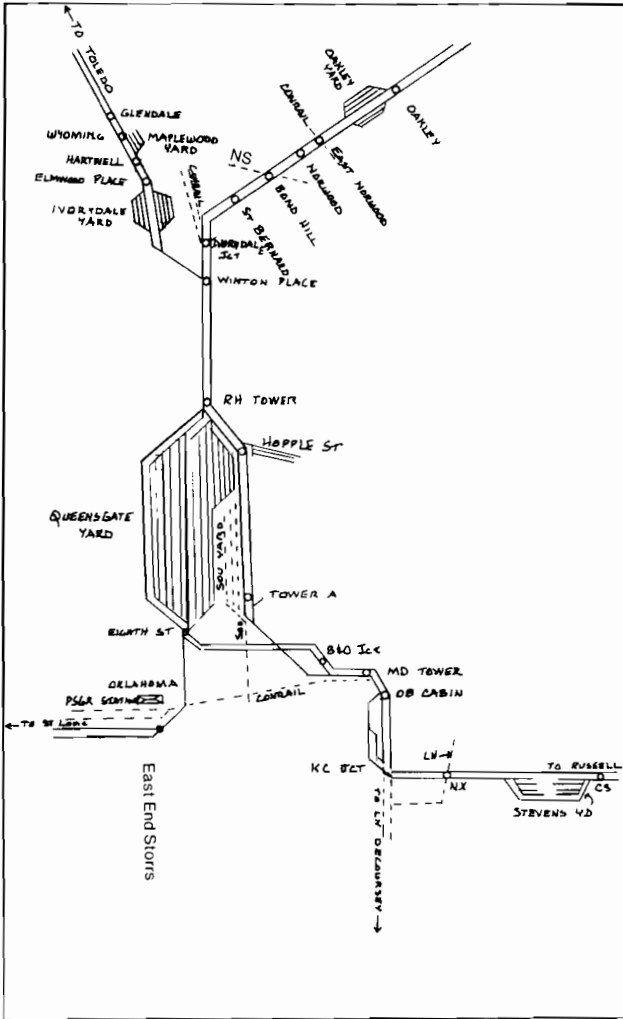
U30C	3300-3312
GP40	3684-3699
GP40-2	4422-4447
SD40	7500-7506
SD40	7550-7599
B30-7	8279-8298

### Note

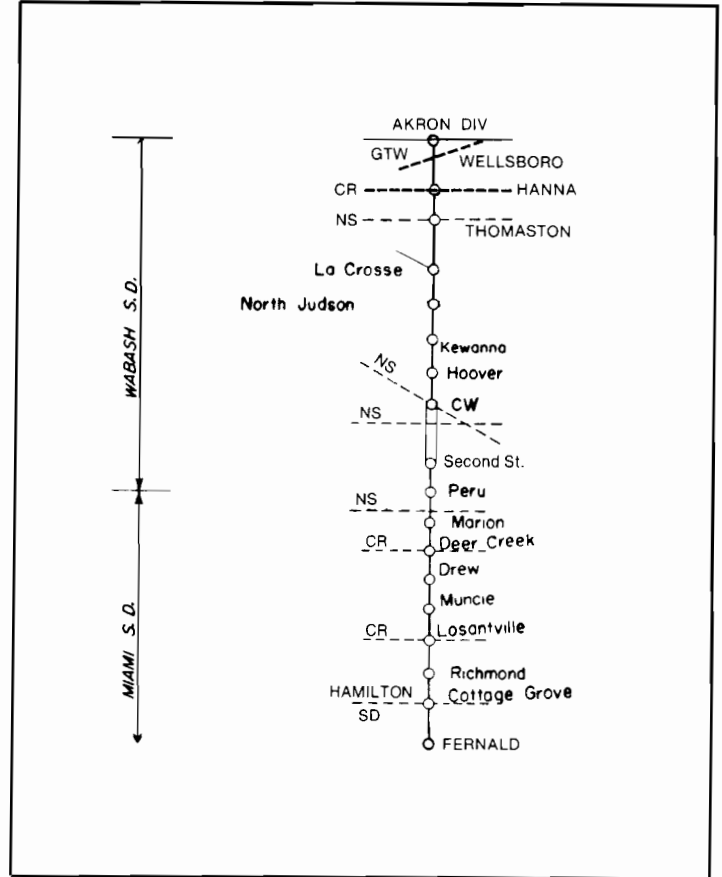
LR—Load Regulator SU—Single Unit  
TR—Throttle Response TL—Trainlined

