

SAFETY

IS OF

FIRST IMPORTANCE

**BE CAREFUL
THINK - LOOK
AND
LIVE**



**AVOID DAMAGE
SWITCH CUSTOMER'S CARS
CAREFULLY**

**IMPACT FORCE AT VARIOUS
STRIKING SPEEDS**

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

THE CHESAPEAKE AND OHIO RAILWAY COMPANY

Central Region

**ASHLAND-RUSSELL DIVISION
HOCKING DIVISION
TOLEDO TERMINAL DIVISION**

TIMETABLE No.

147

**To Take Effect 12:01 A. M. (Central Time)
1:01 A. M. (Eastern Time)**

Sunday, October 26, 1958.

**Book of Rules, Dated October 26, 1958,
Governs the Rights of Trains**

**DESTROY ALL TIMETABLES OF
PREVIOUS DATE**

Read the Instructions

FOR INFORMATION OF EMPLOYEES ONLY

**Lexington and Louisville Sub-Division Trains
run on Central Standard Time**

**Russell-Big Sandy, Hocking and Toledo
Terminal Division Trains run on
Eastern Standard Time**

R. VAWTER,
Regional Manager.

O. W. DRAPER,
Superintendent, Ashland-Russell Division.

R. N. LYNCH,
Superintendent, Hocking Division.

R. M. WILEY,
Superintendent, Toledo Terminal Division.

K. T. REED,
General Superintendent Transportation.

G. C. PHILLIPS,
Superintendent Transportation.

TIMETABLE ABBREVIATIONS AND SYMBOLS

The following abbreviations and symbols appear on schedule and special instruction pages:

EST for Eastern Standard Time

CST for Central Standard Time

EEDT for East End Double Track

WEDT for West End Double Track

SPECIAL INSTRUCTION PAGES

ARFE for Asst. Road Foreman of Engines

Ash for Ashland

ATM for Asst. Trainmaster

ATTM for Asst. Term. Trainmaster

Ath for Athens

CTD for Chief Train Dispatcher

Col for Columbus

Div for Division

E&BV for Elkhorn and Beaver Valley

Hock for Hocking

Jack for Jackson

Rus for Russell

Pom for Pomeroy

RFE for Road Foreman of Engines

SD for Subdivision

SV&E for Sandy Valley and Elkhorn

Term for Terminal

TTM for Terminal Trainmaster

Tol for Toledo

TM for Trainmaster

SPEED TABLE

Time Per Mile	Miles Per Hour	Time Per Mile	Miles Per Hour	Time Per Mile	Miles Per Hour	Time Per Mile	Miles Per Hour	Time Per Mile	Miles Per Hour
0 Min. 45 Sec.	80.0	1 Min. 7 Sec.	53.7	1 Min. 21 Sec.	44.4	1 Min. 35 Sec.	37.9	2 Min. 50 Sec.	21.2
0 " 43 "	75.0	1 " 8 "	52.9	1 " 22 "	43.9	1 " 40 "	36.0	3 " 0 "	20.0
0 " 50 "	72.0	1 " 9 "	52.1	1 " 23 "	43.4	1 " 45 "	34.3	3 " 10 "	18.9
0 " 52 "	69.2	1 " 10 "	51.4	1 " 24 "	42.9	1 " 50 "	32.7	3 " 20 "	18.0
0 " 54 "	66.6	1 " 11 "	50.7	1 " 25 "	42.4	1 " 55 "	31.3	3 " 30 "	17.1
0 " 56 "	64.2	1 " 12 "	50.0	1 " 26 "	41.9	2 " 0 "	30.0	3 " 40 "	16.4
0 " 58 "	62.0	1 " 13 "	49.3	1 " 27 "	41.4	2 " 5 "	28.8	3 " 50 "	15.6
1 " 0 "	60.0	1 " 14 "	48.6	1 " 28 "	40.9	2 " 10 "	27.7	4 " 0 "	15.0
1 " 1 "	59.0	1 " 15 "	48.0	1 " 29 "	40.4	2 " 15 "	26.7	4 " 10 "	14.4
1 " 2 "	58.0	1 " 16 "	47.4	1 " 30 "	40.0	2 " 20 "	25.7	4 " 20 "	13.8
1 " 3 "	57.1	1 " 17 "	46.7	1 " 31 "	39.6	2 " 25 "	24.8	4 " 30 "	13.3
1 " 4 "	56.2	1 " 18 "	46.1	1 " 32 "	39.1	2 " 30 "	24.0	4 " 40 "	12.8
1 " 5 "	55.3	1 " 19 "	45.6	1 " 33 "	38.7	2 " 35 "	23.2	4 " 50 "	12.4
1 " 6 "	54.5	1 " 20 "	45.0	1 " 34 "	38.3	2 " 40 "	22.5	5 " 0 "	12.0

DIVISION OFFICERS

DIV.	OFFICER	TITLE	TERRITORY	DIV.	OFFICER	TITLE	TERRITORY
Ashland-Russell	F. R. Lutz	Asst Supt.	Lex, BS and Coal Field SD	Hocking	P. J. Koebel	Asst Supt.	Hock Div
	H. C. Marrs	TM	B S and connecting SD		L. P. Fussinger	TTM	Col Term
	G. J. Johnson	ATM	B S and connecting SD		C. E. Chesher	TM	Col SD
	G. E. Childers	TM	Lex SD		H. H. Snouffer	ATM	Marion, Carey & Fostoria Yds
	C. B. Henzman	RFE-ATM	B S and connecting SD		Z. K. Miller	ATM	Col SD
	S. R. Warnick	RFE-ATM	Lex SD		E. E. Von Schrlitz	ATM	Ath, Pom, Jack & Mon Cr SD's, inc Oldtown, Nelsonville & Pom Yds
	E. C. Coleman	ATM	SV&E and Shelby Coal District		H. L. Scheeler	RFE-ATM	Hock Div
	C. L. Stapleton	ATM	E&BV and Long Fork SD			ARFE-ATM	Hock Div
	R. W. Vawter	ATM	Lex SD		R. I. Taylor	CTD	Hock Div
	V. F. Lowe	Supt-Agent	Louisville		L. B. Hewlett	Div Eng	Hock Div
	C. F. Powell	Term TM	Ash Term		W. M. Dowdy	Asst Div Eng	Hock Div
	M. S. Clay	CTD	Lex, B S and Coal Field SD	Tol. Term.	H. J. Wurdack	TTM	Tol Term
	F. P. Barrick	Div Eng	Lex, B S and Coal Field SD		R. J. Niggemyer	ATTM	Tol Term
	K. C. Morris	Asst Div Eng	Lex, B S and Coal Field SD		G. H. Lindsay	TM	Tol Term
	O. D. Ellison	Asst Supt.	Rus SD		A. W. Baker	ATTM	Tol Term
	L. H. Lucas	TM	Rus SD		E. A. Kelley	ATM	Tol Term
	H. L. Williams	TTM	Rus Term		E. L. Floyd	RFE-ATM	Tol Term
	T. E. DeAlba	ATM-RFE	Rus SD				
	R. H. Savage	ARFE-ATM	Rus SD				
	J. M. Williams	ATTM	Rus SD				
	W. C. Brown	ATTM	Rus Term				
	W. E. McMeans	Term Supvr	Rus Term				
	W. H. Richardson	CTD	Rus SD				
	F. C. Cunningham	Div Eng	Rus SD				

HOCKING DIVISION ASHLAND-RUSSELL DIVISION

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COLUMBUS AND RUSSELL SUBDIVISIONS

WESTWARD

EASTWARD

FIRST CLASS				TIMETABLE No. 147. In Effect Sunday, Oct. 26, 1958		FIRST CLASS			
47 Daily	5 Daily	3 Daily	1 Daily	STATIONS		4 Daily	46 Daily	6 Daily	2 Daily
L PM L PM L PM L AM						A AM A AMA A PM A PM			
10 54	7 33	12 43	4 32	RUSSELL		s 1 29	1 43	s 2 47	8 47
10 59	7 38	12 47	4 37	R. J. Cabin 3.6		1 24	1 38	2 42	8 42
.....		12 52	.....	Greenup 6.4		1 20	.....	s 2 35	.....
11 14	A 7 54	A 1 04	A 4 52	(EEDT) N. J. Cabin 10.5		L 1 09	1 23	L 2 20	L 8 27
.....				Teays Jct. 26.6		.....	.....	.....	.....
11 52				G. B. Cabin 11.3		.....	.....	.....	.....
11 59				R. A. Junction 7.0		.....	12 39	.....	.....
12 05				V. A. Junction 5.9		.....	12 33	.....	.....
.....				K. N. Cabin 11.1		.....	12 22	.....	.....
12 50				(WEDT) C. H. Cabin 34.1		.....	11 48	.....	.....
12 51				(EEDT) Mosel 0.6		.....	.....	.....	.....
1 00				Parallel 5.8		.....	11 34	.....	.....
1 15				 0.9		.....	11 30	.....	.....
1 45				COLUMBUS		.....	11 00	.....	.....
1 50				H. V. Junction 0.9		.....	10 48	.....	.....
s 2 18				Delaware 23.4		.....	s 10 23	.....	.....
s 2 50				Marion 21.5		.....	s 9 59	.....	.....
s 3 15				Upper Sandusky 18.3		.....	s 9 29	.....	.....
s 3 30				Carey 9.8		.....	s 9 10	.....	.....
s 3 55				Fostoria 14.8		.....	s 8 48	.....	.....
4 21				(WEDT) V. R. Tower 26.6		.....	8 19	.....	.....
4 26				(EEDT) Walbridge 3.1		.....	8 15	.....	.....
4 45				 4.5		.....	8 05	.....	.....
A AM	PM	PM	AM	TOLEDO UNION STATION		AM L	PM	PM	PM
47 Daily	5 Daily	3 Daily	1 Daily			4 Daily	46 Daily	6 Daily	2 Daily

FLAG STOPS:

No. 6—Oliver and Grays Branch on Sundays.

MAIL:

Greenup.—No. 1 will reduce speed to 30 m.p.h. passing station to discharge mail.

No. 3, when operated on No. 2 track will reduce speed (except Sunday) to 10 m.p.h. to receive mail pouch.

ASHLAND-RUSSELL DIVISION

LEXINGTON AND LOUISVILLE SUBDIVISIONS

WESTWARD

EASTWARD

FIRST CLASS

TIMETABLE No. 147.

FIRST CLASS

In Effect Sunday, Oct. 26, 1958

21

Daily

22

Daily

STATIONS

L AM

A PM

3 45

C. S. T.

ASHLAND

7 35

3 56

7.1

Meads

7 18

4 05

6.8

Rush

7 09

4 09

3.0

Grant

7 05

s 4 30

8.6

Hitchins

s 6 54

4 39

7.3

Aden

6 39

s 5 01

7.4

Olive Hill

(12)

s 6 24

5 10

6.3

Enterprise

6 13

.....

2.5

Soldier

fd 6 09

5 18

4.1

Gates

6 04

s 5 33

5.4

Morehead

(12)

s 5 58

5 42

7.9

Farmer

fd 5 43

fc 5 47

3.8

Salt Lick

(25)

fd 5 38

fc 5 56

8.2

Preston

fd 5 28

6 05

8.8

Ewington

.....

s 6 20

3.1

Mt. Sterling

(12)

s 5 12

6 30

8.3

L. & E. Junction

4 57

s 6 37

6.6

Winchester

(15)

s 4 48

6 55

7.8

Pine Grove

4 32

6 57

2.6

Chilesburg

4 30

7 04

7.1

Netherland (EEDT)

4 24

7 12

1.0

LEXINGTON

(12)

4 20

A AM

L PM

21

Daily

22

Daily

FIRST CLASS

TIMETABLE No. 147.

FIRST CLASS

In Effect Sunday, Oct. 26, 1958

321

Daily

322

Daily

STATIONS

L AM

A PM

7 33

C. S. T.

LEXINGTON

(12)

4 05

9 58

84.6

LOUISVILLE

1 50

A AM

L PM

321

Daily

322

Daily

ASHLAND-RUSSELL DIVISION

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MARROWBONE SUBDIVISION

WESTWARD		EASTWARD	
FIRST CLASS	TIMETABLE No. 147.	FIRST CLASS	
In Effect Sunday, Oct. 26, 1958			
55 Daily	STATIONS	56 Daily	
L PM		A PM	
12 42	HELLIER 1.6	12 40	
f 12 48	Henry Clay 2.0	f 12 35	
f 12 56	Rockhouse 3.0	f 12 29	
f 1 08	Wolf Pit 1.2	f 12 21	
1 13 PM	MARROWBONE JCT.	12 17 PM	
A		L	
55 Daily		56 Daily	

Flag Stops not shown on schedules for Nos. 36 and 39:

Savage Branch	Bays Branch
Lockwood	Bull Creek
Burnaugh	Emma
Buchanan	Dwale
Zelda	Banner
Fullers	Ivel
Potters	Tram
Holt	Betsy Layne
Walbridge	Boldman
Torchlight	Broad Bottom
Chapman	Big Shoal
Gallup	Coal Run
Beech Farm	Pauley
Kise	Wagner
Georges Creek	Titan Siding
Ben Bow	Kewanee
Richardson	Sutton
Patrick	Millard
Henrietta	Winright
Buskirk	Draffin
East Point	Belcher
Auxier	

Flag Stops for Nos. 55 and 56:

Ratliff
Venters
Lookout
Big Branch

Regular Stops not shown on schedules for Nos. 36 and 39:

Offutt
Allen
Harold

On single track, unless otherwise provided, eastward trains are superior to westward trains of the same class. (See Rule S-72)

BIG SANDY SUBDIVISION

WESTWARD		EASTWARD	
FIRST CLASS	TIMETABLE No. 147.	FIRST CLASS	
In Effect Sunday, Oct. 26, 1958			
39 Daily	STATIONS	36 Daily	
L PM		A PM	
1 58	ELKHORN CITY 1.6	1 43	
f 2 00	Dunleary 4.7	f 1 29	
2 08	R. C. Junction 1.7	1 21	
2 10	Marrowbone Jct.	1 16	
.....	0.1	12 17	
s 2 11	Marrowbone 4.0	s 12 16	
2 17	Levisa Jct. 3.3	12 08	
s 2 30	Shelby 1.1	s 11 52	
f 2 34	Fords Branch (EEDT) 2.6	f 11 41	
2 38	F. O. Cabin (WEDT) 4.2	.....	
s 2 52	Pikeville (20) 21.1	s 11 28	
3 46	Beaver Junction (EEDT) 3.7	10 05	
3 53	E. M. Cabin (WEDT) 6.1	.....	
s 4 06	Prestonsburg 5.7	s 9 42	
.....	O. X. Cabin (EEDT) 6.3	9 33	
f 4 26	Van Lear Junction 1.8	f 9 21	
s 4 40	Paintsville 2.2	s 9 17	
4 43	B. U. Cabin (WEDT) 0.3	.....	
.....	S. K. Cabin (EEDT) 3.1	8 51	
4 48	G. C. Cabin (WEDT) 3.4	.....	
f 4 57	Whitehouse 4.3	f 8 38	
5 06	Ray 3.4	8 29	
.....	J. B. Cabin (EEDT) 6.1	8 23	
5 23	K. X. Cabin (WEDT) 6.4	.....	
.....	C. H. Cabin (EEDT) 3.7	7 55	
5 38	R. B. Cabin (WEDT) 2.4	.....	
s 5 50	Louisa (20) 7.1	s 7 45	
f 6 02	Catalpa 8.6	f 7 25	
.....	W. D. Cabin (EEDT) 9.2	7 11	
6 30 PM	BIG SANDY JCT.	6 59 AM	
A		L	
39 Daily		36 Daily	

HOCKING AND ASHLAND-RUSSELL DIVISIONS STATIONS, OFFICE HOURS, PASSING SIDINGS, DISTANCES

WESTWARD

EASTWARD

Distance from Initial Station	Passing Siding Capacity in Cars (41 ft.)	RUSSELL SUBDIVISION		OFFICE HOURS		Distance from Initial Station
		STATIONS		From	To	
0.0		RUSSELL	3.6	C	C	111.0
3.6	Yard	R. J. Cabin	4.2	C	C	107.4
7.8		Riverton	0.7			103.2
8.5		Greenup	7.0			102.5
15.5	110 #1	D. G. Cabin	3.5			95.5
19.0	160 #3	N. J. Cabin (EEDT)	11.3	C	C	92.0
30.3	c 169	Wheeler	11.3			80.7
41.6		Teays Junction	1.0			69.4
42.6	c 165	Robbins	3.2			68.4
45.8		Greggs	7.1			65.2
52.9	c 167	G. B. Cabin	7.0			58.1
59.9		R. A. Junction	3.8	C	C	51.1
63.7	c 167	Vaues Center Siding	2.1			47.3
65.8		V. A. Junction	11.1	C	C	45.2
76.9		K. N. Cabin	11.1			34.1
88.0	c 181	Vee	12.8			23.0
100.8	c 178	Fite	10.2			10.2
111.0		C. H. CABIN (WEDT)		C	C	0.0
TEAYS INDUST. EXT.						
0.0		TEAYS JUNCTION	0.3	Booth	Booth	5.2
0.3		Mitchell Siding	3.8	Booth	Booth	4.9
4.1		Atomic Junction	1.1	Booth	Booth	1.1
5.2	Yard	TEAYS				0.0
COLUMBUS SUBDIVISION						
0.0		C. H. CABIN	0.6	C	C	130.2
0.6		(EEDT) Mosel	1.4			129.6
2.0		Parsons	1.0	C	C	128.2
3.0		South Columbus	2.4			127.2
5.4	Yard	Mound Street	1.0			124.8
6.4		Parallel	0.9			123.8
7.3		Columbus	0.9	C	C	122.9
8.2	y	H. V. Junction	4.2			122.0
12.4		Ackerman	4.4			117.8
16.8	c174	Linworth	5.0			113.4
21.8		Powell	2.1			108.4
23.9	y	Powell Wye	2.0			106.3
25.9		Hyatts	5.7			104.3
31.6	c189	Delaware	6.6			98.6
38.2	c183	Meredith	5.1			92.0
43.3		Prospect	4.8			86.9
48.1		Owens	3.9			82.1
52.0	c174	M. A. Cabin	1.1			78.2
53.1	Yard	Marlon	0.9			77.1
54.0	c174	M. D. Cabin	6.8	C	C	76.2
60.8	c174	Morral	4.1			69.4
64.9		Harpster	6.5			65.3
71.4	c174	Upper Sandusky	9.8	C	C	58.8
81.2	c250	Carey	0.4			49.0
81.6		C. Cabin	6.6	C	C	48.6
88.2	c174	Alveda	7.1			42.0
95.3	c165	B&O Crossing-F. Tower		C	C	34.9
96.0	c172	Fostoria	0.7			
103.4	y	Rising Sun	7.4			34.2
107.2	c174	Bradner	3.8			26.8
113.1	c179	Pemberville	5.9			23.0
119.2		LeMoyne	6.1			17.1
122.6		(WEDT) V. R. Tower	3.4			11.0
125.7	Yard	(EEDT) Walbridge	3.1	C	C	7.6
130.2		TOLEDO UNION STATION	4.5	C	C	4.5

