

INDEX OF SPECIAL INSTRUCTIONS

	Page
A-1. —Designation and use of main tracks.....	14-16
A-2. —Tracks of other railroads used by C. & O. trains and engines.....	16
A-3. —Trains of other railroads using C. & O. tracks.....	16
30. —Standard Clocks, Watch Register Forms, Bulletin and Notice Books.....	16-17
40. —Maximum Authorized Speed.....	18-19
40-A. —Checking Speedometers.....	19
40-1. —Speed restrictions.....	19-20
40-1(a). —Speeds—Diesel Units.....	20
40-2 - 40-3(x). —Engine and Equipment Restrictions.....	21-29
120. —Hand Signals—Yellow Flares.....	29
120-1. —Use of Radio.....	29
190. —Markers.....	30
310. —Use of engine whistle and bell.....	30
830. —Train Clearance.....	30-33
840. —Starting passenger trains.....	33
930. —Location of Yards.....	33
930-1(a), (b). —Yard instructions—General.....	33
930-2. —Ashland Yard.....	34
930-3. —Russell Yard.....	34-40
930-4. —Paintsville Yard.....	41
930-5. —Shelby Yard.....	41-42
930-6. —Elkhorn City Yard.....	42
930-7. —Martin Yard.....	43
930-8. —Olive Hill Yard.....	43
930-9. —Netherland—Lexington Yard.....	43-45
930-10. —Columbus Yard.....	45-48
930-11. —Marion Yard.....	48
930-12. —Fostoria Yard.....	49
980. —Additional instructions at junctions and crossings.....	49-51
1006. —Air brakes and handling trains on grades.....	51
1030. —Highway and street crossings.....	51-57
1030-6. —Hand Brakes.....	57
1040. —Hand operated switches.....	57
1050. —Use of sidings and specific tracks.....	57-60
2300. —Spacing Trains.....	60
2510. —Crossing over and Entering Main Track.....	60
5010. —Additional Instructions Automatic Block Signal System.....	61-62
5090. —Automatic railroad crossings.....	62
6050. —Where Interlocking Rules 605(a)-671 are in effect.....	62
7130. —Location and use of spring switches.....	63
Revised Rules.....	64-67
MC-4. —Movement of motor cars.....	68-69
MISCELLANEOUS —High voltage wires—Accidents.....	70

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

TIMETABLE No. 153

In Effect 12:01 A. M.,
Sunday, April 24, 1966

STATIONS

WESTWARD

FIRST CLASS

47
Daily

3
Daily

1
Daily

		L	AM	L	PM	L	AM
RUSSELL	10.0		513		f 1235		444
Greenup (45) (30)	10.5						
N. J. Cabin	37.9		533		1257		506
G. B. Cabin	7.0		608				
R. A. Junction	5.9		614				
V. A. Junction	11.1		620				
K. N. Cabin	34.1						
H. X. Cabin	0.6		703				
Mosel	5.8						
Parallel	0.9		713				
COLUMBUS (45)			720				
(See Note)	0.9		735				
H. V. Junction	23.4		744				
Delaware	21.5	f	807				
Marion (30)	18.3	s	832				
Upper Sandusky	9.8	f	850				
Carey	14.8	s	901				
Fostoria	26.6	s	918				
V. R. Tower	3.1		942				
Walbridge (30)	2.0		946				
Rockwell Jct.	2.5		949				
Toledo Union Station							
		A	1000				
		A	AM	A	PM	A	AM

Note.—Columbus—The 45 m.p.h. speed limit through corporate limits of the City of Columbus applies only to all grade crossings between South Columbus Freight Station and H. V. Junction. (See T.T.S.I. 40-1)

EASTWARD

FIRST CLASS

46
Daily

4
Daily

2
Daily

	A	AM	A	AM	A	PM
	1232		s	255		832
	1212			234		812
	1127					
	1121					
	1110					
	1038					
	1024					
	1020					
	1005					
	952					
f	928					
s	905					
f	841					
s	830					
s	813					
	744					
	740					
	736					
	730					
L	PM	L	AM	L	PM	

The times shown in italics at Toledo Union Station convey no timetable authority and are for information only. (See T.T.S.I. A-2)

LEXINGTON SUBDIVISION

WESTWARD

EASTWARD

FIRST CLASS		TIMETABLE No. 153		FIRST CLASS	
		In Effect 12:01 A. M., Sunday, April 24, 1966			
21 Daily		STATIONS		22 Daily	
L	AM	E. S. T.		A	PM
455		ASHLAND	7.1	815	
.....		Meads	6.8	.....	
515		Rush	11.6	749	
s 536		Hitchins	7.3	s 735	
547		Aden	7.4	719	
s 603		Olive Hill ⑫	6.3	s 707	
.....		Enterprise	2.5	655	
.....		Soldier	9.5	.....	
s 628		Morehead ⑫	7.9	s 642	
.....		Farmer	3.8	630	
f 641		Salt Lick ⑫	8.2	f 625	
f 650		Preston	11.9	f 616	
s 709		Mt. Sterling ⑫	8.3	s 602	
719		L. & E. Junction	6.6	547	
s 727		Winchester ⑮	7.8	s 540	
739		Pine Grove	2.6	.....	
.....		Chilesburg	7.1	.....	
749		Netherland	1.0	519	
755		LEXINGTON ⑮		515	
A	AM	E. S. T.		L	PM

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

WESTWARD

STATIONS, ETC.

EASTWARD

Distance	Passing Siding Capacity in Cars (50 ft.)	RUSSELL SUBDIVISION	OFFICE HOURS		Office Call	Jct. or Crossing	
			From	To			
STATIONS							
0.0		RUSSELL	3.6	C	C	RU	Kan.
3.6	Yard	R. J. Cabin	4.2	C	C	RJ	.....
7.8	.....	Riverton	0.7	.....	.....	M	.....
8.5	.....	Greenup	7.0	.....	.....	.....	.....
15.5	79 #1	D. G. Cabin	3.5	.....	.....	DG	.....
19.0	135 #3	N. J. Cabin (EEDT)	11.3	C	C	NJ	Cntrl.
30.3	.....	Wheeler	11.3	.....	.....	WR	.....
41.6	.....	Teays Junction	1.0	.....	.....	.....	Teays Ex.
42.6	c 125	Robbins	3.2	.....	.....	.....	.....
45.8	.....	Greggs	7.1	.....	.....	.....	.....
52.9	c 135	G. B. Cabin	7.0	.....	.....	GB	.....
59.9	.....	R. A. Junction	3.8	.....	.....	RA	B&O
63.7	c 150	Vauces Center Siding	2.1	.....	.....	.....	.....
65.8	.....	V. A. Junction	11.1	900 A	600 P	VA	B&O
76.9	.....	K. N. Cabin	11.1	.....	.....	KN	.....
88.0	c 136	Vee	12.8	.....	.....	GO	.....
100.8	c 139	Fite	10.2	.....	.....	FI	.....
111.0	.....	C. H. Cabin(WEDT)	0.5	.....	.....	CH	Col.
111.5	Yard	H. X. CABIN		C	C	HX	.....
TEAYS INDUST. EXT.							
0.0	.....	TEAYS JUNCTION	4.1	.....	.....	.....	Rus.
4.1	.....	Atomic Junction	1.1	.....	.....	.....	.....
5.2	Yard	TEAYS		.....	.....	.....	N&W

C-Continuous.

WESTWARD

STATIONS, ETC.

EASTWARD

Distance	Passing Siding Capacity in Cars (50 ft.)	COLUMBUS SUBDIVISION	OFFICE HOURS		Office Call	Jct. or Crossing
			From	To		
0.0		C. H. CABIN	0.5	.....	CH	Rus.
0.5		H. X. Cabin	0.1	C	HX	.....
0.6		(EEDT) Mosel	1.4	.....	.....	Athens
2.0		ty Parsons	1.0	C	PA	.....
3.0		South Columbus	2.4	.....	.....	.....
5.4		Mound Street	1.0	.....	.....	.....
6.4		Parallel	0.9	.....	.....	.....
7.3		Columbus	0.9	.....	RN	NYC-PRR
8.2		y H. V. Junction	4.2	.....	KN	PRR-NYC
12.4		Ackerman	4.4	.....	OD	.....
16.8	c136	Linworth	5.0	.....	.....	.....
21.8	.....	Powell	2.1	.....	.....	.....
23.9	.....	y Powell Wye	2.0	.....	WY	.....
25.9	.....	Hyalis	5.7	.....	HY	.....
31.6	c145	Delaware	6.6	.....	WA	NYC
38.2	c142	Meredith	5.1	.....	NA	.....
43.3	.....	Prospect	4.8	.....	RS	.....
48.1	.....	Owens	3.9	.....	.....	.....
52.0	c131	M. A. Cabin	1.1	.....	MA	.....
53.1	Yard	Marion	0.9	.....	.....	PRR-Erie-NYC
54.0	c125	M. D. Cabin	6.8	C	MD	.....
60.8	c133	Morral	4.1	.....	JS	.....
64.9	.....	Harpster	6.5	.....	FR	.....
71.4	c129	Upper Sandusky	9.8	C	SA	PRR
81.2	c196	Carey	0.4	.....	.....	NYC-AC&Y
81.6	.....	C. Cabin	6.6	.....	C	.....
88.2	c137	Alveda	7.1	.....	VA	.....
95.3	c146	B&O Crossing-F. Tower	0.7	C	F	NKP-NYC-B&O
96.0	c131	y Fostoria	7.4	.....	FA	N&W
103.4	.....	Rising Sun	3.8	.....	RU	.....
107.2	c132	Bradner	5.9	.....	DN	.....
113.1	c136	Pemberville	6.1	.....	MR	.....
119.2	.....	LeMoyno	3.4	.....	MN	.....
122.6	Yard	(WEDT) V. R. TOWER	C	C	VR	Toledo Term.

C-Continuous.

WESTWARD

STATIONS, ETC.