83

APPENDIX C  
WESTERN DIVISION  
CINCINNATI TERMINAL SUBDIVISION



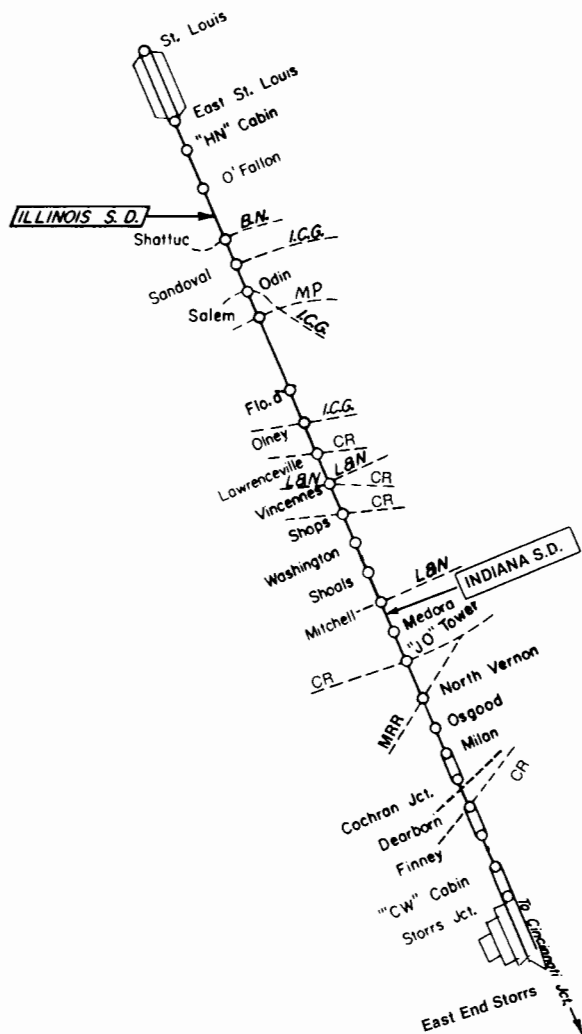
APPENDIX C  
WESTERN DIVISION  
MIAMI &  
WABASH SUBDIVISIONS





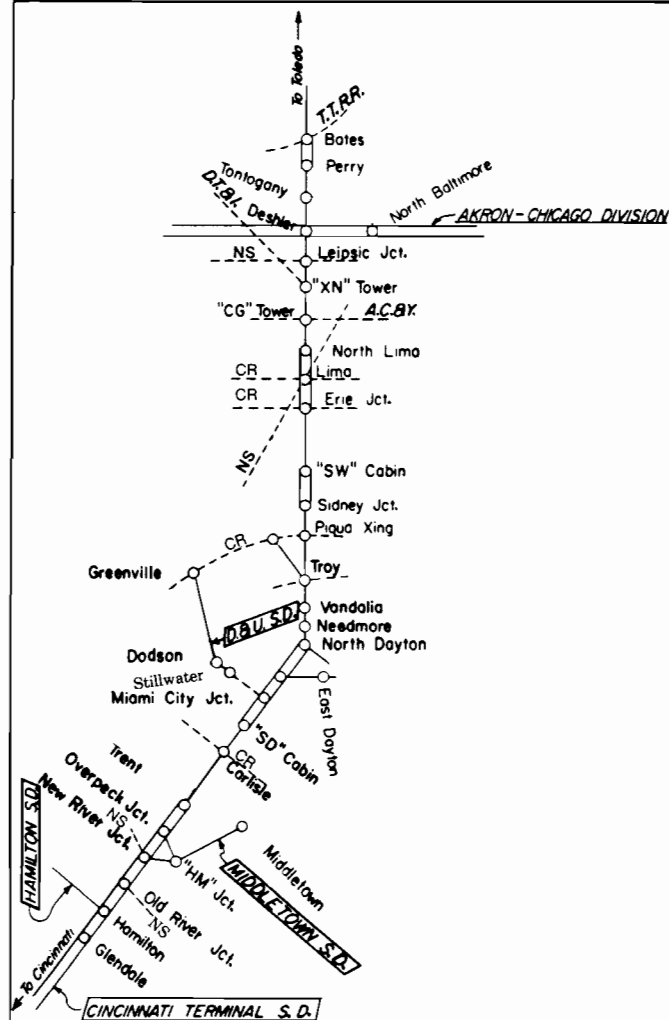
APPENDIX C  
WESTERN DIVISION

ILLINOIS—INDIANA—  
SUBDIVISIONS



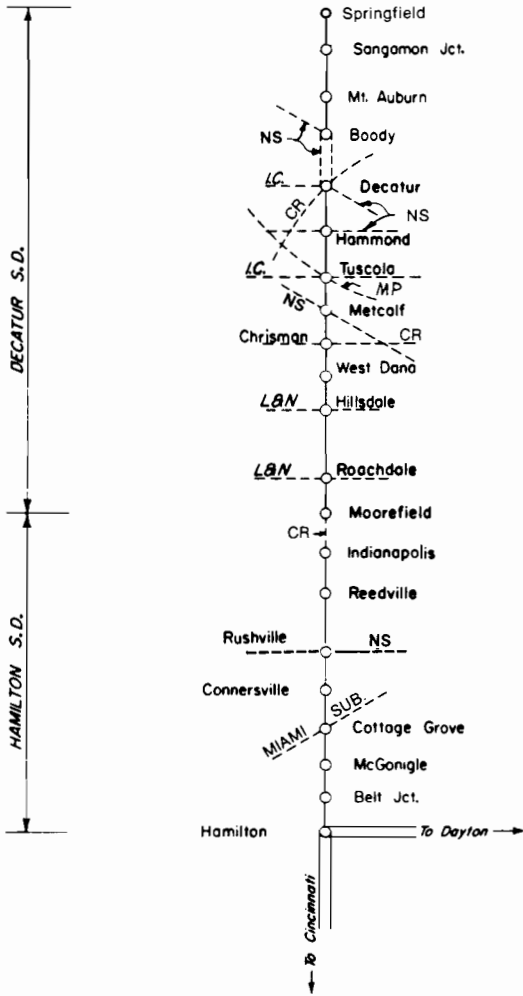