WESTWARD

EASTWARD

Distance from Initial Station	Passing Siding Capacity in Cars (41 ft.)	POMEROY SUBDIVISION		OFFICE HOURS		Distance from Initial Station
		STATIONS		From	To	
0.0		POMEROY	2.2			81.7
2.2	Yard	Middleport	1.9			79.5
4.1		Hobson Junction	0.8			77.6
4.9		Hobson Yard	2.8	C	C	76.8
7.7		Cheshire	6.0			74.0
13.7	78	Kanauga	0.1	C	C	68.0
13.8		Kanauga Junction	4.5			67.9
18.3	26	Gallipolis	5.5	*8 00A	5 00P	63.4
23.8		Kerrs	4.0	*7 00A	4 00P	57.9
27.8	52	Bidwell	4.7			53.9
32.5	21	Vinton	7.9			49.2
40.4	51	Minerton	1.8			41.3
42.2		Clarion	2.1			39.5
44.3		Hawks	2.3			37.4
46.6		Radcliff	2.6			35.1
49.2		Oreton	5.0			32.5
54.2	91	Eagle	0.5			27.5
54.7	y	Dundas	2.8	C	C	27.0
57.5	56	McArthur	4.7	*9 00A	6 00P	24.2
62.2		Creola	7.1			19.5
69.3		New Plymouth	2.3			12.4
71.6	44	Starr	2.3			10.1
73.9	23	Summit	2.3			7.8
76.2	50	Union Furnace	5.5			5.5
81.7	Yard	OLDTOWN		**C	C	0.0
ATHENS SUBDIVISION						
0.0		ATHENS	0.3			69.6
0.3	y	West Athens	1.3			69.3
1.6		Armitage	1.7	C	C	68.0
3.3		Valley	5.2			66.3
8.5		Poston	1.9			61.1
10.4		Floodwood	1.8			59.2
12.2		Kimberly	1.6			57.4
13.8	y	Nelsonville Yard	0.6	*8 00A	5 00P	55.8
14.4	104	Nelsonville	5.6			55.2
20.0	52	Haydenville	5.2	*8 30A	5 30P	49.6
25.2	209	Oldtown	1.5	**C	C	44.4
26.7	Yard	Logan	4.1			42.9
30.8		Enterprise	3.3			38.8
34.1		Rockbridge	3.8			35.5
37.9	158	Sugar Grove	6.8			31.7
44.7	150	Lancaster	4.4	C	C	24.9
49.1	156	Hookers	4.5			20.5
53.6	91	Carroll	3.3			16.0
56.9		Lockville	3.4			12.7
60.3	89	Canal Winchester	4.1	*8 00A	5 00P	9.3
64.4	145	Groveport	4.3	*8 00A	5 00P	5.2
68.7		Valley Crossing	0.5	C	C	0.9
69.2	Yard	(EEDT) Groveport Pike	0.4			0.4
69.6		MOSEL				0.0
JACKSON SUBDIVISION						
0.0		JACKSON	4.5	*7 00A	4 00P	17.3
4.5		Coaltion	4.4			12.8
8.9		Grand Crossing	0.7			8.4
9.6	y	Wellston	3.1	*6 30A	3 30P	7.7
12.7		Hamden	4.6			4.6
17.3	y	DUNDAS		C	C	0.0
MONDAY CREEK SUBDIVISION						
0.0		END OF LINE	1.0			20.0
1.0	y	New Straitsville	6.7			19.0
7.7	24	Greendale	3.4			12.3
11.1		Carbon Hill	8.9			8.9
20.0	y	NELSONVILLE YARD		* 8 00 A	5 00 P	0.0

C-Continuous.

*-Daily except Saturday and Sunday.

†-Daily Except Sunday.

**-Continuous except 11 P. M. Sat. to 3 P. M. Sun.

HOCKING AND ASHLAND - RUSSELL DIVISIONS

7

STATIONS, OFFICE HOURS, PASSING SIDINGS, DISTANCES

WESTWARD

EASTWARD

Distance from Initial Station	Distance from Initial Station	Passing Siding Capacity in Cars (41 ft.)	LEXINGTON SUBDIVISION	Distance from Initial Station	OFFICE HOURS		Distance from Initial Station
					From	To	
0.0	Yard	t	RUSSELL	3.5	C	C	127.9
3.5			N. C. Cabin	0.7	C	C	124.4
4.2	Yard	ty	Ashland Jct.	0.0			123.4
0.0			Ashland	5.1	C	C	123.7
5.1	9.3	25	Summit	2.0			118.6
7.1	11.3	68	Meads	6.8			116.6
13.9	18.1	92	Rush	3.0	† 7 30A	4 30 P	109.8
16.9	21.1	36	Grant	2.1			106.8
19.0	23.2		Williams Creek	4.3			104.7
23.3	27.5	28	Mt. Savage	2.2			100.4
25.5	29.7	68	Hitchins	3.0	10 30A	7 30 P	98.2
28.5	32.7		Leon	4.3			95.2
32.8	37.0	50	Aden	1.7	* 7 00A	4 00 P	90.9
34.5	38.7		Grahn	5.7	* 7 00A	4 00 P	89.2
40.2	44.4	93	Olive Hill	6.3	C	C	83.5
46.5	50.7	69	Enterprise	2.5			77.2
49.0	53.2	57	Soldier	1.4			74.7
50.4	54.6		Haldeman	2.7			73.3
53.1	57.3	25	Gates	5.4			70.6
58.5	62.7	85	Morehead	7.9	9 30A	6 30 P	65.2
66.4	70.6	56	Farmer	3.8			57.3
70.2	74.4	41	Salt Lick	4.8	* 9 00A	6 00 P	53.5
75.0	79.2		Olympia	3.4			48.7
78.4	82.6	81	Preston	4.5	* 9 00A	6 00 P	45.3
82.9	87.1		Stepstone	4.3			40.8
87.2	91.4	37	Ewington	3.1			36.5
90.3	94.5	77	Mt. Sterling	8.3	5 45A	1 45 P	33.4
98.6	102.8	60	L. & E. Junction	6.6			25.1
105.2	109.4	79	Winchester	7.8	C	C	18.5
113.0	117.2	51	Pine Grove	2.6			10.7
115.6	119.8	72	Chilesburg	7.1			8.1
122.7	126.9	Yard	Netherland (EEDT)	1.0	C	C	1.0
123.7	127.9	Yard	LEXINGTON (WEDT)				0.0
LEXINGTON AND LOUISVILLE							
0.0	Yard	y	LEXINGTON	84.6			84.6
84.6	Yard	t	LOUISVILLE				0.0

WESTWARD

EASTWARD

Distance from Initial Station	Passing Siding Capacity in Cars (41 ft.)	BIG SANDY SUBDIVISION	Distance from Initial Station	OFFICE HOURS		Distance from Initial Station	Distance from Initial Station
				From	To		
0.0	Yard	y	ELKHORN CITY	1.5	8 00A	5 00 P	138.7
1.5			Dunleary Jct.	0.1			137.2
1.6	68		Dunleary	4.7	* 11 00A	8 00 P	137.1
6.3			R. C. Junction	1.7			132.4
8.0			Marrowbone Jct.	0.1			130.7
8.1	110		Marrowbone	4.0	C	C	130.6
12.1			Levisa Jct.	3.3	* 11 00 P	8 00A	126.6
15.4	Yard	t	Shelby	1.1	C	C	123.3
16.5			Fords Branch (EEDT)	2.6			122.2
19.1			F. O. Cabin (WEDT)	4.2			119.6
23.3	92		Pikeville	2.8			115.4
26.1	191		Pauley	3.6			112.6
29.7	179		Wagner	4.9			109.0
34.6	35		Harold	5.4	* 8 30A	5 30 P	104.1
40.0	160		Ivel	4.4			98.7
44.4			Beaver Junction (EEDT)	3.7			94.3
48.1			E. M. Cabin (WEDT)	6.1			90.6
54.2	198		Prestonsburg	0.1			84.5
54.3			Middle Creek Jct.	5.6			84.4
59.9			O. X. Cabin (EEDT)	1.0			78.8
60.9			Johns Creek	5.3			77.8
66.2			Van Lear Junction	0.5			72.5
66.7			Dawkins	1.3			72.0
68.0	Yard	y	Paintsville	2.2	C	C	70.7
70.2			B. U. Cabin (WEDT)	0.3			68.5
70.5			S. K. Cabin (EEDT)	3.1			68.2
73.6			G. C. Cabin (WEDT)	3.4			65.1
77.0	128		Whitehouse	4.3			61.7
81.3	160		Ray	3.4			57.4
84.7			J. B. Cabin (EEDT)	6.1			54.0
90.8			K. X. Cabin (WEDT)	6.4			47.9
97.2			C. H. Cabin (EEDT)	3.7			41.5
100.9			R. B. Cabin (WEDT)	2.4			37.8
103.3	245		Louisa	7.1	6 45A	2 45 P	35.4
110.4	186		Catalpa	8.6			28.3
119.0			W. D. Cabin (EEDT)	1.6			19.7
120.6			L. W. Cabin	7.6			18.1
128.2			BIG SANDY JCT.	0.4	C	C	10.5
128.6			Cafttsburg	2.7			10.1
131.3			Clyffeside	2.9			7.4
134.2	Yard		Ashland	1.0	C	C	4.5
135.2			N. C. Cabin	3.5	C	C	3.5
138.7	Yard	t	RUSSELL		C	C	0.0
DAWKINS SUBDIVISION							
0.0			END OF LINE	1.4			39.8
1.4			Vail	5.4	Booth		38.4
6.8			Spring Fork	7.8	Booth		33.0
14.6			Tip Top Mine	1.0			25.2
15.6			D. A. Cabin	0.4			24.2
16.0			Carver	2.8	Booth		23.8
18.8			Sublett	2.8			21.0
21.6	Yard	y	Royalton	3.9	* 8 00A	5 00P	18.2
25.5			Ivyton	5.0	Booth		14.3
30.5	91		Rebecca	1.8	Booth		9.3
32.3			Leander	2.5			7.5
34.8			Denver	2.1			5.0
36.9			Collista	0.4			2.9
37.3			Paints	2.5			2.5
39.8			DAWKINS		Booth		0.0

C-Continuous.

*-Daily Except Saturday and Sunday.

†-Daily Except Sunday

ASHLAND-RUSSELL DIVISION

STATIONS, OFFICE HOURS, PASSING SIDINGS, DISTANCES

WESTWARD

EASTWARD

Distance from Initial Station	Passing Siding Capacity in Cars (41 ft.)	MILLERS CREEK SUBDIVISION		OFFICE HOURS		Distance from Initial Station
				From	To	
STATIONS						
0.0	.....	MINE 155	3.0	.....	.....	3.9
3.0	.....	Long Siding	0.9	.....	.....	0.9
3.9	.....	VAN LEAR JCT.	.....	.....	.....	0.0
MIDDLE CREEK SUBDIVISION						
0.0	.....	EAST DAVID	0.6	.....	.....	9.6
0.6	y	David	9.0	.....	.....	9.0
9.6	.....	MIDDLE CREEK JCT.	.....	.....	.....	0.0
E. & B. V. SUBDIVISION						
0.0	y	DEANE	10.2	Booth	.....	43.2
10.2	.....	Kite	12.2	.....	.....	33.0
22.4	.....	Wayland	2.5	*10 00A	7 00 P	20.8
24.9	.....	Lackey	0.5	Booth	.....	18.3
25.4	.....	Porter Junction	0.6	Booth	.....	17.8
26.0	.....	Garrett	2.2	Booth	.....	17.2
28.2	.....	Bosco	3.7	Booth	.....	15.0
31.9	22	Eastern	5.1	Booth	.....	11.3
37.0	.....	Stephens Branch Jct.	1.3	Booth	.....	6.2
38.3	Yard	Martin Junction	0.1	.....	.....	4.9
38.4	y	Martin	4.8	†C	C	4.8
43.2	.....	BEAVER JUNCTION	.....	Booth	.....	0.0
S. V. & E. SUBDIVISION						
0.0	Yard	SHELBY JUNCTION	4.1	.....	.....	29.8
4.1	.....	Yeager	3.6	Booth	.....	25.7
7.7	100	Esco	0.4	.....	.....	22.1
8.1	.....	Penny	2.7	Booth	.....	21.7
10.8	.....	Virgie	4.0	.....	.....	19.0
14.8	.....	Myra	2.8	Booth	.....	15.0
17.6	116	Dorton	5.1	.....	.....	12.2
22.7	.....	Shelby Gap	2.7	.....	.....	7.1
25.4	.....	Burdine	2.7	.....	.....	4.4
28.1	Yard y	Jenkins	0.1	* 9 00A	1 00A	1.7
28.2	.....	Meade Fork Jct.	1.6	.....	.....	1.6
29.8	.....	DUNHAM	.....	.....	.....	0.0
MEADE FORK SUBDIVISION						
6.0	.....	MEADE FORK JCT.	1.2	.....	.....	14.8
1.2	.....	Gap Switch	2.9	Booth	.....	13.6
4.1	.....	Payne Gap	7.3	Booth	.....	10.7
11.4	.....	Pound	1.9	Booth	.....	3.4
13.3	y	McFall	0.4	Booth	.....	1.5
13.7	.....	Meade	1.1	Booth	.....	1.1
14.8	.....	END OF LINE	.....	.....	.....	0.0
LEVISA SUBDIVISION						
0.0	.....	DUNLAP	3.1	Booth	.....	22.7
3.1	y	Nigh	5.2	Booth	.....	19.6
8.3	.....	Lick Creek	2.0	.....	.....	14.4
10.3	.....	Woodside	8.0	Booth	.....	12.4
18.3	.....	Jonican	3.7	.....	.....	4.4
22.0	.....	Slones Branch	0.7	.....	.....	0.7
22.7	.....	LEVISA JCT.	.....	*11 00 P	8 00A	0.0
MARROWBONE SUBDIVISION						
0.0	.....	MANCO	2.0	.....	.....	9.8
2.0	.....	Hellier	1.6	.....	.....	7.8
3.6	.....	Henry Clay	2.0	Booth	.....	6.2
5.6	.....	Rockhouse	3.0	Booth	.....	4.2
8.6	.....	Wolf Pit	1.2	Booth	.....	1.2
9.8	.....	MARROWBONE JCT.	.....	.....	.....	0.0

WESTWARD

EASTWARD

Distance from Initial Station	Passing Siding Capacity in Cars (41 ft.)	ROAD CREEK MINE EXTENSION	OFFICE HOURS		Distance from Initial Station
			From	To	
0.0		REPUBLIC	2.7	.....	2.7
2.7		R. C. JCT.	Booth	.....	0.0
BEAVER CREEK MINE EXTENSION					
0.0		MIKEGRADY	3.8	Booth	3.8
3.8		DUNLEARY JCT.	Booth	.....	0.0
LONG FORK SUBDIVISION					
0.0		EAST WEEKSBURY	1.9	.....	25.0
1.9	 y	Weeksbury	3.1	.....	23.1
5.0		Wheelwright	1.9	* 8 30A 5 30 P	20.0
6.9		Buckingham	2.0	Booth	18.1
8.9		Clear Creek Junction	0.1	.....	16.1
9.0		C. J. Cabin	1.5	.....	16.0
10.5	93	Price	2.5	Booth	14.5
13.0		Orkney	1.9	Booth	12.0
14.9		McDowell	2.7	Booth	10.1
17.6		Lane Siding	4.4	Booth	7.4
22.0		Salisbury	2.0	.....	3.0
24.0		Hite	1.0	Booth	1.0
25.0	Yard	MARTIN JCT.			0.0
CLEAR CREEK SUBDIVISION					
0.0		LIGON	4.0	.....	4.0
4.0		CLEAR CREEK JCT.	Booth	.....	0.0
JONES FORK SUBDIVISION					
0.0		END OF LINE	1.9	.....	1.9
1.9		PORTER JCT.	Booth	.....	0.0
STEPHENS SUBDIVISION					
0.0		END OF LINE	0.5	.....	2.0
0.5		Mars	1.5	.....	1.5
2.0		STEPHENS BRANCH JCT.	Booth	.....	0.0

C-Continuous.

†-Daily Except Sunday.

*-Daily Except Saturday and Sunday.

†-Continuous except 11 P. M. Sat. to 7 A. M. Mon.

SPECIAL INSTRUCTIONS

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

DIV.	SUBDIVISION OR EXTENSION	TRACK SECTION BETWEEN	TRACK
ASHLAND-RUSSELL	Big Sandy.....	W. D. Cabin and R. B. Cabin	Single Track
		C. H. Cabin and K. X. Cabin	
		J. B. Cabin and G. C. Cabin	
		S. K. Cabin and B. U. Cabin	
		O. X. Cabin and E. M. Cabin	
		Beaver Jct. and F. O. Cabin	
	Fords Branch and Elkhorn City	On Entire Subdivisions	
	Dawkins.....		
	Miller's Creek.....		
	Middle Creek.....		
	Elkhorn and Beaver Valley...		
	Stephens.....		
	Jones Fork.....		
	Steele Creek.....		
	Long Fork.....		
	Clear Creek.....		
	Sandy Valley and Elkhorn.....		
	Meade Fork.....		
	Marrowbone.....		
	Levisa.....		
Beaver Creek Mine Extension.....	On Entire Mine Extensions		
Road Creek Mine Extension.....			
Lexington.....		Ashland and Netherland, Main and Limestone St., Lexington	
Teays Industrial Extension.....		Teays Jct. and Atomic Jct.	
Russell.....	R. U. Cabin and R. J. Cabin	Single Track (Psgr.)	
	Eastbound Yard and R. J. Cabin	Single Track (Freight)	
HOCKING	Columbus.....	C. H. Cabin and Mosel	Single Track
	Athens.....	Groveport Pike and Athens	
	Pomeroy.....	Oldtown and Pomeroy	
	Jackson.....	Dundas and Jackson	
	Monday Creek....	Nelsonville Yard and New Straitsville	
TOLEDO TERMINAL		V. R. Tower and Terminal Crossing	
		Terminal Crossing and Rockwell Jct.	
HOCK.	Columbus.....	Mosel and V. R. Tower	
	Athens.....	Mosel and Groveport Pike	
ASHLAND-RUSSELL	Big Sandy.....	Big Sandy Jct. and W. D. Cabin	Two Tracks
		R. B. Cabin and C. H. Cabin	
		K. X. Cabin and J. B. Cabin	
		G. C. Cabin and S. K. Cabin	
		B. U. Cabin and O. X. Cabin	
		E. M. Cabin and Beaver Jct.	
	F. O. Cabin and Fords Branch		
	Lexington.....	Netherland and Main St., Lexington	Three Tracks
Russell.....	N. J. Cabin and C. H. Cabin		
	R. J. Cabin and N. J. Cabin		

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

DIV.	SUBDIVISION	BETWEEN	RAILROAD
ASH.-RUS.	LEXINGTON....	Limestone St., Lexington and Preston St., Louisville.....	L. & N. R. R.
	LOUISVILLE....	Preston St. and Central Station, Louisville.....	Short Route R. R.
	BIG SANDY....	Elkhorn City Yard.....	Clinchfield R. R.
HOCK.	COLUMBUS	Dennison Ave. and Union Station, Columbus.....	P. R. R.
		Yard A and B. & O. 4th St. Yard, Columbus.....	
TOLEDO TERMINAL		Rockwell Jct. and Union Station, Toledo.....	N. Y. C.
		Toledo Union Station and Alexis	N. Y. C.
		Walbridge and Hallett.....	T. T.
		Gould and Hamilton St., Toledo	N. Y. C. & St. L.
		Toledo, Hallett and Galena Streets.....	Ann Arbor.