EASTWARD

Distance	Passing Siding Capacity in Cars (50 ft.)	ARMITAGE SUBDIVISION	OFFICE HOURS		Office Call	Jct. or Crossing
			From	To		
0.0		ARMITAGE	1.7	.....	.....	NYC
1.7		Valley	5.2	.....	.....	.....
6.9		Poston	1.9	.....	.....	.....
8.8		Floodwood	1.8	.....	.....	.....
10.6		Kimberly	1.6	.....	.....	.....
12.2		y Nelsonville Yard	0.6	* 800 A	500 P	S
12.8		Nelsonville	5.6	.....	.....	Mon Ck
18.4		Haydenville	5.2	.....	.....	.....
23.6	157	y OLDTOWN	† 300 P	1100 P	WN	Pom. Athens SD
	Yard		12 Mid.	800 A		

ATHENS SUBDIVISION

0.0	157	OLDTOWN	† 300 P	1100 P	WN	Pom. Armitage SD
	Yard		12 Mid.	800 A		
1.5		Logan	4.1	.....	ON	.....
5.6		Enterprise	3.3	.....	.....	.....
8.9		Rockbridge	3.8	.....	.....	.....
12.7	121	Sugar Grove	6.8	.....	SG	.....
19.5	169	Lancaster	4.4	† C	C	X PRR
23.9		Hookers	4.5	.....	KR	.....
28.4		Carroll	3.3	.....	CA	.....
31.7		Lockville	3.4	.....	.....	.....
35.1	68	Canal Winchester	4.1	* 800 A	500 P	W
39.2	108	Groveport	4.3	.....	G	.....
43.5		Valley Crossing	0.5	.....	SK	N&W
44.0	Yard	(EEDT) Groveport Pike	0.1	.....	.....	.....
44.1		H. X. CABIN	C	C	HX	Russ. SD

MONDAY CREEK SUBDIVISION

0.0		END OF LINE	1.0	.....	.....	.....
1.0		y New Straitsville	6.7	.....	SI	.....
7.7		Greendale	3.4	.....	GD	.....
11.1		Carbon Hill	8.9	.....	CB	.....
20.0		y NELSONVILLE YD.	* 800 A	500 P	S	Armitage SD

C-Continuous.

*-Daily except Saturday and Sunday.

†C-Continuous, except 11:00 PM Saturday until 11:00 PM Sunday.

‡-Daily except Sunday.

Distance	Passing Siding Capacity in Cars (50 ft.)	POMEROY SUBDIVISION	OFFICE HOURS		Office Call	Jct. or Crossing
		STATIONS	From	To		
0.0		POMEROY (25)	2.2	.....	MY	.....
2.2		Middleport (25)	1.9	.....	BI	.....
4.1	Yard	Hobson Junction	0.8	.....	NYC	.....
4.9		Hobson Yard	8.8	C C	HO	NYC
13.7	57	Kanauga	0.1	C C	CK	.....
13.8		Kanauga Junction	4.5	.....	NYC	.....
18.3	7	Gallipolis	5.5	* 800 A 500 P	GI	.....
23.8	.....	Kerrs	4.0	.....	.....	.....
27.8	.....	Bidwell	4.7	.....	BW	.....
32.5	.....	Vinton	7.9	.....	V	.....
40.4	.....	Minerton	6.2	.....	MN	.....
46.6	.....	Radcliff	7.6	.....	CF	.....
54.2	.....	Eagle	0.5	.....	.....	.....
54.7	y	Dundas	2.8	.....	UN	Jksn-B&O
57.5	.....	McArthur	14.1	.....	AU	.....
71.6	.....	Starr	2.3	.....	RA	.....
73.9	.....	Summit	2.3	.....	.....	.....
76.2	.....	Union Furnace	5.5	.....	UF	.....
81.7	Yard y	OLDTOWN	.....	† 300 P 12 Mid 1100 P 800 A	WN	Athens

JACKSON SUBDIVISION

0.0	.....	JACKSON	4.5	† 730 A 430 P	.....	DT&I
4.5	.....	Coalton	4.4	.....	.....	B&O
8.9	.....	Grand Crossing	0.7	.....	.....	B&O
9.6	y	Wellston	3.1	.....	WX	B&O
12.7	.....	Hamden	4.6	.....	.....	.....
17.3	Y	DUNDAS	.....	.....	UN	Pom

C-Continuous.

*-Daily except Saturday and Sunday.

†-Daily except Sunday.

Distance	Passing Siding Capacity in Cars (50 ft.)	LEXINGTON SUBDIVISION	OFFICE HOURS		Office Call	Jct. or Crossing
		STATIONS	From	To		
0.0	Yard ty	Ashland	5.1	C C	AU	Kan.
5.1	.....	Summit	2.0	.....	.....	.....
7.1	47	Meads	6.8	.....	MX	.....
13.9	65	Rush	3.0	* 730 A 430 P	KS	.....
16.9	23	Grant	2.1	.....	.....	.....
19.0	.....	Williams Creek	4.3	.....	.....	.....
23.3	.....	Mt. Savage	2.2	.....	.....	.....
25.5	44	Hitchins	3.0	1130 A 830 P	JX	.....
28.5	.....	Leon	4.3	.....	.....	.....
32.8	48	Aden	1.7	.....	A	.....
34.5	.....	Grahn	5.7	.....	GN	.....
40.2	74	Olive Hill	6.3	†C C	OV	.....
46.5	47	Enterprise	2.5	.....	RS	.....
49.0	40	Soldier	1.4	.....	.....	.....
50.4	.....	Haldeman	2.7	.....	HM	.....
53.1	.....	Gates	5.4	.....	.....	.....
58.5	59 y	Morehead	7.9	1030 A 730 P	RY	M&NF
66.4	38	Farmer	3.8	.....	FB	.....
70.2	20	Salt Lick	4.8	*1015 A 145 P	ME	.....
75.0	.....	Olympia	3.4	.....	.....	.....
78.4	55	Preston	4.5	* 315 P 645 P	PN	.....
82.9	.....	Stepstone	4.3	.....	.....	.....
87.2	22	Ewington	3.1	.....	.....	.....
90.3	55	Mt. Sterling	8.3	615 A 315 P	GR	.....
98.6	44	L. & E. Junction	6.6	.....	.....	.....
105.2	57 y	Winchester	7.8	C C	W	L&N
113.0	35	Pine Grove	2.6	.....	.....	.....
115.6	50	Chilesburg	7.1	.....	.....	.....
122.7	Yard	Netherland	1.0	C C	NS	.....
123.7	y	LEXINGTON	.....	.....	VX	L&N-Sou

C-Continuous.

*-Daily except Saturday and Sunday.

†C-Continuous except closed 7 AM to 3 PM Saturdays and Sundays.

Distance	Passing Siding Capacity in Cars (50 ft.)	BIG SANDY SUBDIVISION	OFFICE HOURS		Office Call	Jct. or Crossing
			From	To		
0.0	Yard	y ELKHORN YARD (CRR)	1.5	C	C	YD CRR
1.5		Dunleary Jct.	0.1			Bvr. Ck.
1.6	50	Dunleary	4.7			
6.3		R. C. Junction	1.7			Rd. Ck.
8.0		Marrowbone Jct.	0.1			Mbone.
8.1	141	Marrowbone	4.0		MA	
12.1		Levisa Jct.	3.3			Levisa Sp.
15.4	Yard	t Shelby	1.1	C	C	SY SV&E
16.5		Fords Branch(EEDT)	2.6			
19.1		F. O. Cabin(WEDT)	4.2		FO	
23.3	61	Pikeville	2.8		KN	
26.1	145	Pauley	3.6			
29.7	133	Wagner	4.9		WG	
34.6	20	Harold	5.4		HD	
40.0	131	Ivel	4.4		X	
44.4		Beaver Jct. (EEDT)	3.7		BI	E&BV
48.1		E. M. Cabin(WEDT)	6.1		EM	
54.2	148	Prestonburg	0.1		BG	
54.3		Middle Creek Jct.	5.6			Midl. Ck.
59.9		O.X.Cabin(EEDT)	1.0		OX	
60.9		Johns Creek	5.3			
66.2		Van Lear Junction	0.5		VN	Mil. Ck.
66.7		Dawkins	1.3			Dawkins
68.0	Yard	y Paintsville	1.7	#C	C	CD
69.7		B.U.Cabin(WEDT)	0.8		BU	
70.5		S.K.Cabin(EEDT)	3.1		SK	
73.6		G. C. Cabin(WEDT)	3.4		GC	
77.0	94	Whitehouse	4.3		WN	
81.3	136	Ray	3.4		RA	
84.7		J. B. Cabin (EEDT)	6.1		JB	
90.8		K. X. Cabin(WEDT)	6.4		KX	
97.2		C. H. Cabin (EEDT)	3.7		CH	
100.9		R. B. Cabin(WEDT)	2.4		RB	
103.3	218	Louisa	7.1	* 645 A	345 P	UX
110.4	148	Big Sandy	8.6		CA	
119.0		W. D. Cabin (EEDT)	1.6		WD	
120.6		L. W. Cabin	7.6		LW	
128.2		BIG SANDY JCT.		C	C	BS Kan.

C-Continuous.

*-Daily except Saturday and Sunday.

#C-Continuous, except 11:00 P.M. Saturday to 7:00 A.M. Sunday, and 11:00 P.M. Sunday to 7:00 A.M. Monday.

Distance	Passing Siding Capacity in Cars (50 ft.)	DAWKINS SUBDIVISION	OFFICE HOURS		Office Call	Jct. or Crossing
			From	To		
0.0		END OF LINE	1.4			
1.4		Vail	5.4			
6.8		Spring Fork	7.8			
14.6		Tip Top Mine	1.0			
15.6		D. A. Cabin	0.4			
16.0		Carver	2.8			
18.8		Sublett	2.8			
21.6		Royalton	3.9			R
25.5		Ivyton	5.0			
30.5	73	Rebecca	1.8			
32.3		Leander	2.5			
34.8		Denver	2.1			
36.9		Collista	0.4			
37.3		Paints	2.5			
39.8		DAWKINS				Big San.
MILLERS CREEK SUBDIVISION						
0.0		MINE 155	3.0			
3.0		Long Siding	0.9			
3.9		VAN LEAR JCT.				Big San.
MIDDLE CREEK SUBDIVISION						
0.0		EAST DAVID	0.6			
0.6	y	David	9.0			
9.6		MIDDLE CREEK JCT.				Big San.
E. & B. V. SUBDIVISION						
0.0		DEANE	10.2	Booth		
10.2		Kite	12.2			
22.4		Wayland	2.5	* 215 P	530 P	WK Steele Ck.
24.9		Lackey	0.5			
25.4		Porter Junction	0.6			PJ Jones Fk.
26.0		Garrett	2.2			
28.2		Bosco	3.7			
31.9	15	Eastern	5.1			
37.0		Stephens Branch Jct.	1.3			Stephens
38.3	Yard	Martin Junction	0.1			Long Fk.
38.4	y	Martin	4.8	†C	C	MN
43.2		BEAVER JUNCTION				BI Big San.

*-Daily except Saturday and Sunday.

†C-Continuous, except 11:00 P.M. Saturday to 7:00 A.M. Monday.