APPENDIX C  
WESTERN DIVISION

TOLEDO SUBDIVISION  
WELLSTON SUBDIVISION—D&U SUBDIVISION  
MIDDLETOWN SUBDIVISION—P&T SUBDIVISION



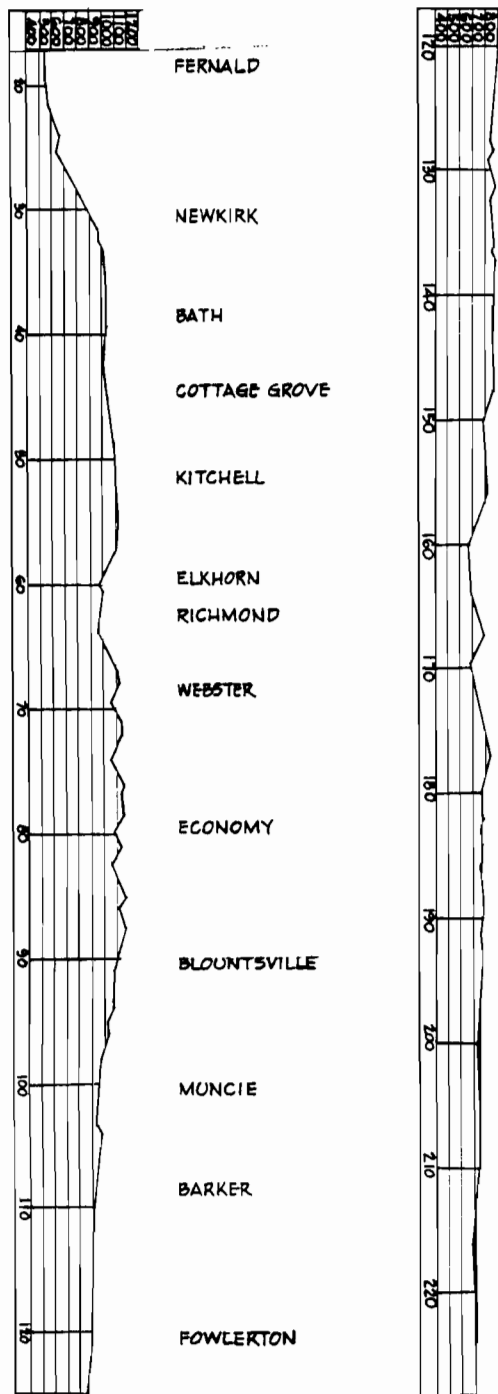
APPENDIX C  
WESTERN DIVISION

HAMILTON & DECATUR SUBDIVISIONS

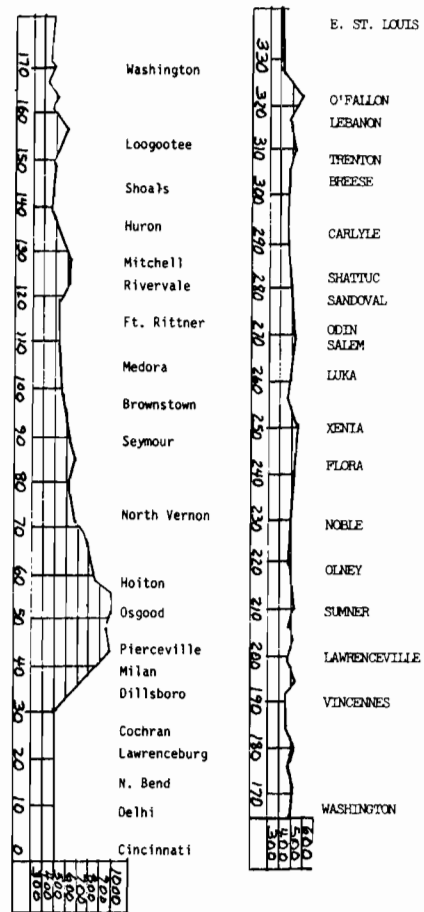


This page left blank intentionally.