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

DIV.	S. D.	TRACK SECTION BETWEEN OR STATION	RAILROAD
HOCKING	Tol. Term.	Rockwell Jct. and Terminal Crossing	N. Y. C.
	Ath. Term.	Armitage and West Athens	
	Pom. Term.	Gallipolis and Pomeroy	

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

30-1.—Standard Clocks and Watch Register Forms:

DIV.	STATION	LOCATION CLOCK	LOCATION FORM CDT-43
ASHLAND-RUSSELL	Russell.....	Yard Office, New Hump	Yard Office, New Hump
		Yard Office—Big Four..	Yard Office—Big Four
		Yard Office—West End Eastbound Yard (Light Side).....	Yard Office—West End Eastbound Yard (Light Side)
		Crew Caller's Office....	Crew Caller's Office
		Ready Track.....	Ready Track
		Yard Office—West End Coal Class. Yard.....	Yard Office—West End Coal Class. Yard
		Yard Office—West End Westbound Manifest Yard.....	Yard Office—West End Westbound Manifest Yard
		Cond'rs Room—Westbound Manifest Yard.	Cond'rs Room—Westbound Manifest Yard
		Telegraph Office.....	Telegraph Office
	Parsons.....	Mosel Yard Office....	Mosel Yard Office
		Roundhouse.....	Roundhouse
	Ashland.....	Pagr. Station.....	Cond'r's Room
		Scale House, 34th St..	Scale House, 34th St.
		5th St. Yard Office....	5th St. Yard Office
	Olive Hill.....	Roundhouse.....	Roundhouse
		Telegraph Office.....	Telegraph Office
	Netherland.....	Telegraph Office.....	Telegraph Office
	Lexington.....	Cond'rs Room.....	Cond'rs Room
		Central Station.....	Central Station
	Louisville.....	Hancock St. Tower....	Hancock St. Tower
		Yard Office.....	Yard Office
	Paintsville.....	Yard Office.....	Yard Office
	Martin.....	Yard Office.....	Yard Office
	Shelby.....	Yard Office.....	Yard Office
	Elkhorn City....	Telegraph Office..... (CRR)	Telegraph Office (CRR)

30-1.—Concluded.

DIV.	STATION	LOCATION CLOCK	LOCATION FORM CDT-43
TOL. TERM.	Toledo.....	Ottawa Yard Office and Enginehouse.....	Ottawa Yard Office and Enginehouse
	Walbridge.....	Union Station.....	Union Station
HOCKING	Walbridge.....	Terminal Bldg.....	Terminal Bldg.
		Enginehouse.....	Enginehouse
	B. & O. Crossing..	West End Yard Office..	West End Yard Office
	M. D. Cabin.....	Yardmaster's Office	Yardmaster's Office
		Train Dispatcher's Office.....	
	Columbus.....	Union Station.....	Union Station
		Yard A.....	Yard A
		Telegraph Office.....	Telegraph Office
	Parsons.....	Mosel Yard Office.....	Mosel Yard Office
		Enginehouse.....	Enginehouse
	Oldtown.....	Yard Office and Telegraph Office.....	Yard Office
	Nelsonville Yard..	Yard Office.....	Yard Office
	Wellston.....	Telegraph Office.....	Telegraph Office
	Pomeroy.....	Freight Office.....	Freight Office

30-2.—Bulletin and Notice Books:

DIV.	STATION	LOCATION
ASHLAND-RUSSELL	Russell.....	Yard Office, New Hump
		Yard Office, Big Four
		Ready Track
		Crew Caller's Office
		Yard Office—West End Eastbound Yard (Light Side)
		Yard Office—West End Coal Classification Yard
		Yard Office—West End Westbound Manifest Yard
		Conductors' Room—Westbound Manifest Hump
	Parsons.....	Roundhouse
		Mosel Yard Office
	Ashland.....	Roundhouse
		5th St. Yard Office
		Passenger Station (Condr's Room)
		Scale House, 34th St.
	Olive Hill.....	Telegraph Office
	Netherland.....	Yard Office
	Lexington.....	Conductors' Room
	Louisville.....	Shops
		Central Station
		Hancock St. Tower
	Paintsville.....	Yard Office
	Martin.....	Yard Office
	Shelby.....	Yard Office
	Elkhorn City.....	Telegraph Office (CRR)
HOCKING	B. & O. Crossing..	East End Yard Office
	M. D. Cabin.....	West End Yard Office
		Yardmasters Office
	Columbus.....	Union Station
		Yard A
		Crew Caller's Office
	Parsons.....	Enginehouse
		Yard Office, East End Loaded Yard
		Yard Office, East End Empty Yard
	Oldtown.....	Yard Office
	Nelsonville Yard..	Telegraph Office
	Armitage.....	Telegraph Office
	Wellston.....	Telegraph Office
	Pomeroy.....	Enginehouse

30-2.—Concluded.

DIV.	STATION	LOCATION
TOL. TERM.	Walbridge.....	Terminal Building
		Eastbound Yard Office
		Enginehouse
	Toledo.....	Enginehouse, P. R. R. Summit St., P. R. R. Outer Yard Office
	Ottawa.....	Yard Office, Enginehouse, Northbound Hump Office

40.—MAXIMUM AUTHORIZED SPEED—Unless trains and engines are otherwise restricted by train orders, signal indications, speed limit signs, and instructions contained in Speed Restriction Tables 40-1 and 40-2:

BETWEEN	PASSENGER TRAINS	FREIGHT TRAINS	
		TIME	OTHER
	MPH	MPH	MPH
ASHLAND-RUSSELL DIVISION:			
R. U. Cabin and R. J. Cabin (On passenger main track).....	55	55	50
Eastbound Yard and R. J. Cabin (On freight main track).....	15	15	15
R. J. Cabin and N. J. Cabin.....	75	55	50
N. J. Cabin and C. H. Cabin.....	65	60	50
Lexington and Winchester.....	65	50	45
Winchester and Olive Hill.....	55	40	40
Olive Hill and Leon.....	35	35	35
Leon and Ashland.....	55	40	40
Big Sandy Jct. and Elkhorn City.....	50	40	35
Dawkins and Vail.....	25	.....	20
Van Lear Jct. and Mine 155.....	25	.....	20
Middle Creek Jct. and East David.....	25	.....	15
Beaver Jct. and Martin.....	35	.....	30
Martin and Wayland.....	30	.....	25
Wayland and Deane.....	25	.....	25
Stephens Branch Jct. and Mars.....	25	.....	15
Porter Jct. and End of Line.....	25	.....	15
Martin Jct. and East Weeksbury.....	30	.....	25
Clear Creek Jct. and Ligon.....	30	.....	20
Shelby Jct. and Dunham.....	30	.....	25
Meade Fork Jct. and End of Line.....	25	.....	25
Levisa Jct. and Dunlap.....	30	.....	25
Marrowbone Jct. and Manco.....	25	.....	15
R. C. Jct. and Republic.....	25	.....	15
Dunleary Jct. and Mikegrady.....	25	.....	15
Teays Jct. and Atomic Jct.....	20	.....	20
HOCKING DIVISION:			
Mosel and Yard "A".....	50	40	40
Yard "A" and Walbridge.....	65	60	50
Mosel and Athens.....	50	30	30
Oldtown and Gallipolis.....	40	.....	30
Gallipolis and Hobson Yard.....	45	.....	35
Hobson Yard and Pomeroy.....	30	.....	25
Dundas and Jackson.....	40	.....	30
Nelsonville Yard and New Straitsville.....	20	.....	20
TOLEDO TERMINAL DIVISION:			
Walbridge and Rockwell Jct.....	70	50	50

40-1.—SPEED RESTRICTIONS:

LOCATION AND CONDITIONS	PASSENGER TRAINS	FREIGHT TRAINS	
		TIME	OTHER
	MPH	MPH	MPH
ASHLAND-RUSSELL DIVISION:			
Trains running against the current of traffic.....	50	35	35
Through Princess and Williams Creek Tunnels.....	40	25	25
Lexington: Between Main and Limestone Sts.....	12	12	12
Tunnel No. 4, Midas, Ky.....	20	.....	.....
Through turnouts at ends of double track except where movement is governed by interlocking or automatic block signal indications.....	30	25	25
Through turnouts at ends of passing sidings and all main track crossovers except where movement is governed by interlocking or automatic block signal indications.....	20	15	15

40-1.—Concluded.

LOCATIONS AND CONDITIONS	PASGR. TRAINS	FRT. TRAINS	
		TIME	OTHER
	MPH	MPH	MPH
HOCKING AND TOLEDO TERMINAL DIVISIONS:			
Trains running against current of traffic.....	50	35	35
Over Railroad Crossings and through Interlocking:			
Hallet.....	15	15	15
Curves:			
Rockwell Jct.....	30	30	30
Fostoria: B. & O. Crossing to Curve at Fostoria Passenger Station.....	35	35	35
Between Oldtown and Hobson Yard.....	25	25	25
Between Dundas and Jackson.....	25	25	25
Over Street Crossings:			
Delaware: Street crossing at west end of station platform.....	50	50	50
Walbridge: Street Crossing over Union St.....	30	30	30
Over Street Crossings:			
Columbus: All grade crossings within corporate limits.....	45	45	45
Lancaster: Broadway Street at west end of station platform.....	10	10	10
Over Designated Tracks:			
Between C. H. Cabin and Mosel.....	30		
Columbus: In and out of Union Station.....	8		
Armitage: Over Bridge 752.....		15	15
Through turnouts at ends of passing sidings and all other main track crossovers except where movement is governed by interlocking or automatic block signal indications.....	20	15	15

40-2.—SPEED RESTRICTIONS, ENGINES AND EQUIPMENT, unless otherwise restricted to lower speeds:

GENERAL:	PASSENGER TRAINS	FREIGHT TRAINS	
		TIME	OTHER
	MPH	MPH	MPH
Engines:			
Engine pushing cars.....	30	25	25
Permissible speeds for diesel engines when used in passenger or freight service, except speed must not be in excess of Maximum Authorized Speed Table 40 and Speed Restriction Tables 40-1 and 40-2 when such speeds are lower.			
Diesel Engines:			
Series Nos.			
95-98, 101-108, 4000-4001, 4009, 4500-4523. }	80	60	60
4002-4003, 4010-4030. }	75	60	60
80-85, 1834-1847, 5600-5601, 5700-6263, 6700-6709. }	65	60	60
6800-6811, 7000-7093, 7500-7546, 8000-8015, 8500-8506. }	60	60	60
5114-5115, 5528-5595. }	60	60	60
6500-6501, 6600-6601. }	55	55	55
10-11, 57-64, 1850-1856, 5000-5093, 5100-5113, 5200-5298. }	50	50	50
1.....	37	37	37
Rail cars { 9050-9051, 9053-9055.....	60	55	50
{ 9060-9062.....	80	60	60

40-2.—Concluded.

	PASSENGER TRAINS	FREIGHT TRAINS	
		TIME	OTHER
	MPH	MPH	MPH
Equipment:			
Trains handling ditcher spreader cars.....		30	30
Trains handling air dump cars.....		30	30
Trains handling scale test cars (See 40-4 (k)).....		25	25
Trains handling Clearance Car X-1836 (See 40-4 (l)).....		20	20
Trains handling C. & O. tool car derrick with boom trailing.....		40	40
Trains handling C. & O. tool car derrick with boom in forward position..... (See 40-4.)		30	30
Trains handling other derrick cars, power shovels, cranes, ditchers and similar pivoted machinery moving on their own wheels... (See 40-4.)			
On tangents.....		20	20
On curves.....		15	15
Trains handling non-revenue derricks, power shovels, cranes, ditchers and similar pivoted machinery loaded on cars..... (See 40-4.)			
On curves.....		30	30

40-3.—ENGINE RESTRICTIONS:

40-3 (a).—BACK-UP MOVEMENTS.—When operating four or more diesel units in multiple, caution must be exercised in handling throttle during back-up movements to prevent derauling units or cars.

40-3 (b).—PUSHER SERVICE.—Where pusher service is required, no more than three units, working in multiple, should be used.

40-3 (c).—HAULING DEAD OR DISABLED ENGINE IN TRAIN.—Dead or Disabled engines must not be dispatched or moved dead in any train, without authority of the Chief Train Dispatcher, who will secure proper instructions for movement from the Master Mechanic before authorizing movement of disabled or dead engine in train.

40-3 (d).—RAIL CARS.—Diesel rail cars in tow must be handled on rear of train.

40-3 (e).—SPEED.—When for any reason lower speeds than specified in timetable are required for dead engines such speeds will be requested before engine is dispatched. When enroute in charge of messenger, and conditions require further speed restrictions, Chief Train Dispatcher should be so notified, who will advise whether to set engine out or reduce speed.

40-3 (f).—SCALE TRACKS.—Engines must not be operated over live rail of scale tracks.

40-3 (g).—TRACK RESTRICTIONS.—Engines are restricted in use of tracks as designated below.

ASHLAND-RUSSELL DIVISION:

S. D.	STATION	TRACK	DIESEL ROAD NUMBERS	RESTRICTION
LEXINGTON	Lawton...	Tracks under tippie of Standard Slag Co.....	All Engines	Must not use.
	Lexington.	No. 3 track Lexington Union Station....	5528-5532, 5533-5569	Must be moved with caution not exceeding 5 m. p. h. passing station platform.
		Lexington Belt Line.	6608-6611	Must not use.
S.V.&E.	Virgie.....	Mountain States Coal Corp.....	All Engines	Must not be operated beyond road crossing 160 feet east of west switch of mine track.
RUSSELL	MP 72....	Sturm and Dillard Co.....	All Engines	Must not use loaded tracks under tippie.

40-3 (g).—Concluded.

HOCKING DIVISION:

SUB-DIVISION	STATION	TRACK	ENGINES RESTRICTED
Columbus	Fostoria	Turnouts in Blair Yard (NYC&StL)	Trains enroute to Blair Yard must not exceed speed of 10 miles per hour.

40-3 (h).—BRIDGES AND TRESTLES.—Engines are restricted in use of tracks on bridges and trestles as designated below.

ASHLAND RUSSELL DIVISION:

S. D.	STATION	BRIDGE, TRESTLE OR STRUCTURE	DIESEL ROAD NUMBERS	RESTRICTION
LEXINGTON	Lexington	Broadway Street Bridge on Lexington Belt Line	95-98, 101-108, 4000-4030, 4500-4523, 5528-5532, 5533-5569	Must be moved with caution and at a speed not exceeding 5 m. p. h. over bridge.
	Paintsville	Conveyor pit 875 feet from point of switch No. 9 yard track	All Engines	Must not use.

HOCKING DIVISION:

S. D.	STATION	BRIDGE, TRESTLE OR STRUCTURE	DIESEL ROAD NUMBERS	RESTRICTION
COL.	Delaware	Kissinger track trestle.	All Engines	Must not use.
	Carey	Coal trestle of the National Lime and Stone Company Plant		
ATH.	West Athens	Trestle in tail track of wye		
JACK.	Jackson	Hopper and Bridge No. 957 on main track leading to Globe Iron Co., east of station	All Engines	Must not move under hopper or over bridge just east thereof.
	Bridge No. 957	Bridge No. 957	All Engines	Must not use.
	Bridge No. 958	Bridge No. 958 on empty track	All Engines	Must not use.
MONDAY CREEK	Bridge No. 47	Bridge No. 47	All Engines	Must not exceed a speed of 15 m. p. h. over bridge.
	Entire Sub-division	Entire Subdivision	5528-5529, 5533-5569, 5570-5595, 6500-6501, 6600-6601, 6700-6709, 6800-6811	Must not use.

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

40-4.—EQUIPMENT RESTRICTIONS:

Rotating Machinery

Pivoted, Rotating or Swinging Machinery.—Derricks, cranes, pile drivers and similar pivoted, rotating or swinging machinery, moving in train on their own wheels or loaded on car will be handled as follows:

40-4 (a) Derrick cars, power shovels and similar pivoted machinery, when handled in trains, on their own wheels, or loaded on cars, either with or without boom in place, must have the Rotating Portion substantially anchored by two anchors to the front and two anchors at the rear (similar to wrecking cranes) to prevent any part of the rotating apparatus

40-4 (a).—Concluded.

turning or swinging, (this does not apply to machines where the rotating apparatus cannot be turned to project outside of the side lines of the machines or cars on which loaded). When boom is connected, it must be placed in its lowest position, and the anchors at that end must secure the boom to the machine or to the car on which machine is loaded.

40-4 (b) Unless otherwise directed by the Superintendent, revenue shipments of pivoted, rotating or swinging machinery moving on own wheels must not be moved in a train unless train order restricting the movement as may be necessary has been properly placed for delivery to the conductor and engineer.

Such shipments will be handled only in local freights, branch line mixed train or special train operated for the purpose, and will be placed not more than (five) 5 cars from rear of train in which handled, unless otherwise directed by the Superintendent.

The yardmaster, agent, or other employe handling the shipment will notify the Chief Train Dispatcher in ample time to secure train order restrictions before permitting the shipment to be moved in a train.

40-4 (c) When a restricted shipment is to be dispatched beyond the jurisdiction or territory of a Chief Train Dispatcher, he will notify others concerned of the specific train in which the shipment is moving in ample time for Yardmaster and Train Dispatcher to protect the movement on their territory.

40-4 (d) The speed of trains handling restricted shipment, unless otherwise designated by train order, will be governed by Timetable Speed Restriction Table 40-2 applying to trains handling pivoted machinery moving on own wheels.