Distance	Passing Siding Capacity in Cars (50 ft.)	S. V. & E. SUBDIVISION	OFFICE HOURS		Office Call	Jct. or Crossing
			From	To		
0.0	Yard	SHELBY JUNCTION	4.1			Big San.
4.1		Yeager	3.6			
7.7	42	Esco	0.4			
8.1		Penny	2.7			
10.8		Virgie	4.0			
14.8		Myra	2.8			
17.6	84	Dorton	5.1			
22.7		Shelby Gap	2.7			
25.4		Burdine	2.7			
28.1		Jenkins	0.1	* 759 A	1159 P D	
28.2	Yard	Meade Fork Jct.	1.6			MeadeFk.
29.8		DUNHAM				B.M.Corp.

MEADE FORK SUBDIVISION

6.0		MEADE FORK JCT.	1.2			SV&E
1.2		Gap Switch	2.9			
4.1		Payne Gap	7.3			
11.4		Pound	1.9			
13.3		McFall	0.4			
13.7		Meade	1.1			
14.8		END OF LINE				

JOHNS CREEK SUBDIVISION

0.0		SIMERS	6.6		SI	
6.6		Kilowatt	4.4		KW	
11.0		Sawmill	6.0		SM	
17.0		MILE POST 14				Coon Crk. SD

COON CREEK SUBDIVISION

17.0		MILE POST 14				Johns Crk. SD
			1.0			
18.0		Winns	8.5		WI	
26.5		Apex	4.5		PX	
31.0		J. C. JCT.			JC	Levisa Sp.

MARROWBONE SUBDIVISION

0.0		MANCO	2.0			
2.0		Hellier	1.6		HE	
3.6		Henry Clay	2.0			
5.6		Rockhouse	3.0			
8.6		Wolf Pit	1.2			
9.8		MARROWBONE JCT.				Big San.

ROAD CREEK MINE EXTENSION

0.0		REPUBLIC	2.7			
2.7		R. C. JCT.				Big San.

*-Daily except Saturday and Sunday.

Distance	Passing Siding Capacity in Cars (50 ft.)	BEAVER CREEK MINE EXTENSION	OFFICE HOURS		Office Call	Jct. or Crossing
			From	To		
0.0		MIKEGRADY	3.8			
3.8		DUNLEARY JCT.				Big San.
LONG FORK SUBDIVISION						
0.0		EAST WEEKSBURY	1.9			
1.9		Weeksbury	3.1		WB	
5.0		Wheelwright	1.9		WJ	
6.9		Buckingham	2.0			
8.9		Clear Creek Jct.	0.1			Clear Ck
9.0		C. J. Cabin	1.5		CJ	
10.5	84	Price	2.5			
13.0		Orkney	1.9			
14.9		McDowell	2.7			
17.6		Lane Siding	4.4			
22.0		Salisbury	2.0			
24.0		Hite	1.0			
25.0	Yard	MARTIN JCT.				E&BV

CLEAR CREEK SUBDIVISION

0.0		LIGON	4.0			
4.0		CLEAR CREEK JCT.			CJ	Long Fk

STEPHENS SUBDIVISION

0.0		END OF LINE	0.5			
0.5		Mars	1.5			
2.0		STEPHENS BRANCH JUNCTION				E&BV

SPECIAL INSTRUCTIONS

A-1.—Continued.

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

SUBDIVISION OR TRACK SECTION BETWEEN	RULES IN EFFECT	TRACK/S	
Big Sandy Jct. and LW Cabin	D-251-D-254	Two	
LW Cabin and WD Cabin	271-278		
WD Cabin and RB Cabin	271-278	Single	
RB Cabin and CH Cabin	271-278	Two	
CH Cabin and KX Cabin	271-278	Single	
KX Cabin and JB Cabin	271-278	Two	
JB Cabin and GC Cabin	271-278	Single	
GC Cabin and SK Cabin	271-278	Two	
SK Cabin and BU Cabin	271-278	Single	
BU Cabin and Johns Creek	D-251-D-254	Two	
Johns Creek and OX Cabin	271-278		
OX Cabin and EM Cabin	271-278	Single	
EM Cabin and Beaver Jct.	271-278	Two	
Beaver Jct. and FO Cabin (See Note)	271-278	Single	
FO Cabin and Fords Branch	271-278	Two	
Fords Branch and Elkhorn City	271-278	Single	
Dawkins Subdivision	S-83(f)	Single	
Millers Creek Subdivision			
Middle Creek Subdivision (830-4(a))	271-278		
E&BV Subdivision (Between Beaver Jct. and Arkansas)			
E&BV Subdivision (Between Stephens Branch Jct. and Deane)	230, 231-233		
Stephens Subdivision (830-5(a))	S-83(g)		
Steel Creek Subdivision	S-83(f)		
Long Fork Subdivision	230, 231-233		
Clear Creek Subdivision	S-83(f)		
SV&E Subdivision	230, 231-233		
Meade Fork Subdivision	S-83(f)	Single	
Marrowbone Subdivision			
Coon Creek Subdivision (See 830-4(b))			
John's Creek Subdivision			
Beaver Creek Mine Extension			
Road Creek Mine Extension			
Ashland and Aden	501-521		Single
Aden and Olive Hill	271-278		
Olive Hill and Netherland	501-521		
Netherland and Limestone Sts., Lexington (See 930-9)	501-521 and Special Instructions		
RU Cabin and RJ Cabin on Passenger Main	271-278		
Eastbound Yard and RJ Cabin on Freight Main	271-279(b)		
RJ Cabin and Riverton	271-278	Three	
Riverton and DG Cabin on No. 2 Track			

SUBDIVISION OR TRACK SECTION BETWEEN	RULES IN EFFECT	TRACK/S
Riverton and DG Cabin on No. 1 Track—Westward and No. 3 Track— Eastward	D-251-D-254	Three
DG Cabin and NJ Cabin	271-278	
NJ Cabin and West End Robbins	271-278	Two
Teays Industrial Extension (See 830-5(b))	S-83(g)	Single
West End Robbins and R. A. Jct.	D-251-D-254	Two
R. A. Jct. and V. A. Jct.	271-278	
V. A. Jct. and CH Cabin	D-251-D-254	
CH Cabin and Mosel	271-278	Single
Mosel and Third Running Track (on No. 2 Track)	271-278	Two
Mosel and Third Running Track (on No. 1 Track), Westward	D-251-D-254	
East End Third Running Track and H. V. Jct.	D-251-D-254	
H. V. Jct. and VR Tower (See Note)	271-278	
Mosel and Groveport Pike	D-251-D-254	
Groveport Pike and Valley Crossing	605(a)-671	
Valley Crossing and Oldtown	230, 231-233 (See TTSI 2300)	
Oldtown and Pomeroy	S-83(f)	
Oldtown and Armitage (See 830-4(d))		
Dundas and Jackson		
Monday Creek SD (See 830-5(c))	S-83(g)	

Note.—In addition to Rules 271-278, Rules 279(a), 279(b) and 279(c) are also in effect as designated below:

Pikeville: Between westward absolute block signal 1557 feet east of MP-103 and eastward absolute block signal 1355 feet east of MP-106. (Rules 279(a) and 279(b))

Dunleary-Elkhorn City: Between westward absolute block signal 1949 feet west of MP-127 and westward absolute block signal 228 feet east of MP-128. (Rules 279(a) and 279(b))

Upper Sandusky: Between westward absolute block signal 450 feet west of PRR Crossing and eastward absolute block signal 3550 feet east of MP-65. (Rules 279(a), 279(b) and 279(c))

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

A-1.—Concluded.

Where Rules D-251, 271 or 501 are in effect, Rules 250-A, 260-B, 281-296 and 715(a)-715(f) are also in effect.

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

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

Where Rules 230 and 231-233, inclusive are in effect, following train and engine movements may be permitted.

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

LEXINGTON-BIG SANDY SUBDIVISIONS:

Between Limestone St., Lexington and Franklin St., Louisville; also between MN Tower and Union Station, Louisville. L&N
Elkhorn City Yard.....Cinchfield R. R.

HOCKING DIVISION:

Columbus, between:

Dennison Ave. and Union Station.....P. R. R.
Yard "A" and B. & O. 4th St. Yard.....P. R. R.-B. & O.

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

R. A. Jct. and V. A. Jct.....B. & O.
Gallipolis and Pomeroy.....N. Y. C.
Armitage and West Athens.....N. Y. C.

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

STATION	LOCATION OF CLOCK AND FORM CDT-43	LOCATION OF BULLETIN AND NOTICE BOOKS
Ashland	Passenger Station (Conductor's Room)	Passenger Station (Conductor's Room)
	34th St. Yard Office	34th St. Yard Office
	Roundhouse	Roundhouse
Paintsville	Yard Office	Yard Office
Martin	Yard Office	Yard Office
Shelby	Yard Office	Yard Office
Jenkins	Depot	Depot
Elkhorn Yard	CRR Telegraph Office	CRR Telegraph Office
Olive Hill	Telegraph Office	Telegraph Office
Netherland	Telegraph Office	Yard Office (Crew Lobby)

STATION	LOCATION OF CLOCK AND FORM CDT-43	LOCATION OF BULLETIN AND NOTICE BOOKS
Lexington	Passenger Station	Passenger Station
Louisville	Union Station—Old T.O. Off.	Union Station—Old T.O. Off.
	Preston St. (NYC Yard Office)	Preston St. (NYC Yard Office)
Russell	Yard Office, New Hump	Yard Office, New Hump
	Yard Office, Big Four	Yard Office, Big Four
	Ready Track	Ready Track
	Crew Caller's Office	Crew Caller's Office
	Yard Office—West End Eastbound Yard (light side)	Yard Office—West End Eastbound Yard (light side)
	Yard Office—West End Coal Classification Yard	Yard Office—West End Coal Classification Yard
	.....	Yard Office—West End Westbound Manifest Yard
	.....	Condr's Room—Westbound Manifest Hump
	.....	Old Yard Office (South Side Classification Yard)
		
Parsons	Crew Callers Office	Crew Caller's Office
	Mosel Yard Office	Mosel Yard Office
	Roundhouse	Roundhouse
	.....	Yard Office East End Loaded Yard
	.....	Yard Office East End Mason Yard
Columbus	Union Station	Union Station
	Yard A	Yard A
MD Cabin	Yardmaster's Office	Yardmaster's Office
B. & O. Crossing	West End Yard Office	West End Yard Office (See Note)
	.....	East End Yard Office
Oldtown	Yard Office	Yard Office
Nelsonville Yard	Yard Office	Yard Office
NYC Hobson Yard	Crew Lobby	Crew Lobby
Pomeroy	Freight Office	Freight Office
West Athens	Freight Office	Freight Office

Note.—B&O General Orders (B&O Rule 53 applies).