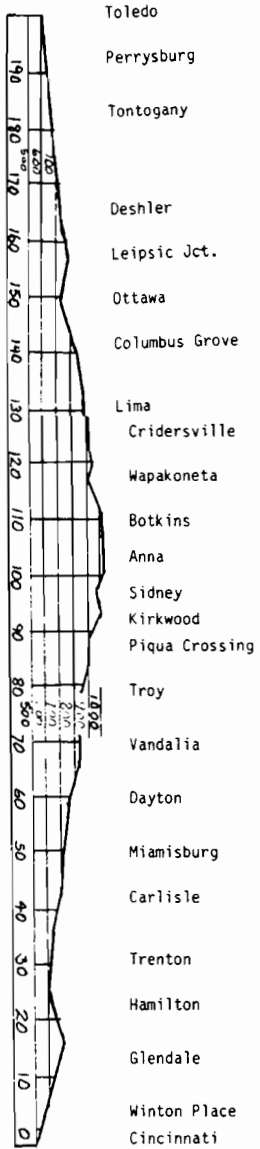
# APPENDIX D



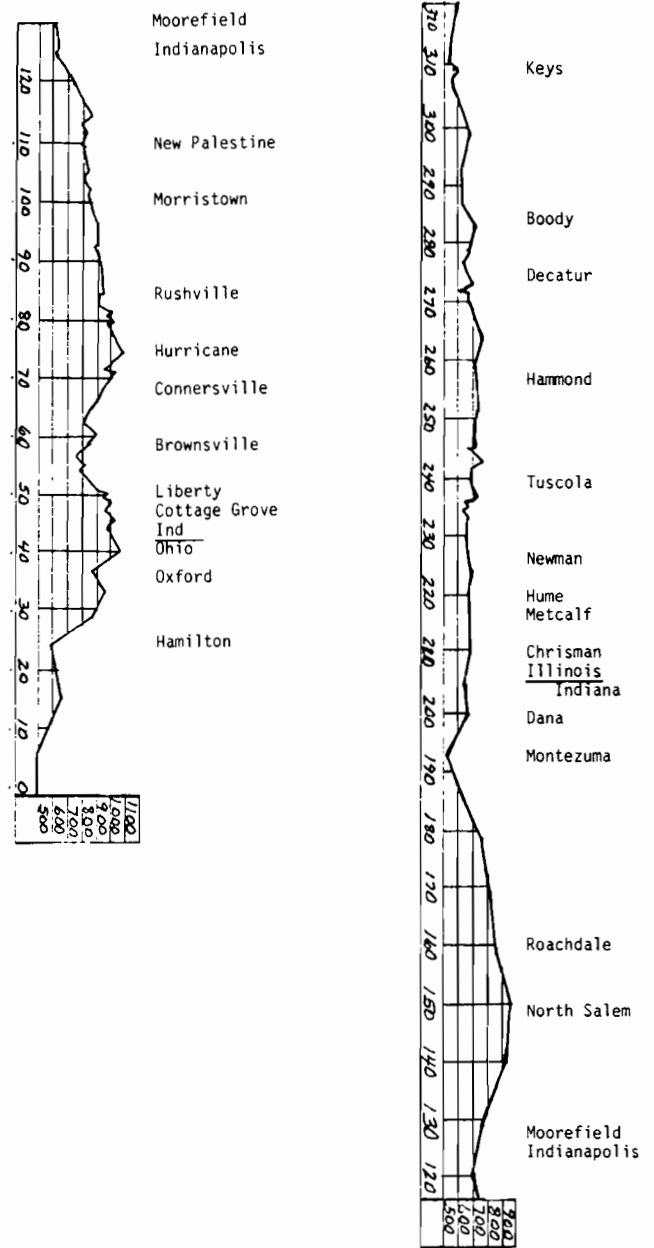
# APPENDIX D



# APPENDIX D



# APPENDIX D







**Compliance with**  
**OPERATING RULES**  
**AND**  
**SAFETY RULES**  
**INSURES**  
**SAFE and EFFICIENT**  
**Operation**

•

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

IMPACT FORCE AT VARIOUS STRIKING SPEEDS		
CAR COUPLED AT (MPH)		IMPACT FORCE
<b>SAFE</b>	1	1
	2	4
	3	9
	4	16
<b>DAMAGING</b>	5	25
	6	36
	7	49
	8	64
	9	81
	10	100