40-4 (e) Non-revenue equipment consisting of pivoted, rotating or swinging machinery moving on own wheels or loaded on cars will be handled only in work trains, local freight trains or branch line mixed trains. The rotating or swinging portions of such equipment must be secured (except when in actual use) in accordance with Timetable Special Instruction 40-4 (a) before being handled in a train.

40-4 (f) Revenue shipments of pivoted, rotating or swinging machinery loaded on cars and other revenue shipments on open top cars which meet with the designated clearance and load limitations and have rotating and movable parts properly secured and blocking and tie downs per AAR Loading Rules, may be moved in any train at maximum authorized speed for the train handling. (Circulars 157-L and 157-M govern clearance limitations of cars.)

40-4 (g) Restricted revenue shipments of pivoted, rotating and swinging machinery loaded on cars, and other revenue shipments on open top cars, which do not meet designated clearance and load limitations or are not properly secured or blocked, must not be dispatched or moved in a train, except in compliance with Timetable Special Instruction 40-4 (a), 40-4 (b), 40-4 (c), and 40-4 (d).

40-4 (h) Employes are prohibited from riding on derricks, cranes, pile drivers, etc., while they are being operated or while they are loaded on cars, except when performing an assigned duty and with the knowledge of the operator. The operator must not move the rotating portion of such equipment except when proper hand signal is given by an employee assigned by the foreman in charge to give such signals. If no one is assigned to give signals, the operator will not move the rotating portion of such equipment until he knows that everyone is in the clear and that there is no danger of injuring anyone.

40-4 (h-1) Crews handling tool cars, rail derricks, power ditchers, etc., will be very careful when working around high tension wires, as there is danger of the current arcing from the wires to the boom when the boom is within 18 inches of the wires.

Cars

40-4 (i).—FLAT CARS.—Flat cars loaded with wheels, poles or longitudinal articles must be placed two or three cars ahead of caboose in any train.

Except when loaded as above and when carded by car inspector for rear end movement, flat cars may be handled:

1—In any position in trains handling less than fifty loaded coal cars.

2—In trains handling over fifty loaded coal cars, flat cars must be placed not more than five cars ahead of caboose.

40-4 (j).—**DUMP CARS.**—Loaded dump cars must not be used or handled in work trains or switched on or adjacent to a main track unless they are equipped with proper chains to prevent the possibility of a car being dumped in the opposite direction from that intended. Before such cars are moved, the conductor must see that the chains are fastened in proper position and that chains are not disconnected on the side to be dumped during the dumping operation.

40-4 (k).—**SCALE TEST CARS** in regular service should be handled on rear of freight trains, immediately ahead of caboose cars, and train on which handled should not exceed a maximum speed of 25 miles per hour.

They should be protected from rough handling at all times. Impacts at greater speeds than two miles per hour should be avoided. When uncoupled from a train or cut of cars in motion, the brakes should be manned and after motion has stopped, firmly set. They should not be used in switching of cars in yard whenever possible to prevent doing so. Hand brakes on the test cars should be fully released when being handled in yards and on the road.

When testing scales, the test cars will be operated as directed by Scale Inspector conducting the test.

40-4 (l).—**CLEARANCE CAR X-1836.**—In handling this car when it is not being operated to measure clearances, the following instructions will govern:

(1) The speed of the train or engine handling the car should not exceed 20 miles per hour.

(2) The car must be handled on rear of trains immediately ahead of caboose cars.

(3) Before coupling to or moving the car, it must be ascertained that all measuring arms are secured in the "IN" position and a close check kept on them while the car is being moved.

(4) The car should be protected from rough handling at all times, it must not be used in switching nor cut off and allowed to roll, but when it is set off, it must be secured by brakes or otherwise.

40-4 (m).—**WOOD RACK CARS.**—When wood rack cars are loaded heavily on one side, they are unbalanced and can easily overturn or derail. Care must be taken to see that these cars are not moved when badly unbalanced.

40-4 (n).—**CAMP CARS.**—(1) Camp cars must, as far as practicable, be parked on tracks on which there will be no train and engine movements and located well away from main tracks or other tracks upon which movements are frequent.

(2) Camp cars so parked must be protected by spiking the switch or switches and displaying by day, at both ends of the track if necessary, a portable derail with yellow metal marker bearing the wording "CAMP CARS". The marker and derail must be located within the track on which the camp cars are parked, on the rail farthest from the main track or other frequently used track. By night a yellow light must be attached to the standard metal marker.

(3) Employees in charge of camp cars must properly place the yellow markers and derails and the same employee is alone authorized to remove them, except that when other equipment is placed ahead of camp cars, or when equipment so placed is removed, the conductor will be responsible for replacing them.

(4) When it is necessary to make movements into or out of the track, trainmen must notify occupants of the camp cars before movements are made and take such other precautions as may be necessary to prevent accidents or injuries to employees occupying camp cars.

(5) Where no track is available such as described in Paragraph 1, the camp cars should, if conditions justify, be set off upon a temporary or skeleton track. When such tracks are disconnected from the main line or other track, the protection required by Paragraph 2 will be unnecessary.

(6) When camp cars are placed on any track the switches must, if practicable, be locked and lined for a track other than the track on which camp cars are standing.

(7) When camp cars are parked on live tracks on which the switches cannot be spiked, they will be protected by yellow markers and derails as required by Paragraphs 2 and 3, and train or yard crews notified as may be necessary.

40-4 (n).—Concluded.

(8) The supervisory officer under whose jurisdiction the force works is responsible for seeing that the necessary protection is afforded and precautions taken when camp cars are parked, and that such protection is maintained, except as provided in Paragraph 3.

(9) These instructions do not cancel or supersede Rule 5, Maintenance of Way and Construction Section of SAFETY RULES, revised July 1, 1950.

40-4 (o).—**POSTAL CARS.**—Before switching postal cars the postal employees in cars will be notified.

40-4 (p).—**TRACKS, BRIDGES AND TRESTLES.**—Equipment is restricted in use of tracks or structures, as designated below:

ASHLAND-RUSSELL DIVISION:

EQUIPMENT	SUBDIVISION, LOCATION, OR STATION	TRACK, BRIDGE, OR STRUCTURE	RESTRICTION
Ditcher Spreader Cars BS-2 and BS-3	All Stations....	Station Platforms	Move with caution, avoid platforms when possible.
	All Subdivisions	Industrial Tracks and Yard Tracks	Move with caution.
Engine Tenders: 12,000-16,000 18,000-21,000 and 23,000-gallon capacity		All bridges and trestles on industrial tracks	Must not be moved over bridges and trestles.
	All Subdivisions	Any Track	When loaded with coal or water, must not be moved unless separated from engine by at least two cars.
	Lexington Union Station.	Tracks 1, 2 and 3	Must not be moved past Station sheds on tracks 1, 2 and 3.
	Lexington Belt Line.....	On entire Belt Line	Must not be moved on Lexington Belt Line.
23,000-gallon capacity engine tenders	Elkhorn City..	Bridge 1280	23,000-gallon engine tenders must not be moved over Bridge 1280 at Elkhorn City at a speed in excess of 15 m.p.h.
Cars exceeding 210,000 pounds	Paintsville.....	Conveyor pit 875 feet from point of switch No. 9 yard track	Must not use.
B&LE 90-ton capacity cars Vgn. 105-ton capacity cars	Lexington	Lexington Belt Line	Must not be operated on.
Cars with excessive clearance restrictions	Ashland.....	Passenger main tracks	Must not be handled on passenger main tracks through Ashland.

40-4 (p).—Concluded.

HOCKING AND TOLEDO TERMINAL DIVISIONS.

EQUIPMENT	SUBDIVISION LOCATION OR STATION	TRACK, BRIDGE, OR STRUCTURE	RESTRICTION
200 ton Cranes	MP-35.....	Bridge No. 355 between Lan- caster and Sugar Grove, 2300 feet east of MP-35	Trains handling 200-ton cranes are restricted to 15 miles per hour over bridges.
	MP-39.....	Bridge No. 397 between Sugar Grove and Rock- bridge, 3200 feet east of MP-39	
	MP-44.....	Bridge No. 440 between Rock- bridge and Enter- prise at MP-44	
	MP-49.....	Bridge No. 494, west of Freight office at Logan	
	West Athens....	Trestle in tail track of wye, West Athens	
Spreader Cars BS-2 and BS-3	All Stations	Station Platform	Move with cau- tion, avoid plat- forms if possible.
	All Subdivisions	Industrial Tracks and Yard Tracks	Move with cau- tion.
Cars heavier than 70 tons capacity	Monday Creek	Entire Subdivi- sion.	Must not be operated.
Loaded cars 70 ton or less	Monday Creek	Bridge No. 47.	Must not exceed speed of 15 m.p.h. over bridge.
<i>Engine Tenders:</i> 12,000-16,000 18,000-21,000 and 23,000 gallon capacity	All Subdivisions	All bridges and trestles on in- dustrial tracks.	Must not be moved over bridges or tres- tles.
		Any track	When loaded with coal or water must not be moved, unless separated from engine by at least two cars.
16,000-18,000 21,000-23,000 gallon capacity	Monday Creek	Entire Subdivi- sions	Must be com- pletely emptied of coal and water.
21,000-23,000 gallon capacity	Jackson		
23,000 gallon capacity	Pomeroy	Campbell Tunnel	Must be moved with caution and at slow speed through tunnel.

GENERAL:

40-4 (q).—FOREIGN LINE CARS.—Foreign line cars of 70 tons or greater capacity with length of 37 feet or less between pulling faces of coupler knuckles must not be operated without authority of the Superintendent.

40-4 (r).—Cars with capacity of 70 tons or over with gross weight exceeding 210,000 lbs. (except B&LE 90 and Vgn. 105 ton cars) must not be operated without authority of Superintendent.

190.—TRAIN SIGNALS (See Rules 19, 19-A, 19-B, 21 and 23:

190-1.—MARKERS.

190-1 (a).—Trains of other railroads may display markers as prescribed by that railroad when operating on Chesapeake and Ohio rails.

190-1 (b).—REFLEX MARKERS.—Reflex markers may be used on the Subdivisions designated below:

DIV.	SUBDIVISION	BETWEEN
ASHLAND- RUSSELL	Big Sandy.....	Big Sandy Jet and Elkhorn City
	E&BV.....	Beaver Jet. and Martin
	Lexington.....	Ashland and Lexington
	Russell.....	Russell and C. H. Cabin
HOCKING	Columbus.....	Columbus and V. R. Tower
	Toledo Term.....	V. R. Tower and Toledo

190-1 (c).—Yard engines will display markers as designated below:

DIV.	SUBDIVISION	BETWEEN
HOCKING	Columbus.....	Parsons and Ackerman
	Toledo Term.....	Walbridge and Presque Isle

310.—USE OF ENGINE WHISTLE AND BELL.

310-1.—In addition to compliance with Rules 30, 31 and 32 the following instructions govern use of engine whistle and bell.

DIV.	SUB- DIVISION	STATION	INSTRUCTIONS
ASHLAND-RUSSELL	Russell..		Trains or engines using main track between R. U. Cabin and R. J. Cabin will ring engine bell continuously.
			When coupling cars in Shop track, engine whistle should be sounded as per rule indicating forward or backup movement to protect employes working around tracks or passing between cars.
	N. J. Cabin..		Eastward trains standing between MP-0 and MP-2, west of N. J. Cabin, will use engine whistle signals 14 (s) and 14 (u) to recall flagmen.
	Road Creek Mine Ext....	Republic.	Eastward trains approaching Republic Steel Company tipple will sound engine whistle at a point 200 feet west of tipple to warn coal company employes of the approach of train.
HOCKING		Delaware	Use of engine whistle signal prohibited in city limits, except in case of danger of collision or injury.
	Columbus		<i>Parsons Yard.</i> —Enginemen of westward trains, engines or cuts moving from yard will sound engine whistle to designate routes as follows: Eastward Main Track—1 short, 1 long. Westward Main Track—2 shorts, 1 long.
	Columbus		Crossover from Eastward Main to Third Running-Track or vice versa—3 shorts, 1 long.
			<i>Frankfort St.</i> —Movement through connecting track to N. Y. C. tracks will be indicated by one short and one long sound of engine whistle.

MOVEMENT OF TRAINS:

830.—TRAIN CLEARANCE.

830-1.—TRAIN REGISTER STATIONS.—(See 830-2.)

830-2.—Rule S-83 (g) is in effect on subdivisions designated below:

DIV.	SUB-DIVISION	STATION	LOCATION	TRAINS REQUIRED TO REGISTER
ASHLAND-RUSSELL	E. & B. V.	Wayland.....	Booth....	Steele Creek Subdivision.
		Porter Jct.	Booth....	Jones Fork Subdivision.
		Stephens Branch Jct...	Booth....	Stephens Subdivision.
	Long Fork	Clear Creek Jct.	Booth....	Clear Creek Subdivision.
		Dunleary Jct..	Booth....	Beaver Creek Mine Extension.
	Big Sandy	R. C. Jct.....	Booth....	Road Creek Mine Extension.
		Middle Creek Jct.....	Booth....	Middle Creek Subdivision.
		Van Lear Jct..	Booth....	Millers Creek Subdivision.
		Levisa Jct.	Booth....	Levisa Subdivision.
		Marrowbone Jct	Booth....	Marrowbone Subdivision.
	S. V. & E..	Dawkins.....	Booth....	Dawkins Subdivision.
		Jenkins.....	Booth....	Meade Fork Subdivision.
	Russell...	Teays Jct.	Booth....	Teays Industrial Extension.
		Teays Yard Office.....	Box.....	C&O & N&W trains destined to or from Atomic Energy Spur Track. See 830-2(a) and 830-2(b).
HOCKING	Monday Creek...	Nelsonville.....	Booth....	Monday Creek Subdivision.

ATOMIC ENERGY COMMISSION.

830-2 (a).—*N. & W. Trains* and engines on Teays Spur must not go beyond Atomic Junction Spur track switch on the Running Track unless the track is seen or known to be clear. Movement beyond Teays Yard Office must be protected by flag.

830-2 (b).—*C. & O. and N. & W. Trains and Engines:* Train Register will govern authority to occupy Atomic Energy Spur Track. All trains and engines destined to or from Atomic Energy Spur Track will register.

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

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

Trains and engines operating on Atomic Energy Spur beyond sign located 400 feet north of switch to Kolinski Yard will proceed at restricted speed, expecting to find track occupied by *Atomic Energy Commission* on track equipment.

830-3.—**TRAIN ORDER CLEARANCE.**—Trains originating at stations designated below may proceed without Clearance Form A except when train order signal is displayed for orders:

DIV.	SUBDIVISION	STATIONS	TRAINS
RUS.-ASH.	RUSSELL.....	Russell.....	Eastward.
	MARROWBONE.....	Hellier.....	No. 55.
HOCK.	COLUMBUS.....	V. R. Tower.....	Eastward.

830-3 (a).—Train order signal at R. J. Cabin will not apply to trains originating or terminating at Russell.

830-3 (b).—Train Order Signal at M. D. Cabin will not apply to trains originating at M. D. Cabin.

830-3 (c).—**N. C. CABIN.**—Eastward train order signal at N. C. Cabin does not apply to trains moving to Lexington Subdivision via Hill Track. Trains destined Lexington Subdivision via Hill Track get Clearance Form A at N. C. Cabin.

830-3 (d).—Train order signals located on the Athens, Pomeroy, and Jackson Subdivisions are in conformity with Rule 224, except the aspects are displayed in the lower quadrant instead of the upper quadrant.

830-3 (e).—Westward Big Sandy Subdivision extra trains will get Clearance Form A before leaving Elkhorn City Yard.

840.—STARTING TRAIN.

840-1.—Signal to start passenger trains at terminals and at intermediate stations where makeup of a train is changed will be given by communicating signal operated from rear of train upon proper signal from the conductor. When the rear car is an office or private car, or a sealed or locked car, signal will be given from the next car ahead. At intermediate stations where the make-up of trains is not changed, signal will be given, when flagman has returned, by conductor to baggageman, who will give communicating signal to start.

ASHLAND-RUSSELL DIVISION:

840-2.—**ASHLAND PASSENGER STATION.**—Train starting signal located on west end of train shed, between eastward passenger main track and No. 4 station track will be used to start eastward trains on eastward passenger main track.

Aspect

Indication

Amber Light....Train ready to depart. Flagman give signal to start train per Timetable Special Instruction 840-1.

When train is ready to depart, *Conductor of eastward passenger trains* may operate push button located in control box on train shed just east of truck crossing opposite baggage room.

When push button is depressed the train starting signal will display amber light. Indicator light in control box will burn when starting signal is properly displayed.

In case of failure of starting signal to operate properly (which will be indicated by the light in control box not burning) the Conductor will immediately arrange to give hand signal to flagman to start train.

HOCKING DIVISION:

840-2 (a).—**MARION.**—Conductor of eastward passenger train will operate push button on platform column in front of ticket office to signal operator train is ready to depart.

After a westward train has backed out of passenger station to clear Center Street, a member of train or engine crew will notify operator at A. C. Tower by telephone when train is ready to proceed.

930.—YARDS.

(See Rules 93 (a), 93 (b), 93 (c) and 93 (d).)

930-1.—Yard rules are in effect as designated below:

DIV.	SUBDIVISION	STATION	RULES IN EFFECT
ASHLAND-RUSSELL	Big Sandy.....	Paintsville	93(b), 93(d)
		Shelby	93(b)
	S. V. & E.....	Shelby	93(a), 93(c)
	E. & B. V. Long Fork.	Martin	
		Ashland	
	Lexington.....	Olive Hill	93(b)
		Netherland-Lexington	
HOCKING	Russell.....	Russell	
		CH Cabin	93(b), 93(d)
	Columbus-Athens....	Columbus	
	Columbus.....	Marion	93(b)
TOL. TERM.		Fostoria	
	Athens-Pomeroy.....	Logan-Oldtown	93(a), 93(c)
	Pomeroy.....	Hobson Jct.-Pomeroy	
	Toledo.....	Walbridge	93(b)

930-2.—Use of Main and Yard Tracks:

DIV. OR S. D.	YARD	TRACK	INSTRUCTIONS
LEXINGTON	Netherland-Lexington	Main.....	(a) Between the east end of double track at Limestone Street, Lexington, and East end double track at Netherland Yard Office, the Yardmaster at Netherland will supervise train and engine movements, in compliance with the rules and special instructions.
		Pony Track	(b) Pony Track between Rose Street and Netherland Yard Office and Roundhouse Lead Track between Ready Track Switch and Yard Office must not be occupied in either direction without authority of the Yardmaster.
	Lexington	Belt Line..	(c) When trains are delayed, or may cause delay to other trains, conductor or engine-men will communicate with the Yardmaster.
	Ashland	Hill Track.	(d) All movements on Lexington Belt Line between West Main Street viaduct and Buchanan Street and from C. N. O. & T. P. connection to Buchanan Street must be made under flag protection.
BIG SANDY	Paintsville		(f) Lexington Subdivision trains destined to or from Russell will use Hill Track between N. C. Cabin and Lexington Subdivision Hill Track switch. Rule 105 will apply to the movement.
		Main.....	(h) The Yardmaster may authorize trains and engines to occupy the main track within yard limits as prescribed by Rule 93 (b). Conductor or engineman of work extras and mine run shifting extras will call Yardmaster from east or west end of Paintsville Yard and get instructions before entering yard.