ASHLAND-RUSSELL DIVISION:

BETWEEN	PSGR.	TIME FRT.	OTHER FRT.
	MPH	MPH	MPH
<i>Russell S. D.</i>			
RU Cabin and RJ Cabin (On passenger main track)	55	55	50
Eastbound Yard and RJ Cabin (On freight main track)	20	20	20
RJ Cabin and NJ Cabin	70	55	50
NJ Cabin and CH Cabin	70	60	50
Trains in excess of 16,000 tons or 200 cars between RJ Cabin and CH Cabin	.....	35	35
<i>Lexington S. D.</i>			
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
<i>Big Sandy S. D. and Branches</i>			
Big Sandy Jct. and Elkhorn City	50	40	35
Trains in excess of 14,000 tons or 160 cars between Big Sandy Jct. and Elkhorn City	.....	30	30
Dawkins and End of Line	25	.....	20
Van Lear Jct. and End of Line	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 End of Line	25	.....	15
Martin Jct. and East Weeksbury	30	.....	25
Clear Creek Jct. and Ligon	30	.....	20

ASHLAND-RUSSELL DIVISION—Concluded:

BETWEEN	PSGR.	TIME FRT.	OTHER FRT.
	MPH	MPH	MPH
Shelby Jct. and Dunham	30	.....	25
Meade Fork Jct. and End of Line	25	.....	25
Simers and MP 14	20	.....	20
MP 14 and JC Jct. (See TTSI-40-1)	20	.....	20
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 V. R. Tower	70	60	50
Trains handling more than 160 cars between Yard "A" and VR Tower	.....	40	40
Mosel and Armitage	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

40-A.—CHECKING SPEEDOMETER ON ENGINES.—In checking speedometers on engines for accuracy as required by Rule E-521 of Passenger and Freight Train Handling Book, the following Mile Posts WILL NOT be used for this purpose:

Between MP 52 and MP 53, Russell Subdivision.

40-1.—SPEED RESTRICTIONS:

ASHLAND-RUSSELL DIVISION:

LOCATIONS AND CONDITIONS	PSGR.	TIME FRT.	OTHER FRT.
	MPH	MPH	MPH
Trains running against the current of traffic	50	35	35
Through Princess and Williams Creek Tunnels	40	25	25

LOCATIONS AND CONDITIONS	PSCR.	TIME FRT.	OTHER FRT.
	MPH	MPH	MPH
Lexington All street crossings within corporate limits	12	12	12
Tunnel No. 4, Midas, Ky.	20	20	20
Westward, between Apex and JC Jet	15	.....	15
Through turnouts at ends of passing sidings and main track crossovers except where movement is governed by signal indications	20	15	15

HOCKING DIVISION

Trains running against current of traffic in Columbus Yard Limits (See Rule 93(d))	.....	.....	.....
<i>Over Railroad Crossings and through Interlocking:</i>			
Dundas—B&O Crossing	20	20	20
Armitage—NYC Crossing	20	20	20
<i>Curves:</i>			
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
Through Campbells Tunnel	10	10	10
<i>Over Street Crossings:</i>			
Delaware: Street crossing at west end of station platform	50	50	50
Columbus: All grade crossings between South Columbus Freight Station and H. V. Junction	45	45	45
Lancaster: Broad Street	10	10	10
<i>Over Designated Tracks:</i>			
Between CH Cabin and Mosel (Main Track)	30	.....	.....
Columbus: Union Station Tracks	8	.....	.....
Armitage: Over Bridge 752	15	15	15
Armitage—West Athens.—Industrial Track. All trains will move prepared to stop within one-half the range of vision	.....	.....	.....
Through turnouts at ends of passing sidings and main track crossovers except where movement is governed by signal indications	20	15	15

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

DIESEL UNIT	MPH
102, 4000-4030, 4500-4523	93
3000-3047, 3500-3575, 7400-7431, 7437-7440 (See Note)	71
1800-1818, 2500-2537, 5600-5601, 5700-6263, 6700-6709, 6800-6811, 7000-7093, 7500-7546, 8000-8015, 8500-8506	65
5114-5115, 5528-5595	60
10-11, 58, 1850-1856, 5000-5093, 5100-5113, 5200-5298, 6500-6501, 6600-6601	50
1	37
Rail Cars 9060-9062, 9080-9082	75

Note.—Where Engines 3500-3575, 7400-7431, 7437-7440 are referred to in special instructions, they apply to both B&O and C&O.

40-1(a)(1).—ENGINES.—Hump Control Toggle Switch and Rheostat—GP-9 diesel units 6075, 6077, 6078, 6082, 6094, 6095, 6097 and 6098 are equipped with rheostats for hump operation.

When these units are used in road service the Hump Control toggle switch must be in off position and the Hump Control rheostat cut back to zero.

The Hump Control Switch and rheostat are on a box located on the engineers side of unit just under the throttle about knee height.

40-1(a)(2).—DIESEL UNITS.—To avoid damage due to water leaks, diesel units must not be shut down at the following lay-over points unless otherwise instructed:

Athens	Oldtown (Logan)
Nelsonville	Pomeroy

40-2.—SPEED RESTRICTIONS, EQUIPMENT:

EQUIPMENT, unless otherwise restricted to lower speeds:	MPH	MPH	MPH
Pushing Cars, except Clearance Car X-1836	30	25	25
Clearance Car X-1836 when pushed ahead of engine	.....	30	30
Clearance Car X-1836 when pulled in train	.....	35	35
Piggy-Back Cars	60	.....	.....
Ditcher Spreader Cars	.....	30	30
Air Dump Cars	.....	30	30
Scale Test Cars	.....	25	25

EQUIPMENT, unless otherwise restricted to lower speeds:		MPH	MPH	MPH
C&O tool car derrick		.....	30	30
Unless otherwise restricted by train order, other derrick cars, power shovels, cranes, ditchers and similar pivoted machinery moving on their own wheels (See 40-3(j))	On tangents	.....	20	20
	On curves	.....	15	15

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

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

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

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

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

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

40-3(e).—70-TON OR HEAVIER CARS.—Cars with capacity of 70 tons or over with gross weight exceeding 220,000 lbs. (except CRR, N&W and C&O 85, B&LE 90, N&W 95, C&O-B&O 100 ton covered hopper and C&O-B&O 100 ton coil steel cars (C&O Series 82100-82199—B&O Series 8300-8399) must not be operated without authority of Superintendent. (See T.T.S.I. 40-3(x).)

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

40-3(g).—WOOD RACK CARS.—(1) *Pulpwood.*—Wood rack cars loaded with pulpwood may be moved in any freight train, except such loaded cars will not be moved in manifest trains without the authority of the superintendent. Trains handling wood rack cars loaded with pulpwood will not exceed a speed of forty (40) miles per hour.

40-3(g).—Concluded.

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

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

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

40-3(h).—HANDLING OF FLAT CARS, BI-LEVEL AND TRI-LEVEL CARS LOADED WITH AUTOMOBILES.—Flat cars, bi-level and tri-level cars loaded with automobiles must be placed at least five (5) cars behind the engine; must not be placed directly behind open gondola or hopper cars loaded with sand, gravel, coal, or similar commodity; and must not be cut off while in motion during switching operations. No car moving under its own momentum shall be allowed to strike any of these cars.

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

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

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

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

40-3(k).—THROTTLE HANDLING AT RAILROAD CROSSINGS AT GRADE.—When GP-30 engines series 3000 and GP-35 engines series 3500 are being operated at a speed in excess of 25 miles per hour, to insure protection of traction motors from mechanical shock when passing over RAILROAD crossings at grade, the throttle will be handled as follows:

(a) Reduce throttle to Run 4 position at least 8 seconds before reaching crossing.

(b) If throttle is already in Run 4 position or lower, reduce throttle to next lower position at least 8 seconds before reaching crossing.

Throttle may be advanced after all units of engine pass over crossing if operating conditions permit.

40-3(l).—HANDLING LOADED WELDED OR CONTINUOUSLY JOINTED RAIL CARS.—Cars loaded with welded or continuously jointed rail must be handled in through trains as follows:

A loaded hopper as a buffer must be placed on each end of the rail cars. No other equipment will be handled in this type train and speed must not exceed 30 MPH except through tunnels and over truss bridges where speed must not exceed 10 MPH.

40-3(m).—TRAINS HANDLING C&O FUEL TANK CARS OR C&O RODGER BALLAST CARS (LOADED OR EMPTY).—C&O Fuel Tank Cars 40-206, inclusive, and C&O Rodger Ballast Cars 20,000-20,699, inclusive, should be handled in local freight trains when practicable to do so.

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

40-3(n).—HANDLING HYDROCYANIC ACID (HCN) TANK CARS.—Tank cars containing Hydrocyanic Acid (HCN) painted white with horizontal and vertical red stripes placarded on both sides and ends of cars must be handled according to the following instructions.

1. To be handled only when authorized by message over the signature of the Chief Dispatcher.
2. Notify Chief Dispatcher immediately of any occurrence that may be hazardous.
3. In case of suspected leakage, isolate car and keep all except authorized persons away.
4. Under no circumstances should other than authorized persons get close to car in case of derailment.
5. Read carefully the placarded instructions posted in yard offices, cabooses and work force bunk cars involving the handling of these cars.
6. Instructions attached to each waybill and boarded instructions on each car must be complied with.
7. These instructions are applicable to empty cars as well as loaded cars.

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

STATION— TRACK, BRIDGE, ETC.	ENGINE OR EQUIPMENT	RESTRICTION
<i>Big Sandy District Subdivisions</i> <i>Paintsville:</i> Conveyor pit 875 feet from point of switch No. 9 yard track	All Engines and loaded CRR, N&W and C&O 85, B&LE 90, N&W 95, C&O-B&O 100 ton covered hopper and C&O-B&O 100 ton coil steel cars (C&O Series 82100-82199—B&O Series 8300-8399)	Must not operate on.
<i>Savage Branch:</i> Pittsburgh Chem. Plant No. 2 track	All Engines	Engines must not pass over Radiarc thawing units unless thawing device is turned off. (See Rule E-600)
<i>Federal:</i> Federal Mine Track	All Engines	Must not operate beyond Engine Stop sign.

40-3(x).—Continued.

STATION— TRACK, BRIDGE, ETC.	ENGINE OR EQUIPMENT	RESTRICTION
<i>Big Sandy District Subdivisions</i> <i>—Continued</i> <i>Virgie:</i> Trivette Coal Co., East of Virgie	Equipment other than Coal Cars	Must not operate under tipple. Retractable loading chute over No. 1 track must be in upright position before passing.
New Virgie Coal Co., West of Virgie		Must not be operated under tipple.
<i>Hite:</i> Guaranty Mine Corp. Tipple Tracks		Must not be operated under tipple and loading chutes and loading conveyors must be completely raised before moving under.
<i>Salisbury:</i> Evans Elkhorn Coal Co. Loading Chute	All engines	Must not pass Engine Stop sign.
<i>Robinson Creek:</i> Famous Elkhorn tipple tracks		
<i>Mile Post 9.5:</i> Sizemore Mine Tipple	Equipment other than Coal Cars	Must not operate under.
<i>Yeager:</i> Amos Newsome Tipple Track	All Equipment	Must not pass unless chute is withdrawn and locked, or in upright position.
Newsome Loading Chute		
<i>Marrowbone:</i> Baker Coal Co. Chute		
<i>Ratliff, Ky.:</i> Ratliff-Elkhorn Coal Co. Loading Chute		
<i>Auxier, Ky.:</i> Terry-Elkhorn Mining Co. Chute	Equipment other than Coal Cars	Must not operate under.
<i>Stuart:</i> Levisa Stone Tipple		
Loading Apron	All Equipment	Must not pass unless apron is in upright position.
<i>David, Ky.:</i> Princess-Elkhorn No. 1 Plant Car Shaker No. 3 Track	Engines	Must not pass warning signs reading "ENGINES MUST NOT PASS THIS POINT".
	Cars	Car shaker must be clear of cars before track is pulled.

STATION— TRACK, BRIDGE, ETC.	ENGINE OR EQUIPMENT	RESTRICTION
<i>Big Sandy District Subdivisions —Continued MP 16 E&B V SD: Old Goose Creek Mine Track</i>	Engines	Must not operate on.
<i>Dinwood: Storage Track (loading ramp)</i>	All engines	Must not pass Engine Stop signs. Must not pass warning signs "ENGINES MUST NOT PASS THIS POINT" located 10 ft. east and west of ramp.
<i>Lexington Subdivision Lexington:</i>	102, 4000-4030, 4500-4523, 5523- 5532, 5533-5569 2500-2537, 3000- 3047, 3500-3575, 7400-7431, 7437- 7440	Must be moved with caution not exceeding 5 m.p.h.
<i>Broadway St. Bridge on Belt Line</i>	Loaded CRR, N&W and C&O 85, B&LE 90, N&W 95, C&O- B&O 100 ton covered hopper and C&O-B&O 100 ton coil steel cars (C&O Series 82100- 82199—B & O Series 8300- 8399)	Must not operate over bridge.
<i>Entire Belt Line</i>	<i>Tenders: 12,000 thru 21,000 gallon capacity</i>	Must not operate on.
	6800-6811	
	<i>Tenders: 9,000-10,000 gallon capacity</i>	When loaded with coal and water must not operate on unless separated from engine or another tender by at least two cars.
<i>Coalton: Mansbach Steel Co. track</i>	All engines or cars	Must not operate beyond Car Stop sign.
<i>Yates Coal Co. Tipple</i>	Equipment other than coal	Must not be operated under tipple.

STATION— TRACK, BRIDGE, ETC.	ENGINE OR EQUIPMENT	RESTRICTION
<i>Lexington Subdivision —Continued Atlas: Tipple track</i>	All engines	Must not operate beyond Engine Stop sign.
<i>Russell Subdivision Mile Post 72: Sturm & Dillard Tipple on load tracks</i>	All engines	Must not operate under tipple.
<i>Camp 2: Sharon Silica Track (Loading Ramp)</i>	All engines or cars	Loading chute must be in raised position before passing loading ramp. Coal cars must be spotted with east end of east car directly under chute.
<i>R. A. Jct.: Miami Sand and Gravel Co. tracks</i>	Engines and equipment other than coal cars	Must not be moved under loading tipple.
<i>Teays: Atomic Energy Plant (inside of fence) Tracks 1, 2 and 3</i>	3000-3047, 3500-3575	Must not be operated in multiple on Track No. 2.
	Cars exceeding seventy (70) feet in length	Must not be handled on Tracks 1 and 2. Must not be handled on Tracks 3 and 4 when coupled to shorter cars.

HOCKING DIVISION:

<i>Columbus Subdivision Delaware: Trestle on Kissinger track</i>	All engines	Must not operate on trestle.
<i>Carey: Nat'l. Limestone Plant—Gas track</i>		Multiple unit engines must not use.
<i>Coal trestle</i>		Must not operate on trestle.
<i>Athens Subdivision Lancaster: Unloading pit in team track</i>	All engines, derricks and heavy equipment.	Must not move over.
<i>Bridge 355</i>	200-ton cranes	Must not exceed 15 m.p.h.
<i>Bridge 397</i>		

STATION— TRACK, BRIDGE, ETC.	ENGINE OR EQUIPMENT	RESTRICTION
<i>Armitage Subdivision</i>		
Bridge 440	200-ton cranes	Must not exceed 15 m.p.h.
Bridge 494		
<i>Armitage Industrial Track</i>		
<i>West Athens: Trestle on Tail Track of Wye</i>	All engines	Must not be operated on trestle.
<i>Monday Creek Subdivision</i>	1800-1818, 2500- 2537, 5528-5529, 5533-5569, 5570- 5595, 3000-3047, 3500-3575, 6500- 6501, 6600-6601, 6700-6709, 6800- 6811, 7400-7431, 7437-7440	Must not operate on.
<i>Entire Sub- division</i>	Cars with capac- ity of 70 tons or over with gross weight exceed- ing 210,000 lbs.	
	<i>Tenders:</i> 16,000 thru 21,000 gallon capacity	Must not operate on unless emptied of coal and water.
	<i>Tenders:</i> 9,000 thru 12,000 gallon capacity	When loaded with coal and water must not operate on unless separated from en- gine or another tender by at least two cars.
Bridge 47		Must not exceed 15 m.p.h.
<i>Pomeroy Subdivision</i>		
<i>Cheshire: Coal loading tipple</i>	All engines or cars	Must not move under tipple without first checking overhead clearance.

STATION— TRACK, BRIDGE, ETC.	ENGINE OR EQUIPMENT	RESTRICTION
<i>Jackson Subdivision</i>		
	All engines	
<i>Jackson: Bridge 957 on main track and Bridge 958 on empty track</i>	Loaded CRR, N&W and C&O 85, B&LE 90, N&W 95, C&O- B&O 100 ton covered hopper and C&O-B&O 100 ton coil steel cars (C&O Series 82100- 82199—B & O Series 8300- 8399)	Must not operate on,
<i>Entire Subdivision</i>	<i>Tenders:</i> 13,000-21,000 gallon capacity	Must not move on unless emptied of coal and water.

Additional Restrictions: Ashland—Russell—Hocking Divisions:

All Platforms Industrial and Yard Tracks	Spreader Cars BS-2 and BS-3	Move with caution, avoid platforms when possible.
All bridges and trestles on indus- trial tracks	All tenders	Must not move on.
All bridges and trestles on other than industrial tracks	<i>Tenders:</i> 13,000-21,000 gallon capacity	When loaded with coal or water, must not move on, unless separated from en- gine or another tender by at least two cars.

120.—HAND SIGNALS.

120(a).—YELLOW FLARES instead of green flares will be used for passing hand signals where view of hand or lantern signals is restricted (Rule 12(i) modified accordingly).

120-1.—USE OF RADIO.

Engineers, conductors, trainmen, and yardmen are required to use radio in connection with the performance of their work.

Radio sets installed in cabs of locomotives and on caboose cars must be kept turned on and volume adjusted so calls may be received during tour of duty.

Employees using the radio must take such examinations as may be required by supervisory officer to assure compliance with Federal Communication Commission rules covering the use of railroad radio. Your supervisory officer is qualified to give these examinations.

190.—TRAIN SIGNALS—MARKERS.

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

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

310.—USE OF ENGINE WHISTLE AND BELL.

(b).—REPUBLIC.—Eastward trains approaching Republic Steel Co. tipple will sound engine whistle signal 200 feet west of tipple as a warning to coal company employees.

(c).—DELAWARE.—Use of engine whistle signal is prohibited within city limits, except in emergency.

Note.—See T. T. S. I. 930 instructions applying to use of engine whistle and bell within Russell and Columbus Yards.

830.—TRAIN CLEARANCE.

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

Russell (RU Cabin).....	Eastward
Lexington (Psgr. Sta.).....	Eastward
RA Jct.....	Westward B&O Trains
VA Jct.....	Eastward B&O Trains
VR Tower.....	Eastward
Jackson.....	Westward

830-2.—In complying with Rule 83(c), trains originating at stations designated below will get Clearance Form A before leaving:

Station	Form A	Trains
Elkhorn Yd..	Teleg. Office.....	Westward manifest freight trains destined Russell. (See Note 1)
Lexington...	Netherland Teleg. Ofc..	Eastward
Toledo Union Sta.....		C&O Pass. Train (See Note 5)
Columbus Union Sta.....		All trains (See Note 2)
Parsons Yd.	Parsons Teleg. Ofc.....	Westward Freight
	H. X. Cabin.....	Eastward Athens S. D. Eastward Russell S. D. Freight
Athens.....	Athens Freight Off.....	Westward Armitage S. D. (See Note 3)
Pomeroy....	Hobson Yard.....	Westward Pomeroy S. D. (See Note 4)
Oldtown.....	Teleg. Off.....	All Trains (When Operator on duty)

Note 1.—Westward shifter extras destined Shelby will secure "Verbal" permission of the train dispatcher before moving west of Dunleary.

Note 2.—Before leaving Union Station, Conductor will call operator at Parsons Telegraph Office to obtain "verbal" clearance from Train Dispatcher.

830-2.—Concluded.

Note 3.—When no operator on duty, Conductor will call an operator to obtain "verbal" clearance from Train Dispatcher. The movement of trains and engines between Armitage and Athens will be made on verbal authority of the Train Dispatcher obtained through an operator. Crews must notify Train Dispatcher when clear of this track section.

Note 4.—Before leaving Pomeroy, Conductor will call operator at Hobson Yard to obtain "verbal" clearance from Train Dispatcher.

Note 5.—C&O passenger trains may be cleared verbally by operator Toledo Telegraph Office 7:01 a.m. to 11:01 p.m. When no operator on duty, C&O passenger trains may be cleared verbally by operator in NYC Chief Dispatcher's office. NYC Rule 83(d) modified accordingly.

830-3.—TRAIN ORDER SIGNALS.

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

(b).—WAYLAND.—Eastward train order signal at Wayland does not apply to eastward Steele Creek Subdivision trains.

(c).—SHELBY.—Train order signal at Shelby does not apply to westward SV&E Subdivision trains.