930-2.—Continued.

DIV. OR S. D.	YARD	TRACK	INSTRUCTIONS
BIG SANDY	Shelby	Engine Thoroughfare.....	(i) Trains or engines must not foul or occupy Engine Thoroughfare Track on south side of yard between switching lead at east end of yard and lead track just east of S. V. & E. Junction switch at west end of yard, in either direction without authority of the Yardmaster. This authority must not be requested or given until movement of train or engine is ready to be started. If movement is not then promptly completed yardmaster must again be contacted for further instructions. When the authorized movement has been completed or Engine Thoroughfare Track is cleared, immediate report will be made to the Yardmaster. The normal position of all intersecting switches is for movement on Engine Thoroughfare Track. The normal position of Engine Thoroughfare Track switch in lead track at west end of yard is for movement on lead track. All movements must be made at Restricted Speed.
		Switching Lead.....	(j) The operator at Shelby must keep push button controlling the signals governing movement to switching lead at Fords Branch blocked to display Stop-indication except when he has obtained permission of Yardmaster to use this track. Switching lead between Fords Branch and Shelby must not be used in westward direction without authority of the Yardmaster.
	Elkhorn City	Clinchfield R. R. Main	(k) Track between bridge just north of Elkhorn City Station and yard board south of the south yard switch Elkhorn Yard will be used by trains and engines of Chesapeake and Ohio and Clinchfield Railroads, and all trains and engines using this track will be handled under the control of the engineman and prepared to stop within half range of vision. Chesapeake and Ohio passenger trains will have the same rights and privileges in that territory as Clinchfield passenger trains. Derailing switch has been placed in main track between North Switch of Interchange track and Elkhorn City Station. This switch must be kept set to derail except when thrown to clear for trains or engines to pass.
	Jenkins	Switching Lead.....	(l) Trains and engines are authorized to use switching lead in both directions under full control expecting to find it occupied.
E&B.V. AND LONG FORK	Martin		(m) Movement of extra trains over working limits of yard extras at Martin (970-1) will be made under instructions of the Yardmaster. Unless otherwise directed, eastward E. & B. V. Subdivision extra trains will stop at eastward holding signal at Arkansas Station; westward E. & B. V. Subdivision extra trains will stop in clear of Stephens Subdivision at Stephens Branch Jct. and westward Long Fork Subdivision extra trains will stop at telephone booth at highway crossing 1900 feet east of Martin Junction. Conductor or engineer will get instructions before proceeding. Operator at Martin will keep lever controlling Eastward Holding Signal at Arkansas blocked to display Stop Indication except when otherwise authorized by Yardmaster.
		Main.....	

DIV. OR S. D.	YARD	TRACK	INSTRUCTIONS
RUSSELL	Russell	Westbound Receiving Yard.....	(n) Westbound Receiving Yard Tracks No. 6 and 20 are for eastward movements only and must not be used for westward movement except in case of emergency and under flag protection in accordance with Rule 99. (o) Engines handling trains into westbound receiving yard tracks Nos. 7 to 19, inclusive, will return to roundhouse through No. 20 track. Yardmaster at Hump may authorize "Cut-Off Man" to return engines through No. 6 track when conditions justify.
		West End Eastbound Yard.....	(p) Hump engines which handle cuts from shop tracks into Westbound Receiving Yard Track No. 6 will be governed by hand signal when making eastward movement. (q) Eastward trains using No. 21 to and including No. 27 track will use south connecting track to Eastbound yard unless otherwise instructed.
		New Classifying Yard	(r) Permission must be secured from the Assistant Yardmaster located near the west end of the New Classifying Yard for movement of engines or cars to this yard. When the Assistant Yardmaster at the west end of New Classifying Yard is not on duty, authority for movement to the New Classifying Yard must be secured from the westbound Yardmaster at the Manifest Yard westbound or New Hump.
		Thoroughfare Tracks	(s) <i>Westward Thoroughfare Track.</i> —The North Thoroughfare track on north side of Westbound Receiving Yard and Classifying Yard is for westward movement only and must not be used for eastward movement, except in emergency and then under flag protection. Engines will look out for yard crews switching at the Creosoting Plant and other engines using this track. <i>Eastward Thoroughfare Track.</i> —The south track on north side of Westbound Receiving Yard between crossover east of engine underpass at New Hump and east switch of the south track is for eastward movement only and must not be used for westward movement, except in emergency and then under flag protection. The track between west switch of Eastward Thoroughfare track and east Dog Leg connection will be used in both directions, complying with block signal indications. Aspects and indication of switch indicator at east switch of crossover between engine thoroughfare track and new hump engine underpass: Green light—Engine underpass unoccupied to end of block. Yellow light—Engine underpass occupied. Crossover must not be moved from normal position unless switch indication displays green aspect. <i>Southward Thoroughfare Track.</i> —All engines moving over South Thoroughfare Track will stop at clearance point at east dog leg connection. When cars are moved from North or South Classifying Yard to Old Yard, a member of the crew must protect the movement at the west dog leg switch until movement is started into west dog leg to Old Yard. Unless otherwise instructed, all road engines moving from Ready Track to Westbound Manifest Yard will use south thoroughfare track from North and South Hump to R. J. Cabin. (u) Diesel engines must not exceed a speed of eight miles per hour when operated through the engine underpass at the new hump and the underpass at the east end of the eastbound yard.

DIV. OR S. D.	YARD	TRACK	INSTRUCTIONS
RUSSELL	Russell	Thoroughfare Tracks	(v) Engine whistle and bell signals must be sounded on engines approaching and passing through tunnel on thoroughfare track under north and south humps. (w) Inbound Diesel engines arriving from the west will use engine run-around track, through engine underpass, to new Diesel Inbound Track. All engines using this track must come to a full stop at Stop Boards located on both sides of track 175 feet east of switch leading to new diesel inbound track and must not proceed until route is known to be clear. (y) Engines using the double track engine run-around tracks between the new engine terminal and the Huntington and Ashland Division ready track will keep to the left and not cross from the left hand track to the right hand track except under flag protection in accordance with Rule 99. Movement over single portion of run-around track between Vernon Street and a point just south of under pass is governed by indication displayed by absolute block signals. Authority to pass stop-indication will be secured from the Yardmaster and in addition movement must be protected by flag.
		Creosoting Plant.....	(z) Thoroughfare Track connecting yard engine diesel fueling track and radial track of turntable must not be blocked. Stop signs displaying red light by night protect the crossing of this thoroughfare track and the outbound engine lead. After stopping, engines using these tracks must not proceed until the way is clear.
		Caboose Tracks....	(aa) Tail track at the east end of Tie Yard at Creosoting Plant is used by derricks and cranes working in the Tie Yard, also by switching crews while switching at the Creosoting Plant and to prevent blocking the engine thoroughfare track.
		Engine Terminal.	(ab) Caboose Tracks Nos. 1 and 2 will be used for Russell Division caboose cars; use No. 3 track for Cincinnati Subdivision dead freight and No. 4 track for manifest and local caboose cars. Russell Division and Cincinnati Subdivision caboose cars must not be placed on the same tracks. (ac) Engines moving within the Mechanical Department servicing area of Russell engine terminal will not exceed a speed of six miles per hour.
TOLEDO TERMINAL	Ottawa	Various....	(1) Freight trains entering and leaving Ottawa Yard at Erie will reduce speed to eight miles per hour passing Erie Depot, for the purpose of checking cars. (2) Pullers leaving Ottawa Yard report to Alexis their destination, route and number of cars. Unless signal at Alexis is at proceed indication, trains will stop at phone box just north of state line road and report to operator at Alexis. (3) Tower K track movement will be regulated by operator at Alexis. Trains coming from the Terminal should have preference movements. (4) Southward trains to the Terminal must stop clear of Terminal main line until they secure orders at Tower K to proceed.
		Walbridge	(5) Puller runs entering C. & O. rails at Hallett are controlled at Hallett interlocking. Puller runs leaving C. & O. rails to enter Ann Arbor main track at Hallett Tower, will be governed by low position light signal. If this signal is not at proceed indication, operator at Hallett should be called from phone located near signal.

DIV. OR S. D.	YARD	TRACK	INSTRUCTIONS
TOLEDO TERMINAL Walbridge	Various....		(6) On the leads at North and South end of Ottawa Yard trains must use right-hand track in direction of movement, unless given permission by Yardmaster to make movement on left-hand track.
			(7) Between V. R. Tower and Rockwell Jct., the yardmaster at Walbridge will supervise train and engine movements on main tracks, and, when necessary, will authorize train and engine movements in compliance with the rules and special instructions.
	Main		(8) When trains are delayed, or may cause delay to other trains, the conductor or engineman will communicate with the Yardmaster.
			(9) <i>Arriving Yard: No. 12 track</i> will be used as eastward thoroughfare track. <i>Westward Movements</i> must be made only by permission of Yardmaster at Walbridge, or in case of road trains pulling into the arriving yard on instructions from operator at V. R. Tower.
	Thoroughfare.....		(10) <i>Yard D: No. 13 track</i> will be used as eastward thoroughfare track. <i>No. 5 track</i> to west end of No. 4 arriving yard, the lead, and No. 1 track will be used as westward thoroughfare track.
			(11) <i>Yard C: No. 1 track</i> will be used as westward thoroughfare track. <i>No. 5 track</i> will be used as eastward thoroughfare track.
			(12) <i>Engine House and Union Street: "Running track"</i> will be used as westward thoroughfare track. <i>Eastward Movements</i> must be made only by permission of Yardmaster, on tracks specified by him. <i>Movements on the "Old Main"</i> in the vicinity of roundhouse may be made in either direction under control and prepared to stop within the scope of vision.
			(13) <i>Eastbound Yard: Eastward movement</i> must not be made on No. 19 track between west end of track and crossover just east of Cummings Road overhead, without proper authority or under full flag protection.
			(14) <i>General: Movement</i> against the assigned direction on specified tracks will be made only on permission of Yardmaster, or under flag protection.
	Receiving Yard Lead		(15) <i>Hump Receiving Yard: Dual-control switches and signals</i> governing movements to and from Tracks 1 to 6 inclusive are controlled by operator at V. R. Tower. Dual-control switches must not be hand operated without permission of operator at V. R. Tower who will secure authority of yardmaster at Hump to do so. When signals governing movement over dual-control switches cannot be changed to display other than "STOP", the yardmaster at HUMP may authorize movement over switches in compliance with Rule 509-A (4).
			(16) Trains or engines must not enter on or foul PRR tracks between Dennison Ave. and Union Station, Columbus, without proper hand signal from switchtender and must not enter Union Station without proper hand signal from Union Station switchtender, just east of High Street.
COLUMBUS Columbus	PRR.....		(17) Between H. V. Jct. and Valley Crossing, Mosel and C. H. Cabin the Yardmaster at Parsons will supervise train and engine movements on main tracks, and, when necessary, will authorize train and engine movements in compliance with the rules and special instructions.
	Main.....		

DIV. OR S. D.	YARD	TRACK	INSTRUCTIONS
COLUMBES	Col.	Main	(18) When trains are delayed, or may cause delay to other trains, the conductor or engineman will communicate with the Yardmaster.
	Parsons	Eastward or Westward	(19) All trains and engines running on left hand track will approach west end Parsons Yard at Restricted Speed.
ATH.	Ath.	Yard.....	(20) All trains will enter West Athens Yard at Restricted Speed.
POM.	Gall.	Main.....	(21) All trains will approach Gallipolis at Restricted Speed.

930-3.—CROSSOVERS AND SWITCHES:

DIV. OR S. D.	YARD	TRACK	INSTRUCTIONS
RUSSELL	Russell	Classifying Yard.....	(a) No. 1 switch at west end of Old Classifying Yard must be kept lined for movement over the ladder lead except when being used.
		Thoroughfare.....	(b) The switches on the main lead west of the hump known as the east and west dog leg switches must be left lined at all times for the South Thoroughfare Track.
		Creosoting Plant.....	(c) When not in use, the switch at the west end of the crossover between the North Thoroughfare Track and Tail Track must be left lined and locked for the Tail Track. The east switch of this crossover must be left lined for the engine thoroughfare track.
		Old Receiving Yard.....	(d) The normal position of No. 6 switch at west end of Old Receiving Yard is for the South Hump.
TOLEDO TERMINAL Walbridge	Ottawa	Various....	(e) Hub Safety Switches are in service in Ottawa yard in various locations. They are indicated by letter H on the head block.
			(f) <i>Cummings Road and Union Street: All switches</i> on the westward thoroughfare track will show green when lined for thoroughfare track.
	Walbridge	Hump Lead.....	(g) Road engines enroute from Walbridge Roundhouse to their trains will call operator at "VR" Tower by Radio or Telephone regarding westbound trains entering yard before lining crossover for movement to Hump Lead.
		No. 68 Hump....	(h) Engines crossing from westbound running track to No. 68 Hump must get permission from Hump Yardmaster before making movement. After movement completed, hand-operated switches must be returned to normal position. Hump Yardmaster must notify Car Retarder operator in "D" Tower when such movements are to be made.

930-4.—HAND BRAKES:

DIV. OR S. D.	YARD	TRACK	INSTRUCTIONS
RUSSELL	Russell	Westbound Receiving Yard.....	(a) The brakeman cutting off engines from trains that pull into westbound receiving yard tracks Nos. 9 to 19, inclusive, will set at least six good hand brakes on train to prevent it from rolling out on the yard. The Hump Conductor may authorize that brakes be set on rear of trains.

930-4.—Concluded.

DIV. OR S. D.	YARD	TRACK	INSTRUCTIONS
RUSSELL	Russell	Classifying Yard.....	(c) When cars are to be moved from the North or South Classifying Yard to the Old Yard, sufficient hand brakes must be set on the head end to hold the cut if it should part. (d) When cars are being humped into coal classifying yard track sufficient hand brakes will be set up to hold the cars. After track is coupled and cut pulled to west end of yard, at least six good hand brakes must be set on head end of cut. (e) When cuts are doubled from Classifying Yard tracks by either road or yard crews and cars are left in tracks, sufficient hand brakes must be set on such cars to hold them. (f) <i>Skates</i>.—Hand skates must be placed as indicated by yellow paint on tracks on North and South Coal Classifying Yards and Westbound Manifest Yard. Skates are not to be removed until it is desired to move the cut to the west end or beyond the locations of the skates. (g) Hand skates must not be used to protect cut after track is coupled and moved to west end. (h) When skatemens are not available, the skates must be placed by crews doubling over.
		Entire Yard	(i) <i>Brakes Caboose Cars</i>.—Caboose cars must not be cut off while in motion unless accompanied by a rider. (j) Except on caboose track, detached caboose cars must not be permitted to stand on any track unless hand brakes are set.

930-6.—FIXED SIGNALS:

DIV. OR S. D.	YARD	INSTRUCTIONS
RUSSELL	Russell	(a) <i>Stop Boards</i> : Eastward engines using underpass at Westbound Manifest Hump will stop at stop board and must not proceed until route is known to be clear.
		(b) Before heading a train into westbound receiving yard in tracks being shoved by hump engines, the yard brakeman or "Head-in Man", will obtain authority from the Yardmaster at the hump and will notify engineer or hostler that this train is following the hump engine.
		(c) Hump Conductors must not move engines over either North or South Humps into North or South Classifying Yard until they have obtained permission from the proper car retarder operator for such movement.
		(d) Engines to be taken over the Coal Classifying Hump must be handled over dead rails. Under no circumstances must cuts be pulled back over either of the scales. When cars are pulled back over the hump, the dead rails on both scales must be used.
		(e) Switching signals located on the South side of South Hump and on South Side of bracket signal mast between tracks Nos. 11 and 12 in Westbound Receiving Yard govern humping movement from Westbound Receiving Yard tracks Nos. 6 to 14, inclusive, over either south or north scales to Westbound Classifying Yards.
		(f) Switching signals located on North Side of North Hump and on North Side of bracket signal mast between tracks Nos. 11 and 12 in Westbound Receiving Yard govern humping movement from Westbound Receiving Yard tracks Nos. 15 to 20, inclusive, over either North or South scales to Westbound Classifying Yard.

930-6.—Concluded.

DIV. OR S. D.	YARD	INSTRUCTIONS															
		(g) Color Light Switching signals located on Westbound Manifest Yard governing movement over hump are located between Eastbound Yard and Westbound Manifest Receiving Yard opposite Old Hump and at apex of Westbound Manifest Hump. Trimmer signal is located just west of apex of hump. (h) Switching Signal Aspects and Indications: <table data-bbox="888 404 1420 542"> <tr> <th></th><th>Aspects</th><th>Indications</th></tr> <tr> <td>Westbound Manifest Hump.....</td><td>Green</td><td>Hump Fast</td></tr> <tr> <td></td><td>Yellow</td><td>Hump Normal</td></tr> <tr> <td>North and South Hump</td><td>Flashing Red</td><td>Pull East</td></tr> <tr> <td></td><td>Red</td><td>Stop</td></tr> </table> When hump signals cannot be used due to weather conditions, the audible horn signals will be used as follows: 3 shorts—Shove west 2 shorts—Reduce to normal speed 2 shorts—(When standing) pull eastward		Aspects	Indications	Westbound Manifest Hump.....	Green	Hump Fast		Yellow	Hump Normal	North and South Hump	Flashing Red	Pull East		Red	Stop
	Aspects	Indications															
Westbound Manifest Hump.....	Green	Hump Fast															
	Yellow	Hump Normal															
North and South Hump	Flashing Red	Pull East															
	Red	Stop															
TOL. TERM.	Russell Walbridge	(i) When humping over South scales, signals will be controlled from South Hump Conductor's Tower. When humping over North scales, signals will be controlled from North Hump Conductor's Tower. (j) The absence of a light on bracket mast signals located between tracks No. 11 and 12 in westbound receiving yard must be regarded as the most restrictive indication that can be displayed by that signal and movements must not be made from Westbound Receiving Yard Tracks. (k) In case it is necessary for the "cut-off man" to protect hump engine in emergency, the switching signals located between Tracks 11 and 12 in Westbound Receiving Yard may be displayed at Stop to stop cuts that are being shoved to or over Hump by use of a knife switch located at Car Inspector's Shanty between Nos. 13 and 14 switches in west end of Westbound Receiving Yard. The "cut-off man" will be held responsible for the proper operation of this switch. (l) Employees are prohibited from riding steps on lead end of engines while passing through car retarders. (m) Yarding of eastward trains entering eastbound receiving yard, Russell, will be indicated by illuminated numerals displayed by yard track indicator located on ground mast south side of R. J. Cabin. (n) Westward freight trains and engines will be governed by indications displayed on track indicator located just east of "VR" Tower: <table data-bbox="909 1386 1493 1524"> <tr> <th>Aspect</th><th>Indication</th></tr> <tr> <td>A-1</td><td>Head in No. 1 track Arriving Yard.</td></tr> <tr> <td>A-2</td><td>Head in No. 2 track Arriving Yard.</td></tr> <tr> <td>A-3</td><td>Head in No. 3 track Arriving Yard.</td></tr> <tr> <td>A-4</td><td>Head in No. 4 track Arriving Yard.</td></tr> <tr> <td>H</td><td>Head in Hump Receiving Yard.</td></tr> </table>	Aspect	Indication	A-1	Head in No. 1 track Arriving Yard.	A-2	Head in No. 2 track Arriving Yard.	A-3	Head in No. 3 track Arriving Yard.	A-4	Head in No. 4 track Arriving Yard.	H	Head in Hump Receiving Yard.			
Aspect	Indication																
A-1	Head in No. 1 track Arriving Yard.																
A-2	Head in No. 2 track Arriving Yard.																
A-3	Head in No. 3 track Arriving Yard.																
A-4	Head in No. 4 track Arriving Yard.																
H	Head in Hump Receiving Yard.																

930-10.—DROPPING CARS:

DIV. OR S. D.	LOCATION	INSTRUCTIONS
RUSSELL	Russell Creosoting Plant.....	(a) Crews switching at the Creosoting Plant must not kick cars into or couple to cars spotted in No. 1 dock track until the conductor has ascertained that no men are working in or around cars in this track.
	Russell Shop and other repair tracks.....	(b) Cars handled in shop tracks or regular tracks during time employees are at work in these tracks must be brought to a full stop before engine is detached, instead of jerking cars by or dropping them into these tracks.

DIV. OR S. D.	LOCATION	INSTRUCTIONS
RUSSELL	Wurtland (Grasselli Chemical Plant).....	(c) Cars must not be kicked from main track to any loading track at Grasselli Chemical Plant, Wurtland, Ky., but must be shoved by the engine and the engine must not be moved more than 8 miles per hour. Cars placed in these tracks must be shoved by engine at not over 8 miles per hour around curves on leads at this plant.
	Various.....	(d) Kicking caboose cars is prohibited except caboose cars on head end of local freight or Vaucses Turn. When caboose car is to be placed on train by road crews picking up on line of road, caboose will be shoved until coupling is made.

930-15.—GENERAL:

DIV. OR S. D.	YARD	INSTRUCTIONS
RUSSELL	Russell.....	(a) <i>Freight Train Speeds.</i> —In order that skatemen may cross over train safely, westward trains pulling out of North or South Classifying Yard must not exceed a speed of 8 miles per hour until rear has passed Skatemen's Shanty. (b) <i>Headlights.</i> —In addition to complying with Rule 18 of the Book of Rules, the headlight must be displayed to front and rear when the view is obscured due to unfavorable weather condition, such as fog or storms. If required to insure safety and prevent accidents, lighted fuses must be used in addition to displaying headlights.

970.—EXTRA TRAINS.

970-1.—SHIFTING ENGINES AND YARD ENGINES will work as extras within following limits and have rights and working limits as specified below:

SUB-DIVISION	INITIAL STATION	SERVICE	WORKING LIMITS
E. & B. V. AND LONG FORK	Martin....	Yard....	Between Eastward holding signal at Arkansas Station and Junction Switch at Stephens Branch Jct. on the E. & B. V. Subdivision and between Martin Jct. and telephone booth located 1900 feet east of Martin Jct. on the Long Fork Subdivision. (See 930-2 (m)).

970-2.—POMEROY-MIDDLEPORT.—Westward trains originating at Pomeroy and Middleport will obtain authority from the Train Dispatcher, through the Operator at Hobson Yard by telephone, as to right to proceed.

970-3.—WEST ATHENS.—Westward trains originating at West Athens will obtain authority from the Train Dispatcher through the Operator at Armitage, by telephone as to right to proceed.

980.—JUNCTIONS AND CROSSINGS.

ASHLAND-RUSSELL DIVISION:

S. D.	STATION	JUNCTION OR CROSSING	RULE OR INSTRUCTION GOVERNING
LEXINGTON	Lexington....	Crossing of C. & O. Lexington Belt Line and L. & N. Railroad	Protected by gate. Normal position "Stop" for C. & O. trains. C. & O. crews will operate the gate for movement of their train over crossing and will reset gate in normal position after clearing the crossing.
		Junction of Lexington Subdivision and L. & N. Railroad	98
	Winchester...	Crossing of Lexington Subdivision and L. & N. Railroad.	605 (a)
	Morehead....	Junction of Lexington Subdivision and Morehead and North Fork Railroad.	98
	Ashland Jct...	Junction and Crossing of Lexington and Kanawha Subdivisions.	605 (a)
BIG SANDY	Big Sandy Jct.	Junction of Big Sandy and Kanawha Subdivisions..	271
	Dawkins.....	Junction of Big Sandy and Dawkins Subdivisions	98, D-251
	Van Lear Jct..	Junction of Big Sandy and Miller's Creek Subdivisions.	
	Middle Creek Jct.....	Junction of Big Sandy and Middle Creek Subdivisions	271
	Beaver Jct....	Junction of Big Sandy and Elkhorn and Beaver Valley Subdivisions	
	Shelby Jct....	Junction of Shelby Yard and Sandy Valley and Elkhorn Subdivisions	
	Levisa Jct.....	Junction of Big Sandy and Levisa Subdivisions	98
	Marrowbone Jct.....	Junction of Big Sandy and Marrowbone Subdivisions	
	R. C. Jct.....	Junction of Big Sandy and Road Creek Mine Extension	
	Dunleary Jct..	Junction of Dunleary Passing Siding, Big Sandy Subdivision and Beaver Creek Mine Extension	
E. & B. V.	Elkhorn City.	Junction of Big Sandy Subdivision and Clinchfield Railroad	
	Martin Jct....	Junction of Elkhorn and Beaver Valley and Long Fork Subdivisions	98
	Stephens Branch Jct...	Junction of Elkhorn and Beaver Valley and Stephens Subdivisions	
	Porter Jct.....	Junction of Elkhorn and Beaver Valley and Jones Fork Subdivisions	
	Wayland.....	Junction of Elkhorn and Beaver Valley and Steele Creek Subdivisions	98
LONG FORK	Clear Creek Jct.....	Junction of Long Fork and Clear Creek Subdivisions	

980.—Continued.

ASHLAND-RUSSELL DIVISION—Concluded;

DIV. OR S. D.	STATION	JUNCTION OR CROSSING	RULE OR INSTRUCTION GOVERNING
S. V. & E.	Meade Fork Jct.....	Junction of Sandy Valley and Elkhorn and Meade Fork Subdivisions	98
	Dunham.....	Crossing of Sandy Valley and Elkhorn Subdivision and Tramway at Bethlehem Mine Corporation	
RUSSELL	N. J. Cabin...	Junction of Russell and Cincinnati Subdivisions	271
	Teays Jct.....	Junction of Russell Subdivision and Teays Industrial Extension	
	Greggs.....	Junction of Russell Subdivision and D. T. & I. Railroad	98
	R. A. Jct.....	Junction of Russell Subdivision and B. & O. Railroad	605 (a)
	V. A. Jct.....	Junction of Russell Subdivision and B. & O. Railroad	
	Lockbourne..	Crossing of Russell Subdivision and Scioto Valley Electric Railway	Comply with Rule 509-A or 509-B and flag crossing when Stop-Indication displayed.
	C. H. Cabin..	Junction of Russell and Columbus Subdivisions	D-251

TOLEDO TERMINAL DIVISION:

DIV. OR S. D.	STATION	JUNCTION OR CROSSING	RULE OR INSTRUCTION GOVERNING
TOLEDO TERMINAL		Junction and Crossing of Toledo Subdivision and NYC.	605 (a)
	Alexis.....	Crossing of Mather Spring Co. lead and NYC on Tower K Spur.	Combination Pole and Gate Target—When target is horizontal and gate over C&O rails, C&O trains and engines must stop. When target is vertical and gate over NYC rails, C&O trains and engines may proceed without stopping. Normal position of target is vertical and clear for C&O, and when not in use will be locked with NYC switch lock. Rule 98.
	Hallet.....	Jct. Tol. S. D. & AA&TT.	605 (a)
	Rockwell Jct..	Junction of Toledo Terminal Division and NYC.	D-251.
	Walbridge....	Junction and Crossings of Toledo Terminal Division, PRR and TT.	PRR Interlocking Rules 605-672.

980.—Continued.

HOCKING DIVISION:

DIV. OR S. D.	STATION	JUNCTION OR CROSSING	RULE OR INSTRUCTION GOVERNING
COLUMBUS	Fostoria.....	Junctions and crossings of Columbus Subdivision and the NKP (LE&W District).	271
	B&O Crossing	Crossing of NKP, NYC and the B&O.	
	Carey.....	Junctions and Crossings of Columbus Subdivision, CCC&StL and AC&Y.	
	Upper Sandusky....	Junction and Crossing of Columbus Subdivision and PRR.	
	Marion.....	Junction and Crossing of Columbus Subdivision, Erie and CCC&StL.	605 (a)
	Delaware.....	Junction Columbus Subdivision and PRR.	
		Junction and Crossing of Columbus Subdivision and CCC&StL.	
	H. V. Junction	Junction and Crossing of Columbus Subdivision, PRR and CCC&StL.	
	L. M. Cabin..	Junction and Crossing of Columbus Subdivision and PRR and crossing of NYC.	271 and D-251
	Frankfort St., Columbus...	Junction of Columbus Subdivision and NYC.	
	Mosel.....	Junction of Columbus & Athens Subdivisions.	
	C. H. Cabin..	Junction of Columbus and Russell Subdivisions.	
ATHENS	Valley Crossing.....	Junction and Crossing of Athens Subdivision and N&W.	605 (a)
	Lancaster....	Junction and Crossing of Athens Subdivision and PRR.	Rule 98. (When target is horizontal, C&O trains may cross.)
	Oldtown.....	Junction of Athens and Pomeroy Subdivisions.	Rule 98. (Westward Athens Subdivision trains will be governed by fixed signal located on Athens Subdivision east of Junction with Pomeroy Subdivision. Westward Pomeroy Subdivision trains will be governed by fixed signal located on Pomeroy Subdivision east of Junction with Athens Subdivision.)
	Nelsonville Yard.....	Junction of Athens and Monday Creek Subdivisions.	98
	Armitage.....	Junction and Crossing of Athens Subdivision and NYC.	Rule 98. (When target is vertical, C&O trains may cross.)

HOCKING DIVISION—Concluded:

DIV. OR S. D.	STATION	JUNCTION OR CROSSING	RULE OR INSTRUCTION GOVERNING
POMEROY	Dundas.....	Junction and Crossing of Pomeroy Subdivision and B&O.	605 (a)
	Kanauga Junction....	Junction of Pomeroy and Jackson Subdivisions.	98
	Hobson Yard.	Junction of Pomeroy Subdivision and NYC.	
	Hobson Junction....	Junction of Pomeroy Subdivision and NYC.	
	Wellston.....	Junction and Crossing of Jackson Subdivision and B&O.	Rule 98. (150 feet east of Mile Post C-86. No target.)
JACKSON	Grand Crossing.....	Crossing of Jackson Subdivision and B&O.	Rule 98. (When target is horizontal C&O trains may cross. Crews of C&O trains will return target to vertical position after train clears Crossing.)
	Coalton.....	Crossing of Jackson Subdivision and B&O.	
	Jackson.....	Junction and Crossing of Jackson Subdivision and DT&I.	Rule 98. (Crossing 325 feet west of station. Right to cross will be indicated by position of gate target. Crews of C&O trains will handle gate and after clearing crossing will set gate for DT&I trains to cross. DT&I sidings 200 feet east of Mile Post C-95 and at Mile Post C-95. No targets or gates.)

990.—FLAG PROTECTION.

ASHLAND-RUSSELL DIVISION:

S. D.	STATION	INSTRUCTIONS
RUSSELL	D. G. Cabin.	(a) <i>Protecting Cars Left on Main Tracks.</i> —When cars are set off on No. 1 track west of D. G. Cabin a red flag by day and a red light by night will be placed on both ends of the cut, unless another train crew immediately takes charge. When cars are set off at 4:00 P. M., or later, a red light in addition to a red flag will be placed on both ends of the cut. When cars are picked up with such flags or lights displayed (lanterns extinguished) will be placed in boxes provided for the purpose located: D. G. Cabin.—600 ft. west of east switch of No. 1 track. Hot Box Spur.—500 ft. east of signal bridge. Another box is located midway between the above boxes. Crews of trains setting cars off will obtain the red flag or red light from these boxes. Boxes must be kept locked with switch locks.

1006.—AIR BRAKES AND HANDLING TRAINS ON GRADES.

1006-1.—Before leaving a terminal station, engineers of passenger trains will apply the air brakes and steam heat when required, and allow them to remain on long enough for the inspectors or trainmen to see that the apparatus is in perfect working condition throughout the train, and when cars have been attached to or taken out, the brakes will again be applied to know that they are in working order before proceeding on the trip. In making regular stops the brakes will be applied in such manner to avoid discomfort to the passengers or damage to the equipment. They will also know that the air signal is in proper working order.

They will test the air brakes on passenger and express trains as soon as the speed of train permits after leaving terminals where engines have been changed, or after parted hose has been coupled, or where cars have been picked up or set off. Steam or power should not be shut off when making the test, if the conditions are such as do not require it.

1006-2.—Before starting down any grade where the use of retaining valves will be necessary, the engineers will designate how many retainers to turn up, and it will be the duty of the conductor to see that the proper number, as designated by the engineer, are turned up, and that they are turned down at the proper point.

On grades of one and one-half per cent or more, all retainers must be turned up, unless otherwise provided, and on grades less than one and one-half per cent, the engineer will designate how many to turn up.

If in the judgment of the conductor, more retainers will be needed to properly control train, he will turn them up and notify the engineer.

If the engineer or conductor thinks it necessary because of condition of brakes or any other cause to use retainers on any grade where it is not the general practice to use them, he will stop the train at the proper point and arrange accordingly.

1006-3.—*Elkhorn City.*—When handling trains of more than 70 cars consisting of both loaded coal cars and empty cars, from Elkhorn Yard, the empty cars must be on rear of train. After passing Federal empty cars may be handled at any location in train.

1006-4.—*Haldeman.*—Account of heavy grade in track leading to lower brick plant, the air brakes must be cut in all cars handled. Cars must not be dropped into these tracks.

1006-5.—*Mt. Sterling.*—When handling cars into and out of spur tracks of Texaco, Oldham, Johnson, and Treadway, air brakes on all cars must be coupled and working.

1030.—HIGHWAY AND STREET CROSSINGS.

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

DIV.	S. D.	STATION AND HIGHWAY OR STREET	LIMITS	SPEED APPROACHING CROSSING
ASHLAND	Lexington	Lexington: Rose St.	820 Feet east and west of crossing	3 MPH for eastward and westward movements.
		Southeastern Ave.	575 Feet west of crossing	3 MPH for eastward movements.

1030-1.—Concluded.

DIV.	S. D.	STATION AND HIGHWAY OR STREET	LIMITS	SPEED APPROACHING CROSSING
ASHLAND	Big Sandy	Pikeville: Division St.	285 Feet east of crossing 410 Feet west of crossing	Eastward and westward trains or engines that are stopped or delayed in these limits on Pikeville Passing Siding must stop with leading wheels on street side of insulated joints at these crossings and must not move over crossing until it has been ascertained flashers are working.
		Elm St.	375 Feet east of crossing 475 Feet west of crossing	
		College St.	600 Feet east of crossing 360 Feet west of crossing	
	E. & B. V.	Martin: State Route 80	750 Feet west of crossing 790 Feet east of crossing	5 MPH for eastward movement. 5 MPH for westward movement. Trains and engines approaching crossing must not pass rail joints (painted yellow) 160 feet from crossing unless immediate movement over crossing is to be made.

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

ASHLAND-RUSSELL DIVISION:

S. D.	TRAFFIC PROTECTED BY	STATION AND STREET	INSTRUCTIONS
LEXINGTON	Flasher Light Crossing Signals	Lexington: Walton Ave. Rose St. Main St. Southeastern Ave.	To prevent unnecessary operation of flasher signals: (1) Cars or engines must not occupy track circuits operating flasher signal unless immediate movement over crossing is to be made. (2) Cars or engines must not be left on track circuit extending through crossing. (3) Trains or engines will move over and clear crossing promptly. The insulated rail joints at ends of track circuits extending through crossings are painted yellow. (4) <i>Walton Ave.</i> —When eastward absolute block signal at east end of double track displays stop indication, eastward trains or engines on either main track will stop not less than 50 feet west of crossing unless authorized to proceed. After train or engine on eastward main track has stopped, the operator will operate push button to stop operation of flasher signals. (5) <i>Walton Ave.—Pony Track.</i> —Eastward trains or engines moving to Pony track from either main track will stop at "Beginning of Flasher Circuit" sign unless all crossover switches are lined for movement.

1030-2.—Concluded.

ASHLAND-RUSSELL DIVISION—Continued:

S. D.	TRAFFIC PROTECTED BY	STATION AND STREET	INSTRUCTIONS
LEXINGTON	Flasher Light Crossing Signals		(5) <i>Walton Ave.</i> —Concluded. Westward engines using Pony track must, insofar as practicable, stop at derail, located east of crossing, unless immediate movement over crossing can be made and clear crossing promptly. When it is necessary to occupy the portion of the Pony track between Walton Avenue and derail, the operation of the flasher signal can be prevented by operating push button so marked, which is located on metal pole opposite derail. Under these circumstances, movement over crossing must not be made, unless the movement has cleared east of the derail or push button so marked has been operated to restore flasher operation.
	Safety Stop	Lexington: Limestone, Third, Fourth, and Georgetown Streets	(6) Trains and engines will stop before moving over crossing. All cars moved over crossings must be coupled to engine.
BIG SANDY	Flasher Light Crossing Signals	Leach:	(7) When westward Automatic Block Signal No. 27, at Leach, displays "Stop and Proceed" indication freight trains will stop before passing sign reading "Beginning Flasher Circuit" located 250 feet east of Mile Post 3 and will not proceed until signal displays Approach or Proceed indication unless operator advises there is no train in block west of this signal.
RUSSELL	Flasher Light Crossing Signals	Greenup: Laurel St.	(8) Cars placed in house track must be left standing outside of the insulated rail joints east and west of Laurel Street to avoid continuous operation of flasher-light crossing signals.