(d).—PAINTSVILLE.—Train order signal at Paintsville does not apply to eastward Dawkins and Millers Creek Subdivision trains.

(e).—NETHERLAND.—Train order signal at Netherland Telegraph Office does not apply to trains originating or terminating at Netherland Yard.

(f).—NC CABIN.—Eastward train order signal at NC 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 NC Cabin.

(g).—RUSSELL.—Train order signal at RJ Cabin will not apply to trains originating or terminating at Russell.

Westward train order signal at RU Cabin does not apply to westward trains terminating at Russell.

830-4.—RULE S-83(f) IS MODIFIED AS FOLLOWS:

(a).—MIDDLE CREEK.—Rule S-83(f) is modified to permit trains or engines to occupy Middle Creek Subdivision main track between Middle Creek Junction and a point 10 car lengths east of east switch team track without Clearance Form A. All trains and engines must move between these points prepared to stop within one-half the range of vision.

(b).—COON CREEK SUBDIVISION.—Rule S-83(f) is modified to permit trains or engines to occupy Coon Creek Subdivision between Mile Post 12 and Mile Post 14 without Clearance Form A. All trains and engines must approach and move between these points prepared to stop within one-half range of vision expecting to find the main track occupied by engines, trains or cars not protected.

(c).—NELSONVILLE.—Rule S-83(f) is modified to permit trains or engines to occupy Armitage Subdivision between west switch Nelsonville storage track and Mile Post 58 without Clearance Form A. All trains and engines must move between these points prepared to stop within one-half the range of vision.

(d).—OLDTOWN.—Rule S-83(f) is modified to permit trains or engines to occupy Armitage Subdivision without Clearance Form A within Oldtown Yard Limits in accordance with Rule 93(a) and 93(c).

830-5.—TRAIN REGISTER STATIONS.

Station	Location	Required to Register
Ashland.....	Hill track switch (Ashland Jct.)....	No. 21.
Stephens Branch Jct...	Booth.....	Stephens Branch Subdivision trains per Rule S-83(g).
Teays Jct....	Booth.....	Teays Industrial extension trains per Rule S-83(g).
Teays.....	Booth.....	C&O and N&W trains moving to or from Atomic Energy Spur.
Nelsonville...	Booth.....	Monday Creek Subdivision trains per Rule S-83(g).

(a).—STEPHENS SUBDIVISION.—Rule S-83(g) is modified to permit trains or engines destined by the Yardmaster at Martin instead of the Train Dispatcher to occupy Stephens Subdivision.

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

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

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

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

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

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

Kollinsky Tracks 1, 2, 3 and 4 will not be used to serve Atomic Energy Plant. In serving Atomic Energy Plant, cars will be placed on, or removed from Tracks 1, 2, 3, 4 or Main Lead inside fence as designated by Plant Personnel. Tracks must not be used beyond Limit signs located in tracks. Main Lead must not be used beyond clearance point of east switch of No. 2 Wye Track. See TTSI 40-3(x).

(c).—NELSONVILLE.—Rule S-83(g) is modified to permit trains or engines to occupy Monday Creek Subdivision main track between the junction switch Monday Creek Subdivision and Kimberly road crossing without registering. All trains and engines must move between these points prepared to stop within one-half the range of vision.

840.—STARTING TRAIN.

(a).—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 by conductor to baggageman, who will give communicating signal to start.

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

Yard Rules are in effect on main track at:

Paintsville	Lexington-	Columbus	Walbridge
Shelby	Netherland	Marion	Logan-Oldtown
Ashland	Russell	Fostoria	Hobson Jct.-Pomeroy
Olive Hill			

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

(b).—Caboose Cars.—Detached caboose cars must not be permitted to stand on any track unless hand brakes are set.

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

(c).—Loaded Tank Cars.—Loaded tank cars with capacity greater than 10,000 gallons must not be "humped" nor "kicked" under conditions where hand brakes must be depended on to control movement. Such cars must be shoved to rest.

(d).—Road Crews Doing Yard Switching.—Conductors of road crews will not perform switching service in yard other than straight set off or pick up from one place in train without instructions from yardmaster.

When conductors of road trains know they will have cars in two places in their train to set off point, or that it will be necessary to make a switch in picking up so cars for next station will be together, they will wire the Chief Dispatcher and Yardmaster stating what switches are necessary.

Yardmasters will contact conductor or front brakeman of all trains having set off and pick up and make any moves necessary to avoid switching service being performed by road crew in yards.

TRACK	INSTRUCTIONS
Hill Track	(a) Lexington Subdivision trains destined to or from Russell will use Hill Track between NC Cabin and Lexington Subdivision Hill Track switch. Rule 105 will apply to the movement.
Passenger Tracks	(b) Unless previously advised, Lexington Subdivision trains, except No. 22, being yarded at Ashland Passenger Station will call Yardmaster at 34th Street for instructions from Hill Track Switch.
Passenger Mains	(c) <i>Switching Movements.</i> —For the purpose of switching passenger trains, Rules D-151 and 505(a) are modified to permit yard engine to reverse direction on eastward or westward Passenger Main Tracks without flag protection within the limits and under conditions designated below: <i>Eastward Track:</i> Between eastward absolute signal located 1388 feet east of MP 520 and eastward dwarf signal 5192 located just east of 12th Street, only after Conductor has operated center lock lever of main track crossover (west switch located 521 feet east of eastward absolute signal) to reverse position. <i>Westward Track:</i> Between westward absolute signal located 286 feet east of MP 519 and westward block signal 5197 located 1938 feet east of MP 520, only after Conductor has operated center lock lever of main track crossover just east of 13th Street or just east of 14th Street to reverse position. Center lock lever must not be reversed until rear of train has passed crossover. Conductor must not permit reverse movements without flag protection unless proper center lock lever is reversed and must restore lever to normal position after movements are completed.

930-3.—RUSSELL YARD.

"RU" Cabin & Dual-Control Crossover located 2,170 feet west of MP 522	(a) Rule 275 is modified to permit <i>Only a Yard Engine</i> to reverse direction and move eastward on No. 1 or No. 2 track without permission of Train Dispatcher between East Interlocking Limits, "RU" Cabin, and Eastward Dwarf Signals at New Crossover when removing cars from westward train with rear standing within above limits.
Main	(a-1) Trains or engines using main track between RU Cabin and RJ Cabin will ring engine bell continuously. (b) In applying Rule 670(a) to reverse movements within interlocking limits at RU 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.

TRACK	INSTRUCTIONS
Main	(c) Authority of Yardmaster at Eastbound Yard must be secured before permitting trains or engines to move from westbound to eastbound yard. When interlocking signals at RU 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.
All	(d) <i>Headlights.</i> —In addition to complying with Rule 18B, the headlight must be displayed to front and rear by day when the view is obscured due to unfavorable weather condition. To insure safety, when necessary, lighted fusees must be used in addition to displaying headlights.
Thoroughfare Tracks	(e) <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. (f) <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. (g) 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. (h) 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. After waiting three (3) minutes, if yellow light is still displayed, member of crew will call Yardmaster for instructions. (i) <i>South 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. (j) 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 RJ Cabin.

TRACK	INSTRUCTIONS
Thoroughfare Tracks	(k) 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.
	(l) Engine whistle and bell signals must be sounded on engines approaching and passing through tunnel on thoroughfare track under north and south humps.
	(m) 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.
	(n) 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.
	(o) Movement over single portion of run-around track between Vernon Street and a point just south of underpass 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.
Thoroughfare Tracks	(p) Throughfare 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.
	(q) 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.
Westbound Receiving Yard	(r) 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.
	(s) 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.

TRACK	INSTRUCTIONS												
Westbound Receiving Yard	(s-s) Normal position for switch leading from east end, eastbound thoroughfare track to No. 20 track, Coal Receiving Yard, is for through movement on No. 20 track.												
	Normal position of crossover between No. 20 track, Coal Receiving Yard and River Lead, just west of No. 20 Shanty, is for crossover movements between No. 20 track and River Lead.												
	Normal position of west switch of eastbound run-around track is for through movement on River Lead.												
	Normal position of west switch of inbound road engine ready track is for movement from River Lead to inbound road engine ready track.												
	Normal position for west end of westbound Run-around Track from Eastbound Yard will be for movement to westbound runaround track.												
Eastbound Yard	The switches named above must be restored to Normal position after being used for other movements. These switches will display Green indication when route is lined for movement from No. 20 track into westbound runaround track.												
	(t) 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.												
	(u) 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.												
	(v) The brakeman cutting off engines from trains that pull into westbound receiving yard tracks Nos. 7 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.												
	(w) 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 RJ Cabin.												
Eastbound Yard	Eastward trains using tracks 1 to 10, inclusive, will use <i>north</i> pull-in lead and eastward trains using tracks 11 to 27, inclusive, will use <i>south</i> pull-in lead to Eastbound yard unless otherwise instructed.												
	(x) Position light switching signals located on engine underpass and repeater signal on mast at east end Big Four Yard Office governing switching movements in Eastbound Yard display aspects and indications as follows:												
<table> <tr> <th>Aspect</th><th>Indication</th></tr> <tr> <td>Horizontal row of lights-burning steady.....</td><td>Stop</td></tr> <tr> <td>Horizontal row of lights-flashing.....</td><td>Pull East</td></tr> <tr> <td>Diagonal row of lights.....</td><td>Move West Slowly</td></tr> <tr> <td>Vertical row of lights.....</td><td>Move West Normal</td></tr> <tr> <td>No lights displayed.....</td><td>Signal Not in Use</td></tr> </table>		Aspect	Indication	Horizontal row of lights-burning steady.....	Stop	Horizontal row of lights-flashing.....	Pull East	Diagonal row of lights.....	Move West Slowly	Vertical row of lights.....	Move West Normal	No lights displayed.....	Signal Not in Use
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Horizontal row of lights-burning steady.....	Stop												
Horizontal row of lights-flashing.....	Pull East												
Diagonal row of lights.....	Move West Slowly												
Vertical row of lights.....	Move West Normal												
No lights displayed.....	Signal Not in Use												

TRACK	INSTRUCTIONS
Westbound Manifest Yard	(y) Unless otherwise instructed, engines getting train from Tracks No. 1 to No. 16 will use east crossover to and from these tracks. (z) Engines getting train from Tracks No. 17 to No. 32 will use No. 2 pullout lead to and from these tracks.
Old Receiving Yard	(ab) The normal position of No. 6 switch at west end of Old Receiving Yard is for the South Hump.
	(ac) <i>Freight Train Speeds.</i> —In order that skaters 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.
	(ad) 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.
	(ae) 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.
Classifying Yard	(af) 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.
	(ag) <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.
	(ah) Hand skates must not be used to protect cut after track is coupled and moved to west end.
	(ai) When skaters are not available, the skates must be replaced by crews doubling over.
New Classifying Yard	(aj) 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.
	(ak) <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.
Hump	(al) 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 Yardmaster for such movement.

TRACK	INSTRUCTIONS															
	(am) 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.															
	(an) 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.															
	(ao) 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.															
Hump	(ap) 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.															
	(aq) Switching Signal Aspects and Indications: <table><thead><tr><th></th><th>Aspects</th><th>Indications</th></tr></thead><tbody><tr><td>Westbound Manifest Hump.....</td><td>Green</td><td>Hump Fast</td></tr><tr><td>North and South Hump...</td><td>Yellow</td><td>Hump Normal</td></tr><tr><td></td><td>Flashing Red</td><td>Pull East</td></tr><tr><td></td><td>Red</td><td>Stop</td></tr></tbody></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	North and South Hump...	Yellow	Hump Normal		Flashing Red	Pull East		Red	Stop
	Aspects	Indications														
Westbound Manifest Hump.....	Green	Hump Fast														
North and South Hump...	Yellow	Hump Normal														
	Flashing Red	Pull East														
	Red	Stop														
	(ar) 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.															
	(as) The absence of a light on bracket mast signals located between tracks Nos. 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.															

TRACK	INSTRUCTIONS
Hump	(at) 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 West-bound Receiving Yard may be displayed at Stop to stop cuts that are being shoved to or over Humps by use of toggle switches marked "North" and "South" located in Car Inspector's Shanty on north side of No. 20 track at west end of Westbound Receiving Yard, or open crossover switch. The "cut-off man" will be held responsible for the proper operation of these switches.
Caboose Tracks	(av) 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. (aw) Except on caboose track, detached caboose cars must not be permitted to stand on any track unless hand brakes are set.
Engine Terminal	(ax) Engines moving within the Mechanical Department servicing area of Russell engine terminal will not exceed a speed of six miles per hour. (ay) Engines using engine underpass runaround track will stop at clearance point and secure permission of Yardmaster Eastbound yard before entering No. 3 Lead, Eastbound Yard.
Creosoting Plant	(az) 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. (ba) 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.
Russell Shop and other repair tracks	(bb) When coupling cars in Shop track, engine whistle should be sounded as per rule indicating forward or backup movement to protect employees working around tracks or passing between cars. (be) 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.
Johnson track and ice track	(be) Johnson track and ice track must not be used in either direction without permission of Yardmaster at Fitzpatrick Hump Yard Office.

TRACK	INSTRUCTIONS
Main	(a) <i>Movement Against the Current of Traffic.</i> —Rule D-151 is modified to permit yard engines and mine run shifter extras to move against the current of traffic under flag protection between east and west yard limit signs at Paintsville upon verbal permission of the Yardmaster (when on duty), who must first secure permission from the Train Dispatcher for the intended movement. When no Yardmaster is on duty permission may be obtained from the Train Dispatcher. (b) <i>Crossing Over and Entering Main Track.</i> —Rules D-252(b) and D-252(c) are modified to permit trains or engines to cross over or occupy the main track through the hand operated switches between the east and west yard limit signs under flag protection at Paintsville upon permission of the Yardmaster (when on duty), as prescribed by Rule 93(b). The Yardmaster is responsible to know that no trains are closely approaching before authorizing such movement. (c) <i>Entering Paintsville Yard.</i> —Unless otherwise provided, conductors or engineers of work extras and mine run shifter extras will call Yardmaster from east or west end of Paintsville yard and get instructions before entering yard.

930-5.—SHELBY YARD.

Engine Thoroughfare	(a) 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. Junctions 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.
Switching Lead	(b) 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.

TRACK	INSTRUCTIONS
Yard Track Indicator	(c) <i>Yard Track Indicator in Service.</i>—Yarding of westward trains entering east end of Shelby Yard, will be indicated by illuminated numerals displayed on yard track indicator located on south side of track. Unless otherwise instructed, trains will be yarded in the track indicated by the numeral displayed on yard track indicator. When letter "M" is displayed, westward trains will pull down main track to Shelby Yard Office if block signal indication will permit. In the absence of a numeral or letter "M" displayed, westward trains will stop and call yardmaster for instructions.

930-6.—ELKHORN CITY YARD.

Clinchfield R. R. Main	(a) The track between bridge just north of Elkhorn City depot and a point 200 feet south of south yard switch will be used by trains and engines of the Chesapeake and Ohio and Clinchfield Railroads. The dual-control switch point derail located 224 feet east of Mile Post 128 is operated by the Train Dispatcher at Ashland, Ky. This derail must be kept in the derailing position, except for immediate movement. The operation of trains and engines between the bridge north of Elkhorn City depot and the westward absolute block signal located 228 feet east of Mile Post 128 is governed by block signal indication under the Rules of the Chesapeake and Ohio Railway. The south yard switch is a dual-control switch operated by the Train Dispatcher at Erwin, Tenn. The operation of trains and engines between south yard switch and a point 200 feet south of south yard switch is governed by block signal indication under the Rules of the Clinchfield Railroad. Trains and engines using the track between the westward absolute block signal located 228 feet east of Mile Post 128 and the south yard switch will move under control prepared to stop within one-half the range of vision.
Placing Engines	(b) In order to avoid confusion and delay at Elkhorn Yard, the C&O engines will be placed on the spark track, this track will clear seven (7) units. The Clinchfield enginemen will place their diesels on the sand and ice house track, they will allow room for incoming units. All concerned are responsible for their units being in clear of south end of their respective track.

TRACK	INSTRUCTIONS
Main	(a) The track between the west yard limit board at Arkansas and the east yard limit boards on E. & B. V. and Long Fork Subdivision Martin Yard, is designated as yard track instead of main track. Unless otherwise directed, eastward E. & B. V. Subdivision extra trains will stop at Arkansas Station; westward E. & B. V. Subdivision extra trains will stop in clear of Stephens Subdivision at Stephens Branch Jct. and west-Long Fork Subdivision extra trains will stop at Yard Limit Board 2838 feet east of MP-1. Conductor or engineer will get instructions before proceeding.

930-8.—OLIVE HILL YARD.

Hill Track	(a) Hill Track at Olive Hill may be used to clear for other trains or engines. (See Rule 273-B.)
Olive Hill: Cross Street	(b) 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.

930-9.—NETHERLAND-LEXINGTON YARD.

Main	(a) On the Single Track Section between the east end of L&N double track at Limestone Street, Lexington, and Netherland Yard Office, the Yardmaster at Netherland instead of the Train Dispatcher will supervise train and engine movements, in accordance with the rules and special instructions in effect. (b) When trains are delayed, or may cause delay to other trains, conductor or enginemen will communicate with the Yardmaster. (c) <i>Slow Approach</i> indication displayed by westward dwarf absolute block signal for movement from Pony track to main track or APPROACH Indication displayed on westward absolute block signal located on cantilever bridge on main track at Netherland Yard Office 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.
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TRACK	INSTRUCTIONS
Main	(d) Slow Approach indication displayed by eastward dwarf absolute block signals located at East End of double track, Limestone St., will authorize trains or engines to proceed over the single track section against or ahead of superior trains to Netherland Yard Office.
	(e) Trains or engines may enter single main track through crossover from Pony track to main track in accordance with indication displayed by westward dwarf absolute block signal. Hand-operated switches of crossover must not be operated from normal position until permission of yardmaster has been secured.
	(f) Eastward trains originating at Lexington Passenger Station may proceed on authority of the Yardmaster. (Rule 83(a) modified accordingly).
Overlap Sign	(g) <i>Stop Signals.</i> —When STOP indication is displayed by any absolute block signal governing movement to the single main track section between Netherland and Limestone Street, authority to proceed in accordance with Rule 509-A must be secured from Yardmaster. In event of communication failure train or engine must not flag away from STOP signal. Written authority to proceed under the provisions of Rule 509-A must be secured from the Yardmaster.
	(h) <i>Overlap Signs.</i> —Eastward trains or engines occupying the track section between overlap sign at South Mill St. and dwarf absolute block signals at east end of L&N double track, Limestone St. 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.
Street Crossings: Beltline, Limestone, Third, Fourth, and Georgetown Streets	(i) <i>Safety Stop.</i> —Trains and engines will stop before moving over crossing. All cars moved over crossings must be coupled to engine.
Pony Track	(j) 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. The signals governing movement over Walton Avenue on the Pony track are <i>not</i> block signals. When STOP indication is displayed by these signals trains or engines will not move over crossing unless flashers are operating or crossing is protected by a member of the crew.

TRACK	INSTRUCTIONS
Belt Line	(k) 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.
Street Crossing: Congleton Spur	(l) Engines moving east on Congleton Spur must occupy Flasher light circuit and stop short of crossing and remain sufficient time to permit highway traffic to receive full benefit of flasher protection before proceeding over the crossing. Rail joints are painted yellow at point where circuit begins, 29 feet from the crossing.
Depot, Coach and Brock-McVey	(m) Rule S-504(a) is modified to permit trains or engines to clear, when necessary, in tracks not provided with a block signal governing movement to the single main track section. When necessary to clear in such tracks, train or engine must not again enter or foul main track without authority of the Yardmaster. Full compliance with Rule 505(b) is required before reentering main track from such tracks.
Netherland: W.T.Young Spur	(n) Rule S-504(a) is modified to permit Netherland yard engine to clear in W. T. Young Company spur track located approximately 3,900 feet east of east switch, Netherland Yard, for the purpose of doubling rear end of westward trains into Netherland Yard. Netherland yard engines may re-enter the main track after securing permission of the Train Dispatcher in addition to complying with Rule 505(b).
Karpen Spur	(o) Rule S-504(a) is modified to permit Netherland yard engine to clear in Karpen spur track located approximately 1200 feet east of east switch, Netherland Yard, for the purpose of doubling rear end of westward trains into Netherland Yard. Netherland yard engine may reenter the main track on authority of Rule 93(a) after complying with Rule 505(b).

930-10.—COLUMBUS YARD.

Main	(a) <i>Markers:</i> Yard engines will display markers when making extended movements between Parsons and Ackerman.
	(b) Between H. V. Jct. and Valley Crossing, Mosel and CH Cabin the Yardmaster at Parsons instead of the Train Dispatcher will supervise train and engine movements on main tracks, in accordance with the rules and special instructions in effect.
	(c) When trains are delayed, or may cause delay to other trains, the conductor or engineman will communicate with the Yardmaster.