HOCKING DIVISION:

S. D.	TRAFFIC PROTECTED BY	STATION AND STREET	INSTRUCTIONS
COLUMBUS	Flasher Light Crossing Signals	Delaware: Belle Point Road Upper Sandusky: Spring Street	(9) A push button is mounted on relay case for Trainmen to use to cut out flashers when standing on center passing siding. (10) When flashers have been cut out, trains or engines must, when resuming movement, stop with leading wheels on street side of insulated joints at crossing and must not move over crossing until it has been ascertained that flashers are working.

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

DIV.	SUBDIVISION	LOCATION	HIGHWAY OR STREET
ASHLAND-RUSSELL	Lexington....	Ashland.....	Winchester Avenue
		Olive Hill.....	Cross Street
		Winchester.....	Main Street
	Big Sandy....	Marrowbone....	State Route 195
		Harold.....	State Route 979
	Russell.....	Wheeler.....	State Route 335
		Grays Branch...	Federal Access Road

1030-3.—Concluded.

DIV.	SUBDIVISION	LOCATION	HIGHWAY OR STREET
HOCKING	Columbus....	Fostoria.....	McDougal Street
		Alveda.....	Sandusky Street
		Carey.....	U. S. Route No. 224
		Harpster.....	Findlay Street
		Morral.....	State Route No. 119
			County Highway No. 66
			Silver Street
		Marion.....	Center Street
			Columbia Street
			Bellefontaine Avenue

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

DIV.	S. D.	LOCATION	HIGHWAY OR STREET	INSTRUCTIONS
ASHLAND-RUSSELL	Lexington	Ashland.....	Winchester Avenue	(1) Trains and engines must not move over Winchester Avenue unless the gates are down or highway traffic is protected by trainman stationed at the crossing. (2) Rail joints approximately 40 feet east and west of Winchester Avenue are painted yellow. Cars must not be left standing between the yellow rail joints. Trains approaching Winchester Avenue must stop short of yellow rail joints unless movement across crossing is to be completed at once. After crossing Winchester Avenue, entire train must be pulled clear of yellow rail joints promptly. (3) When a train or engine is delayed on the main track approaching Winchester Avenue, the gates will raise automatically after a timed interval. The gates will again lower if part of the train occupies that portion of the track between the yellow rail joints and the street. (4) Trains or engines on shop tracks or Armco tracks may cause the gates to lower by occupying that portion of the track between the yellow rail joints and the street.
		Olive Hill	Cross Street	(5) Trains or engines must not move over Cross Street on yard track unless gates are down or highway traffic is protected by a trainman stationed at the crossing. Movements over cross street on commercial track must be protected by a trainman.

1030-3 (a).—Concluded.

DIV.	S. D.	LOCATION	HIGHWAY OR STREET	INSTRUCTIONS
ASHLAND-RUSSELL	Lexington	Winchester.....	Main Street	(6) Trains or engines must not move over Main Street unless the automatic highway crossing gates are down or highway traffic is protected by a trainman stationed at the crossing.
HOCKING	Columbus	Carey.....	Findlay Street	(7) Trains or engines must not stand between white clearance posts located east and west of crossing. Stop should be made clear of Clearance posts unless immediate movement over crossing is to be made.
			Silver Street	(8) Eastward trains or engines on No. 1 or No. 2 tracks stopping west of Silver Street must be stopped west of white post.
		Marion.....	Bellefontaine Avenue.....	(9) Westward trains stopping at M. A. Cabin must be stopped east of white post located east of westward home signal.

1030-4.—To prevent blocking crossing train and engines will stop clear of crossing, or cut crossing, as designated below:
ASHLAND-RUSSELL DIVISION:

S. D.	STATION AND STREET	INSTRUCTIONS
BIG SANDY	Fords Branch	Eastward freight trains, when required to stop at Fords Branch will stop clear of road crossing 160 feet west of Eastward Absolute Block Signal.
	L. W.-W. D. Cabin: Moore's Crossing	Trains detained on Moores Crossing must cut crossing promptly. Train Dispatchers knowing that trains will be detained on crossing will immediately notify crew to cut the crossing.
RUSSELL	Riverton: White Oak Crossing	When westward trains are stopped at the home signal at Riverton, a member of the crew will go to the telephone located at the home signal and ascertain from the operator at N. J. Cabin the probable time that the train will be held. If it is to be held in excess of ten (10) minutes, White Oak Crossing must be cut.
	Greenup	Trains switching or unloading freight at Greenup must cut the first crossing east of Greenup Station, and leave cars not closer than sixty (60) feet east of the crossing, and thirty (30) feet west of the crossing.
	N. J. Cabin	When eastward trains stop at N. J. Cabin to deliver L. & N. empties to westward Cincinnati Subdivision trains, they must leave the rear of their trains west of the first farm crossing east of eastward absolute block signal located just east of MP-1.
	R. A. Junction	Train and Engine crews setting off cars in No. 3 set-off track or No. 1 Main track at N. J. Cabin, will cut private road crossing located approximately 40 car lengths west of east end of No. 3 set-off track.
	Sturm and Dillard Siding	All eastward trains doing work at R. A. Junction will cut off west of the first private road crossing west of R. A. Junction to prevent blocking same. Eastward trains stopping to set off or pick up at Sturm & Dillard will leave their train west of the private road crossing located 2,200 feet west of switch while doing work.

1030-5.—HAND BRAKES.

DIVISION	SUBDIVISION	INSTRUCTIONS
ASHLAND-RUSSELL, HOCKING	All Sub-divisions....	(a).— <i>Caboose Cars.</i> Detached caboose cars must not be permitted to stand on any track unless hand brakes are set. Caboose cars must not be cut off while in motion unless accompanied by a rider.
ASHLAND-RUSSELL	Russell.....	(b).— <i>Between D. G. Cabin and N. J. Cabin.</i> —Crews setting off lake coal and empties on No. 1 track must set sufficient hand brakes on each end of the cut to avoid any possibility of cars rolling. Air brakes must not be depended upon to hold cars.

1040.—HAND-OPERATED SWITCHES.

1040-1.—Normal position of designated switches:

ASHLAND-RUSSELL DIVISION:

S. D.	STATION	SWITCH	NORMAL POSITION
LONG FORK	Weeksbury....	East leg of Wye.....	(a) For movement to Wye track.
BIG SANDY	Tram....	Inside Switches Storage Track.....	(b) Lined for No. 1 storage track.
E. & B. V.	Martin...	(c) Unless otherwise directed, the main track switches at west end of yard will not be restored to normal position by crews of westward through freight trains departing from yard tracks 2, 3, 4 and 5, but will leave them in position last used. All trains and engines will approach these switches expecting to find them lined against their movement. Rule 104 (a) modified accordingly.	

HOCKING DIVISION:

S. D.	STATION	SWITCH	NORMAL POSITION
COLUMBUS	B. & O. Crossing.....	Blair Yard is bonded between fouling point with eastward main track and switch leading to C. & O. connecting track. After using switch leading from No. 1 track to C. & O. connecting track, restore switch to normal position.	For movement to wye track.
	Owens.....	The inside switch of crossover between No. 1 track and switching lead is bolt-locked to the main track switch of crossover. The main track switch must be reversed to unlock the inside switch.	For main track.
	Parsons Yard	West end of yard.	See instructions below ¹ .

¹Switchtenders will be responsible for all main line crossover switches. In case switchtender is engaged in handling other movement and crew wishes to use a crossover which will not conflict with any movement switchtender is handling, engineer will call attention of switchtender by engine whistle and if move can be made with safety, switchtender will give necessary signal for the move. Crew will then line the switches for their move.

In all movements from Roundhouse lead to 3rd running track, it will be necessary to receive signal from switchtender for this move. It will not be necessary for crews to stand and wait for switchtender to line their right of way when switchtender is engaged at other switches.

Switchtender will return switches to normal position.

1050.—USE OF SIDINGS AND SPECIFIED TRACKS.

1050-1.—Trains and engines using tracks designated below will be governed by the following instructions:

ASHLAND-RUSSELL DIVISION:

S. D.	STATION AND TRACK	INSTRUCTIONS
LOUISVILLE	Louisville: Viaduct...	(c) Eastward trains moving from C. & O. Viaduct, Franklin Street, will call operator at M. N. Tower for instructions before fouling the main track. Westward trains will call operator at G. I. Tower before occupying the Viaduct. Pope Street Block Signal: When the block indication at Pope Street is "Stop", freight trains having cars to set off at East Louisville will call the operator at M. N. Tower for instructions. When block indication at Pope Street is "Proceed", they will back set-off into the Interchange or Yard Track without calling the operator.
BIG SANDY	Tram No. 1 Storage...	(d) <i>Tram.</i> —Cars will not be left on No. 1 Storage Track unless authorized by the train dispatcher.

HOCKING DIVISION:

S. D.	STATION AND TRACK	INSTRUCTIONS
ATHENS	Poston: Interchange... Cheshire: OVE Interchange.....	Trains or engines will not occupy Columbus and Southern Ohio Electric Company or OVE main tracks beyond the east switch of the set-off track without full flag protection in accordance with Rule 99.

1050-2.—INDUSTRIAL TRACKS.—Crews performing service at industries where buildings are equipped with doors manually or electrically operated and protected by a derail, will not remove derail until doors have been opened. Derail must be replaced before doors are closed.

2300.—SPACING TRAINS.

(Rules 230-233, inclusive, are in effect as designated below):

DIV.	SUBDIVISION	BETWEEN	RULES IN EFFECT
ASHLAND-RUSSELL	E. & B. V.....	Stephens Branch Jct. and Deane	230, 231 to 233, inclusive.
	Long Fork....	On entire subdivision	
	S. V. & E.....	On entire subdivision	
HOCKING	Athens.....	Valley Crossing and Athens	
	Pomeroy.....	Oldtown and Pomeroy	
	Jackson.....	Dundas and Jackson	

2300-1.—FOLLOWING MOVEMENTS.—On subdivisions designated above following train or engine movements may be authorized as prescribed by Rule 231.

MOVEMENT BY BLOCK SIGNALS

Trains moving against the current of traffic will be spaced in accordance with Rule 230.

2510.—RULE D-151 AND RULES GOVERNING THE MOVEMENT OF TRAINS WITH THE CURRENT OF TRAFFIC ON TWO OR MORE TRACKS BY BLOCK SIGNALS, RULES D-251 TO D-254, INCLUSIVE, ARE IN EFFECT ON TRACK SECTIONS AS DESIGNATED BELOW:

DIV.	SUB-DIVISION	BETWEEN	TRACK
RUSSELL-ASHLAND	Russell..	Riverton and D. G. Cabin.....	No. 1 Track Westward*
		Riverton and D. G. Cabin.....	No. 3 Track Eastward*
		Westward Absolute block signals at west end of Robbins Center Passing Siding and Eastward and Westward absolute block signals at C. H. Cabin.	
	Big Sandy.	Big Sandy Jct. and L. W. Cabin.....	Both.
	Lexington	B. U. Cabin and Johns Creek.....	
HOCKING	Columbus....	H. V. Jct. and east end Third Running Track, Parsons.	Eastward
		H. V. Jct. and Mosel.	Westward
	Athens..	Mosel and Groveport Pike.	Both.
TOL. TERM.		Rockwell Jct. and Terminal Crossing (Walbridge)	Both.

Main tracks are numbered from north to south.

*—Indicates direction of current of traffic.

2510-1.—In complying with Rule D-252 (b), trains or engines may cross over through hand-operated switches upon hand signal from employe handling switch at points designated below. Before the switches are operated or hand signal is given, the conductor, switch tender, or other employe handling switch will secure authority for the intended move from the Yardmaster, who must know full protection has been provided before authorizing employe to handle switch:

DIVISION	SUB-DIVISION	BETWEEN	YARDMASTER
Toledo Terminal..	.....	Terminal Crossing Walbridge and Rockwell Jct.	Walbridge.
Hocking....	Columbus and Athens	H. V. Jct. and Groveport Pike	Parsons

2510-1 (a).—Rule D-252 (b) is modified to permit trains or engines to cross over through hand operated switches as designated below.

DIV.	S. D.	STATION	INSTRUCTIONS
RUSSELL-ASHLAND	Lexington	Lexington..	(a) Crossover Movement Between West End Double Track at Lexington, and East End Double Track at Netherland Yard Office.—In complying with Rule D-152 before the switches are operated for a train or engine to cross over to or in any way obstruct another main track, or return, through hand-operated switches, the conductor or engineman must secure permission for the intended move from the Yardmaster, and unless otherwise provided, such movement must first be protected as prescribed by Rule 99 in both directions on that track.
		Netherland	(b) Eastward trains and engines will call operator before using crossover west of Walton Ave., unless crossover switches are lined for crossover movement, and hand signal is given by member of yard crew stationed at crossover.

BIG SANDY SUBDIVISION;

2510-1 (b).—CLEARING MAIN TRACK—LEACH.—Crews doing switching will promptly clear the Eastward and Westward tracks on their arrival, reporting to the operators at Big Sandy Jct. and Louisa or Paintsville when their train is clear of the main tracks.

2510-2 (a).—MOVEMENT AGAINST CURRENT OF TRAFFIC.—BIG SANDY JCT.—Eastward Big Sandy Subdivision trains may move against current of traffic on westward Big Sandy Subdivision main track to B. S. Cabin to get orders when block signal governing movement displays other than stop-indication and eastward Big Sandy Subdivision train order signal displays "Stop for Orders" or "Receive Orders" indication. Movement must not be made beyond B. S. Cabin on westward track without train order authority. Rule D-151 modified accordingly.

LEXINGTON SUBDIVISION:

2510-2 (b).—MOVEMENT AGAINST CURRENT OF TRAFFIC.—Rule D-151 is modified to permit movements against the current of traffic between west end double track at Lexington and east end double track at Netherland Yard Office by authority of the Yardmaster, who must know that full protection has been provided before authorizing the movement.

TOLEDO TERMINAL AND HOCKING DIVISIONS:

2510-2 (c).—MOVEMENT AGAINST CURRENT OF TRAFFIC.—Rule D-151 is modified to permit movement against the current of traffic between the points designated below by authority of the Yardmaster, who must know that full protection has been provided before authorizing the movement.

DIV.	S. D.	BETWEEN	TRACK	YARDMASTER
HOCKING	Col.	HV Junction and East End Third Running Track, Parsons	Eastward	Parsons
		HV Junction and Mosel	Westward	
		Mosel and East End Double Track, Groveport Pike	Both	
TOL. TERM.		Terminal Crossing, Walbridge and Rockwell Jct.	Both	Walbridge

2710.—RULES GOVERNING THE MOVEMENT OF TRAINS IN EITHER DIRECTION ON ONE OR MORE TRACKS BY BLOCK SIGNALS, RULES 271 TO 279 (c), INCLUSIVE, ARE IN EFFECT ON PORTIONS OF THE ROAD AS SPECIFIED BELOW:

DIV.	S. D.	RULES	BETWEEN	TRACK
ASHLAND-RUSSELL	Russell	271-278..	R. U. Cabin and R. J. Cabin.....	Passenger Main
		271-279 (c)..	Eastbound Yard and R. J. Cabin...	Freight Main
			R. J. Cabin and Riverton	Nos. 1, 2 and 3
			Riverton and D. G. Cabin.....	No. 2
		271-278..	D. G. Cabin and N. J. Cabin.....	Nos. 1, 2 and 3
	Lex.		N. J. Cabin and eastward absolute block signals at West End Robbins Center Passing Siding.....	Nos. 1 and 2
		271-278..	Aden and Olive Hill.....	Single
			L. W. Cabin and W. D. Cabin.....	Nos. 1 and 2
			W. D. Cabin and R. B. Cabin.....	Single
			R. B. Cabin and C. H. Cabin.....	Nos. 1 and 2
Big Sandy	271-278..		C. H. Cabin and K. X. Cabin.....	Single
			K. X. Cabin and J. B. Cabin.....	Nos. 1 and 2
			J. B. Cabin and G. C. Cabin.....	Single
			G. C. Cabin and S. K. Cabin.....	Nos. 1 and 2

2710-1.—Concluded.

DIV.	S. D.	RULES	BETWEEN	TRACK
ASHLAND-RUSSELL	Big Sandy	271-278..	S. K. Cabin and B. U. Cabin.....	Single
			Johns Creek and O. X. Cabin.....	Nos. 1 and 2
			O. X. Cabin and E. M. Cabin.....	Single
			E. M. Cabin and Beaver Jct.....	Nos. 1 and 2
		Beaver Jct. and westward absolute block signal located 1557 feet east of M. P. 103.....		
		271-279 (b)..	Westward absolute block signal located 1557 feet east of M. P. 103 and eastward absolute block signal located 1355 feet east of M. P. 106..	Single
			Eastward absolute block signal located 1355 feet east of M. P. 106 and F. O. Cabin.....	
		271-278..	F. O. Cabin and Fords Branch.....	Nos. 1 and 2
			Fords Branch and Shelby.....	Single
	E. & B. V.	271-278..	Beaver Jct. and Arkansas.....	Single
HOCKING	Columbus	271-278..	C. H. Cabin and Mosel. <i>See Note</i> ¹ ...	Single
			Mosel and Third Running Track. <i>See Note 1</i>	Eastward
			H. V. Jct. and westward absolute block signals located 450 feet west of P. R. R. Crossing, Upper Sandusky.....	
		271-279 (c)..	Eastward absolute block signals located 3550 feet east of M. P. 65, Upper Sandusky, and V. R. Tower..	Nos. 1 and 2
			Upper Sandusky, between westward absolute block signals 450 feet west of P. R. R. Crossing and eastward absolute block signal 3550 feet east of M. P. 65	
TOL. TERM.	271-278..	V. R. Tower and Walbridge. <i>See Note 1</i>	Single	

Note 1: Track section under supervision of Yardmaster, who will before authorizing a train or engine to pass Stop-indication take such action as will assure full protection.

Main tracks are numbered from north to south.

Rules 701 to 712, inclusive, and 715 (a) to 715 (f), inclusive, are in effect within the territory listed above.

2710-2.—ADDITIONAL INSTRUCTIONS governing movement of trains and engines on one or more tracks by block signals as designated below:

S. D.	LOCATION	INSTRUCTIONS
ALL SUBDIVISIONS	General....	(a) Where dwarf absolute block signals are provided to govern movement to main track over electrically-locked hand-operated switches, and such signals are equipped with push button to permit display of restricting indication, the use of push button will be governed as follows: When Stop-indication is displayed and necessary to make switching movement over hand-operated switch, the conductor or engineer or member of crew when authorized by the conductor or engineer, may operate push button provided: (1) Part of his train is standing on main track, or (2) Another train is standing on main track within view, and (3) Protection is afforded against such train. Under all other circumstances when Stop-indication is displayed, permission of train dispatcher is required to operate push button to display restricting indication. The use of push button will not relieve employees of the duty of promptly and properly protecting their movement whenever necessary.
Columbus	Delaware...	(b) In addition to complying with Rules 509-A or 509-B, when Stop-indication is displayed, movement over CCC&StL Railroad Crossing must be protected against movement on CCC&StL Railroad.

2730-B.—Hill Track at Olive Hill may be used to clear for other trains or engines. (See Rule 273-B.)

5010.—AUTOMATIC BLOCK SYSTEM.

5010-1.—Rules 250-A, 250-B, 281 to 296, and 501 to 521, inclusive, are in effect:

DIVISION	SUB-DIVISION	BETWEEN
ASHLAND-RUSSELL.....	Big Sandy..	Big Sandy Jct. and Elkhorn City.
	Lexington..	Ashland Jct. and Lexington.
	E. & B. V....	Beaver Jct. and Arkansas.
	Russell....	Russell and C. H. Cabin.
HOCKING.....	Athens....	Valley Crossing and Mosel.
	Columbus..	Mosel and V. R. Tower.
TOLEDO TERMINAL.....		V. R. Tower and Rockwell Jct.

5010-2.—ADDITIONAL INSTRUCTIONS governing movement of trains and engines under Automatic Block System as designated below:

DIV.	S. D.	LOCATION	INSTRUCTIONS
ASHLAND-RUSSELL	Lexington		(a) Slow Approach indication (Rule 238) displayed by westward dwarf absolute block signals located at West End Double Track will authorize trains or engines to proceed over the single track section against or ahead of superior trains. Such trains or engines must have clearance and authority to occupy L&N tracks. Slow Approach indication displayed by eastward dwarf absolute block signals located at East End of double track will authorize trains or engines to proceed over the single track section against or ahead of superior trains. Eastward trains originating at Lexington Depot may proceed on authority of the Yardmaster to double track section. (Rule S-83 (a) modified accordingly). <i>Overlap Signs:</i> Trains or engines occupying the track section between overlap sign and dwarf absolute block signals will actuate the opposing block signals to display Stop-indication. To prevent delay to opposing movements, trains or engines must stop clear of overlap sign unless immediate movement is to be made onto the single track section. <i>Use of Depot, Coach and Brock-McVey Tracks:</i> Trains or engines using depot, coach or Brock-McVey tracks will leave part of train on main track or switch open until work is completed. When necessary to clear on these tracks trains or engines must not again enter or foul main track without authority of the Yardmaster except when flag protection is provided in both directions against trains or engines entering the single track section between Main and Limestone Streets.
		Lexington: Single track section between Main and Limestone Streets.....	
		Haldeman ..	(c) Electrically-locked switch on Brick Plant Spur Track must not be used for purpose of entering on or fouling main tracks without permission of the train dispatcher, obtained through the operator.
	Big Sandy	R. C. Junction.....	(d) Rule 504 (a) is modified to permit trains and engines clearing on storage track at R. C. Junction to re-enter the main track through crossover at east end after securing permission of the train dispatcher in addition to complying with Rules 505 (b) and 99. When communication has failed the train or engine may enter the main track after complying with Rules 505 (b) and 99.
		R. N. Cabin..	(f) When westward automatic block Signal No. 399 located just west of R. N. Cabin displays "Stop and Proceed" indication, a member of train or engine crew of westward tonnage freight trains will communicate with operator before proceeding.
HOCKING	Columbus	Parsons.....	Westward dwarf absolute block signal located between main tracks 20 feet west of M. P. 5 governs movement against current of traffic on eastward main track through crossovers to westward main track or to Third Running Track, and against current of traffic to signal bridge 960 feet west of M. P. 5.

5010-2 (a).—AUTHORITY TO PASS ABSOLUTE BLOCK SIGNALS.

DIV.	SUBDIVISION	LOCATION	AUTHORITY TO PASS STOP INDICATION
ASHLAND-RUSSELL		Hill Track.....	<i>Eastward Trains:</i> Secure authority from Yardmaster and proceed at restricted speed.
	Lexington...		<i>Westward Trains:</i> Comply with Rule 509-A or Rule 509-B.
		Lexington-Netherland	<i>All Trains:</i> Except Eastward trains at Netherland; secure authority from Yardmaster and comply with Rule 509-A or 509-B.
	E. & B. V....	Arkansas.....	<i>Eastward Trains:</i> Secure authority from Yardmaster and comply with Rule 509-A or 509-B.
HOCKING	Columbus...	HV Jct.-Mosel...	<i>All Trains:</i> Secure authority from Yardmaster and comply with Rule 509-A or 509-B.
	Athens.....	Mosel-Grove-port Pike.....	<i>All Trains:</i> Secure authority from Yardmaster and comply with Rule 509-A or 509-B.
	Pomeroy....	Campbell's Tunnel.....	Block signals located east and west of Campbell's Tunnel indicate block condition through the tunnel only. When Stop-indication is displayed, trains or engines must be preceded by a flagman to opposing block signal.

5010-4.—SLIDE DETECTOR FENCE.—Movement of trains and engines over track sections protected by slide detector fences listed below will be governed by following instructions:

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

After pushbutton has been operated, if indication more favorable than "Stop" is not displayed, the engineer or conductor will secure authority to proceed per Rules 503 and 509.

Where Rule D-251 is in effect, trains running against the current of traffic will operate at restricted speed, looking out for obstruction on track within the limits of Slide Detector Fence.

DIVISION	SUBDIVISION	LOCATION OF FENCE
ASHLAND-RUSSELL.....	Russell.....	MP 3.7 and MP 3.3

6050.—INTERLOCKING RULES.

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

DIV.	SUBDIVISION	INTERLOCKING STATION
ASH.-RUS.	Russell.....	R. U. Cabin (Russell).
		R. A. Cabin (R. A. Jct.).
		V. A. Cabin (V. A. Jct.).
	Lexington...	Winchester.
HOCKING	Columbus...	H. V. Cabin (H. V. Jct.).
		L. M. Cabin (Columbus).
		F. S. Cabin (Frankfort St., Columbus).
	Athens.....	S. K. Cabin (Valley Crossing).
	Pomeroy.....	U. N. Cabin (Dundas).
TOL. TERM.		Hallett (A. A., T. T.)
		Alexis (N. Y. C. Crossing).
		Terminal Crossing (Walbridge).

6050-2.—Additional Instructions Governing Movement of Trains and Engines Under Interlocking Rules as designated below:

DIV.	S. D.	LOCATION	INSTRUCTIONS
ASHLAND-RUSSELL	Russell	R. U. Cabin.	(a) In applying Rule 670 (a) to reverse movements within interlocking limits at R. U. Cabin the crews are authorized to accept instructions of the yardmaster as permission for the movement. The Yardmaster will, before so instructing a crew have a thorough understanding with the operator of the switching movements to be made and obtain his permission.
			(b) Authority of Yardmaster at Eastbound Yard must be secured before permitting trains or engines to move through No. 7 or 9 crossovers from westbound to eastbound yard. When interlocking signals at R. U. Cabin display Stop indication, trains or engines must not be permitted to pass these signals under flag protection, unless such engine is proceeding to assist a stalled westward train on Nos. 1, 2 or 3 tracks into yard after such trains have stopped and are unable to pull into yard.
HOCKING	Athens	Groveport Pike.....	Rule 513 is modified to permit hand operation of dual-control switches at Groveport Pike upon receiving permission of operator at Valley Crossing, or upon failure of communication. Rules 104 to 104 (j), inclusive, Rules 513 and 712 govern use of dual switches.

HOCKING DIVISION—POMEROY SUBDIVISION.

6050-3.—Interlocking or Block Signal Aspects not in conformity with Book of Rules:

LOCATION	ASPECT	NAME AND INDICATION	IN EFFECT
DUNDAS, O..	Diagonal forked endsemaphore, with yellow light by night.	Proceed at Restricted Speed Name: Restricting.	At distant signals approaching Dundas Interlocking.

7130.—LOCATION AND USE OF SPRING SWITCHES.

7130-1.—THE USE OF SPRING SWITCHES is governed by Rules 713 (a) and 713 (b). When spring switches are hand operated they are hand-operated switches and Rules 104-104 (j), inclusive, apply.

DIVISION	SUBDIVISION	LOCATION	NORMAL POSITION FOR MOVEMENT ON	DESIGNATED SPEED IN NORMAL POSITION	
				FACING MOVEMENT	TRAILING MOVEMENT WHEN SPRINGING SWITCH
ASHLAND-RUSSELL	Meade Fork	Gap Switch.	From Pound to end of tail track west of Gap Switch	25 m.p.h.	15 m.p.h.
	Lexington	Lexington—West end of double track at Main St.	From Single track to eastward main track	12 m.p.h.	12 m.p.h.
		Lexington—East end of double track at Limestone St.	From Single track to westward main track	12 m.p.h.	12 m.p.h.
	Columbus	Parsons Yard: East End Empty Yard Lead.	Lead	10 m.p.h.	10 m.p.h.
		East End Loaded Yard Lead.			
HOCKING		Fostoria—West End No. 1 Yard Track.	B. & O. Transfer	10 m.p.h.	10 m.p.h.

7130-3.—Spring Switch Signal Aspects and Indications not in conformity with Book of Rules:

LOCATION	ASPECT	INDICATION
GAP SWITCH.	Yellow light...	Proceed over spring switch not exceeding designated speed.
	Red light...	Stop. Facing movement must not be made over spring switch until it has been examined to insure that the switch is lined and facing properly.
FOSTORIA....	Red light...	

7150.—ELECTRICALLY LOCKED SWITCHES:

7150-1.—LOCATION AND USE OF ELECTRICALLY-LOCKED SWITCHES:

All main track hand-operated switches within the limits of train operation under Rules 271-279 (c) are electrically locked.

SUBDIVISION	Other tracks equipped with electrically-locked switches.	
	LOCATION	TRACK
Lexington...	Haldeman.....	Brick Plant Spur.....
Big Sandy...	Marrowbone.....	Marrowbone Jet. Switch.

(Rules 715 (a) to 715 (f), inclusive, are in effect at above switches.)

MOVEMENT OF MOTOR CARS

MISCELLANEOUS

HOCKING AND TOLEDO TERMINAL DIVISIONS:

MC-9.—The following instructions supplement Rule 9 of the "Rules Governing the Use of Motor Cars, Hand Cars, Push Cars, Trailer Cars and Velocipedes."

DIV.	S. D.	TRACK SECTION BETWEEN	AUTHORITY FOR MOVEMENT
HOCKING	TOL. TERM.	Rockwell Jet. and Terminal Crossing	Verbal permission of operator at Walbridge Tower (P. R. R.), who will ascertain from operator at Oakdale information concerning train movement.
		Walbridge and V. R. Tower	Verbal permission of operator at Walbridge or V. R. Tower, who will consult each other before authorizing movement.
	Columbus	Marion: East and West Yard Limits	Permission of operator at M. D. Cabin, in addition to authority of train dispatcher on Form CDT-35. The operator will inform motor car operator the location of yard engine. Movement will be made under such flag protection as may be necessary or extreme precaution exercised so car can be stopped short of obstruction or removed from track to prevent accident.
		Fostoria: East and West Yard Limits	Permission of operator at F. Tower, in addition to authority of train dispatcher on Form CDT-35. The operator will inform motor car operator the location of yard engines. Movement will be made under such flag protection as may be necessary or extreme precaution exercised so car can be stopped short of obstruction or removed from track to prevent accident.
		Parsons: H. V. Jet. and Valley Crossing	Verbal permission of Yardmaster.
	Pomeroy	Hobson Yard and Pomeroy	Verbal permission of operator at Hobson Yard, who will inform motor car operator the location of trains and yard engines. Movement will be made under such flag Protection as may be necessary or extreme precaution exercised and speed controlled so car can be stopped short of obstruction or removed from track to prevent accident.
ASH.-RUS.	Athens	Athens: East and West Yard Limits	Authority of Train Dispatcher on Form CDT-35.
	Russell	R. U. Cabin and R. J. Cabin: On Passenger Main Track	Verbal permission of operator at R. U. Cabin or R. J. Cabin, who will consult each other before authorizing movement.

The yardmaster or operator granting permission for movement of motor car between above points must know the track sections are clear of opposing trains and engines before giving permission for motor car movement and will protect the movement. Where practicable to do so, levers controlling opposing movements will be blocked to display Stop-indication until motor car operator reports clear.

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

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

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

(1) NON-TRAIN ACCIDENT.—Whenever employees are injured in a non-train accident the tools, instrument, particular equipment or machinery involved must be given an immediate special inspection by the officer or employee in charge to ascertain condition.

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

(3) If any employee furnishes to a person, other than an official of the Railway Company, any written statement concerning an accident, or injury, such employee shall promptly furnish an exact copy of such statement to his immediate superior.

(4) In all highway crossing accidents the conductor of the train involved will make report on Form CJ-8 to the Superintendent. He should include, in space Z, under "REMARKS" the names and addresses of all outside witnesses at the scene, together with the license numbers of all automobiles that were stopped at the crossing at time of accident.

(5) In the event a passenger train is involved in an accident and such accident is of such a nature that passengers might possibly have been subjected to injury, the conductor in charge of such train will have such passengers complete and sign Form CJ-99, regardless of whether or not such passengers claim to have been injured, as provided for in printed instructions accompanying Form CJ-99. (See General Rule M-3, Book of Rules.)

SURGICAL STAFF

STATION	NAME	OFFICE ADDRESS	TELEPHONE No.
Ironton, O.	G. N. Spears	2213 S. Ninth St.	3616
	*W. F. Marling	303 South 5th St.	111
Russell, Ky.	*J. G. Boggs	515 Belfont Ave.	
	*Chas. B. Johnson	220 Ferry St.	189
	*C. I. Haeberle	502 Etna St.	
South Shore, Ky.	*C. A. Thompson	South Shore, Ky.	76021
Waverly, O.	*R. M. Andre	Waverly, O.	69 and 7
	*C. L. Critchfield	120 S. Market St.	
Chillicothe, O.	*H. M. Crumley	84 W. 2nd St.	5396
Asheville, O.	*R. S. Hosler	Asheville, O.	183
Kingston, O.	*R. E. Lightner	Main St., Kingston, O.	7951
Sciotoville, O.	*Wm. J. Hartlage	5929 Gallia St.	Scioto 171
Circleville, O.	*V. D. Kerns	143 E. Main St.	
Columbus, O.	*Drew L. Davies	40 S. 3rd St.	CA-1-6822
	Wm. B. Harris	322 E. State St.	CA-4-7174
Delaware, O.	*Edward C. Jenkins	470 S. Sandusky Ave.	3-7071
Marion, O.	*Daniel M. Murphy	132 East Church St.	3-7182
Upper Sandusky, O.	*H. Vogtsberger	482 N. Seventh St.	204
Fostoria, O.	*G. H. W. Bruggeman	220 W. Tiffin St.	2721
	*T. H. Brown	1838 Parkwood Ave.	Cherry 13191
Toledo, O.	*H. P. Drake	316 Michigan	
	O. W. Burkholder	456 W. Delaware Ave., Medical Arts Bldg.	Garfield 7531, Res. Lawndale 5821
Lancaster, O.	*Wm. D. Monger	414 E. Main St.	OL-4-0712
Logan, O.	*C. F. Shonk	69 S. Market St.	5-2028
Nelsonville, O.	*J. L. Webb	327 Fort St.	151
Pomeroy, O.	*R. E. Boice	208 E. Main St.	203
Wellston, O.	*J. L. Frazer	16 N. Ohio Ave.	4-2211
	*Frank W. Gwinn	416 Kitchen Bldg.	EA-4-4212
	J. Marvin Keeton (Surgeon)	1190 Second Nat. Bank Bldg.	3873
Ashland, Ky.	*Wm. E. Hoy, Jr.	402 Kitchen Bldg.	EA-4-3343
	*H. G. Stambaugh	313 Mayo Arcade	1456
	*Walter F. Williams (Oculist)	2321 Lexington Ave.	EA-4-4828
	*T. D. Goodman	402 Second Nat. Bank Bldg.	150
Olive Hill, Ky.	*D. Fortune	Railroad St.	78
Morehead, Ky.	*E. D. Blair	425 Main St.	267
Mt. Sterling, Ky.	*Frank K. Sewell	41½ W. Main St.	
Winchester, Ky.	*R. H. Scobee	120 So. Main St.	Office 63—Res. 1499
	J. A. Harris	Lexington Clinic	3600
	A. B. Combs	Lexington Clinic	3600
	M. G. Brown	Lexington Clinic	3600
	T. R. Miller	Lexington Clinic	3600
	*Wallace E. Herrell	Lexington Clinic	3600
	*R. B. Simons	Lexington Clinic	3600
	Peter Jones	Lexington Clinic	3600
	James L. Stambaugh	Lexington Clinic	3600
Lexington, Ky.	Francis M. Massie	Lexington Clinic	3600
	*Lawrence E. Hurt	410 Security Trust Bldg.	
	*James B. Holloway	190 N. Upper St.	
	*A. L. Cornish	190 N. Upper St.	3600
	*Carl H. Fortune	190 N. Upper St.	3600
	*E. H. Pennington	190 N. Upper St.	3600
	*J. A. Ballard	203 W. 2nd St.	2-2360
	*N. L. Bosworth	109 Esplanade	2-6767
	W. L. Cooper	Lexington Clinic	3600
	*E. L. Moore	288 Limestone St.	3976
Frankfort, Ky.	*B. B. Baughman	401 W. Main St.	
Louisville, Ky.	*James C. Drye	323 E. Chestnut St.	
	*Winston N. Bloch	416 Brown Bldg.	
Pikeville, Ky.	*A. G. Osborne	Clinic—Caroline St.	Res. 106—Office 162
	*M. D. Flanary	Caroline Ave.	Res. 72—Office 370
Martin, Ky.	*C. L. Allen	Martin, Ky.	2011
Lackey, Ky.	*M. M. Collins	Lackey, Ky.	36W
Wayland, Ky.	*M. V. Wicker	Wayland, Ky.	Res. 10-X—Office 10-J
Hi-Hat, Ky.	*C. B. Cann	Hi-Hat, Ky.	5321
Prestonsburg, Ky.	*A. J. Davidson	Highland Ave.	208J
Paintsville, Ky.	*P. B. Hall	Hospital—Euclid Ave.	200J
Louisa, Ky.	*Geo. P. Carlier	Louisa Gen. Hosp.	194
	*F. F. Shely	102 Maple Ave.	226

*Asterisk indicates doctor who will respond to emergency call.