TRACK	INSTRUCTIONS
Main	(d) <i>Movements Against the Current of Traffic.</i>—Rule D-151 is modified to permit movements against the current of traffic between the following points on verbal permission of the Yardmaster at Parsons. LM Cabin and East End Third Running Track—Eastward Track. LM Cabin and Mosel—Westward Track. Mosel and East End Double Track Groveport Pike—Both Tracks. Before authorizing such movements the Yardmaster must know that protection has been provided.
	(e) All trains and engines running on left hand track will approach west end Parsons Yard at Restricted Speed.
	(f) <i>Crossover Movements.</i>—Rule D-252(b) is modified to permit trains and engines to crossover and occupy the main tracks at hand operated switches between LM Cabin and Groveport Pike upon hand signal from employe handling switch who must secure permission of the Yardmaster for movement and know that protection is provided.
	(h) <i>Dennison Ave. and Union Station.</i>—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.
	(i) <i>West End Parsons Yard.</i>—Switchtenders are responsible for handling all main track crossover switches at west end of Parsons Yard. If Switchtender is handling other movements, a crossover movement may be handled by the crew if it will not conflict with movements being made by Switchtender. Before a Crossover is handled by the crew, the Engineer will call attention of Switchtender (by proper engine whistle signal) of the move to be made. Switches must not be handled by the crew until signal is received from Switchtender.
	(j) <i>Westward Dwarf Absolute Block Signal</i> located between main tracks at MP-5, west end Parsons Yard, governs movement on eastward main track and through crossovers to westward main track, or to Third Running Track. This signal does not authorize movements against current of traffic beyond signal bridge 960 feet west of MP-5.
	(k) <i>Engine Whistle Signals—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. Crossover from Eastward Main to Third Running Track or vice versa—3 shorts, 1 long.

TRACK	INSTRUCTIONS						
	(k-l) Normal position of east switch is for movement from No. 6 yard track to westward main track. Westward dwarf absolute block signals govern movements from No. 6 yard track or westward main track over spring switch. Eastward dwarf absolute signal is a spring switch signal governing facing movements over spring switch when moving "against the current of traffic on westward main track" and displays aspects and indications not in conformity with Book of Rules as follows: <table><tr><th>Aspect</th><th>Indication</th></tr><tr><td>Yellow Light....</td><td>PROCEED at designated speed.</td></tr><tr><td>Red Light.....</td><td>STOP — Before moving over spring switch it must be known that switch is lined and fitting properly.</td></tr></table> <i>Use of Push Buttons.</i>—Push buttons for control of westward dwarf absolute block signals governing movement over Buckeye "6" crossover are provided in box mounted on pedestal between No. 6 yard track and westward main. Member of train or engine crew will operate push buttons in compliance with instructions posted in this box when signal governing movement displays STOP indication. Push buttons are also provided on existing control panel in Switchtender's Shanty near Parsons Avenue, which will be operated in accordance with instructions posted in Shanty when it is desired to control these signals from this point. <i>Stop Signals.</i>—When above signals cannot be changed from STOP indication by operation of push buttons, train or engine will be authorized by Yardmaster at Parsons to proceed in accordance with Rule 509-A. When authorized to pass STOP signal governing movement from No. 6 yard track to westward main track, the use of push buttons will not relieve employee of compliance with Rule 713(b).	Aspect	Indication	Yellow Light....	PROCEED at designated speed.	Red Light.....	STOP — Before moving over spring switch it must be known that switch is lined and fitting properly.
Aspect	Indication						
Yellow Light....	PROCEED at designated speed.						
Red Light.....	STOP — Before moving over spring switch it must be known that switch is lined and fitting properly.						
Buckeye "6" Crossover between No. 6 Yard Track and Westward Main							
Frankfort St.	(l) <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.						
Roll-by Inspection	(m) <i>Parsons.</i> —To permit roll-by inspection of entire train by mechanical department employes (unless otherwise instructed), Eastward Columbus Subdivision freight trains entering yard on any track will not exceed eight (8) miles per hour.						
Main	(n) <i>Dual-Control Switch.</i> —Rule 513 is modified to permit hand operation of dual-control switches at Groveport Pike upon receiving permission of operator at HX Cabin (Mosel).						

TRACK	INSTRUCTIONS
<i>Mosel:</i> Hard Crossing	(o) <i>Mosel</i> .—Tilting Target Signal governs movement over "hard Crossing" at Mosel and displays aspects and indications as follows: <i>Aspect</i> Vertical.....Russell Subdivision trains may move over crossing to yard train. Horizontal.....Governs movement to Athens S. D. and N. & W. Connection. Diagonal.....Governs switching movements at East End Parsons Yard. In addition to Target Signal, trains and engines will be governed by hand signal from switchtender and dwarf signal indication.
East End Empty Yard Lead	(p) <i>Movement Over Spring Switch</i> .—The Spring Switch located in (Dog Leg) lead track at east end empty yard is normal for movement on (Dog Leg) lead track. The designated speed over spring switch for both facing and trailing movements when "yellow light" is displayed is 10 mph. When "red light" is displayed facing movement must not be made until switch is lined and facing properly. (See T. T. S. I. 7130-1.)
Yarding Trains	(q) <i>Parsons</i> .—Road crews will yard their trains on track designated by Yardmaster (through Switchtender) and will pull their train into clear and will, if necessary, pull out onto the lead or otherwise double the overflow (if any) as instructed by the Yardmaster.
Yard "A"	(r) <i>Mud and Middle Tracks</i> .—Train and engine crews using Mud and Middle Tracks at Yard "A" will handle their own switches.

930-11.—MARION YARD.

Main	(a) <i>Train Starting Signal—Marion Depot</i> .—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 AC Tower by telephone when train is ready to proceed.
Shop Tracks	(b) Derails equipped with Mechanical Department locks indicate the east end of east and west shop tracks at MD Cabin.
Silver Street Bellfontaine Ave.	(c) Eastward trains or engines on No. 1 or No. 2 tracks stopping west of Silver Street must be stopped west of white post. Westward trains stopping at MA Cabin must be stopped east of white post located east of westward home signal.

TRACK	INSTRUCTIONS
Blair Yard	(a) <i>Blair Yard</i> .—Trains and engines enroute Blair Yard will not exceed a speed of 10 miles per hour. (b) <i>B. & O. Crossing</i> .—Blair Yard is bonded between fouling point of eastward main track and switch leading to C. & O. connecting track. After using switch leading from No. 1 track to C. & O. connecting track the switch must be restored to normal position for movement to wye track.
No. 1 Yard Track	(c) <i>Movement Over Spring Switch</i> .—When Green Light is displayed, spring switch is lined NORMAL for movement to and from No. 1 yard track to B&O transfer. When spring switch has been hand thrown to reverse position for movement to the No. 2 main track from No. 1 yard track, yellow light will be displayed. If yellow light is not displayed with spring switch in this position, facing movement over spring switch must not be made until switch has been examined and switch points are known to be fitting properly. Dwarf absolute block signal located just west of spring switch governs movement from No. 1 yard track to No. 2 main track and does not govern movements to and from B&O transfer. Facing and trailing movements over spring switch will not exceed 10 m.p.h. (See T.T.S.I. 7130-1.)

980.—ADDITIONAL INSTRUCTIONS APPLYING AT JUNCTIONS AND CROSSINGS.

(a).—LEXINGTON—*Belt Line and L. & N. Crossing*.—Protected by gate. Normal position "STOP" for C. & O. movement. Must be returned to normal position after using.

(b).—LANCASTER—*P. R. R. Crossing*.—Protected by tilting target. HORIZONTAL for C. & O. movements.

(c).—OLDTOWN—HOLDING SIGNALS—*Junction of Armitage and Pomeroy Subdivisions*.—Westward Armitage Subdivision trains will be governed by fixed signal located on Armitage 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 Armitage Subdivision.

(e).—WELLSTON—*Grand Crossing*.—B. & O. Crossing protected by tilting target, HORIZONTAL for C. & O. movement, must be returned to normal (vertical) position after using.

(f).—COALTON—*B. & O. Crossing*.—Protected by tilting target. HORIZONTAL for C. & O. movement, must be returned to normal (vertical) position after using.

(g).—JACKSON.—D. T. & I. Crossing located 325 feet west of station protected by high switch target must be returned to normal position for D. T. & I. movement after using.

(h).—**RUSSELL-COLUMBUS SUBDIVISIONS.**—Before a train or engine moves over railroad crossings shown below, when signals governing movement over crossing display STOP indication, the movement must be made in compliance with posted instructions.

Lockbourne.....Scioto Valley Electric Ry.
 Delaware.....NYC
 C Cabin (Carey).....NYC-ACY
 Dundas.....B&O (See Paragraph (i))
 Armitage.....NYC (See Paragraph (k))

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

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

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

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

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

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

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

(j).—**VALLEY CROSSING**—*Unattended Interlocking.*—See T.T.S.I.-6050 (a).

(k).—**ARMITAGE-NYC.**—When necessary for C&O train or engine to make interchange with NYC, a member of crew will, before handling switches of crossover, call Operator at Grosvenor on Block Line, or NYC Train Dispatcher for permission to occupy NYC main track. When, due to failure of communication, such permission cannot be obtained, switches may be operated if no conflicting movement is apparent and NYC main track may be occupied under flag protection. When crossover switches are lined for movement, signal governing movement should display indication to proceed.

980-3.—NON-BLOCK SIGNAL ASPECTS AND INDICATIONS NOT IN CONFORMITY WITH THE BOOK OF RULES.—Distant signals governing the approach to fixed signals at Junctions, Railroad Crossings or Drawbridges displaying Diagonal pointed end semaphore and/or Lunar white light requiring trains and engines to approach next signal prepared to stop, are in service at following locations:

Dundas

Armitage

1006.—AIR BRAKES AND HANDLING TRAINS ON GRADES.

(b).—**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.

(c).—**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.

1006-1.—USE OF RETAINING VALVES:

(a).—Retainers will be used on *all loaded* cars on descending grades between the points specified on the subdivisions or mine extensions designated below:

Beaver Creek.....Entire Mine Extension

Road Creek.....Entire Mine Extension

E&BV Subdivision.....Between MP 35 and MP 41

Coon Creek Subdivision.....Between J. C. Jct. and MP 9

(b).—**SHELBY GAP-DORTON.**—Retaining valves are not required on trains of 79 cars or less (including cabooses) not exceeding 6,525 tons, when handled by two or more diesel units equipped with dynamic brakes in proper working order.

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:

LEXINGTON-BIG SANDY SUBDIVISIONS:

STATION AND HIGHWAY OR STREET	LIMITS	SPEED APPROACHING CROSSING
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.

STATION AND HIGHWAY OR STREET	LIMITS	SPEED APPROACHING CROSSING
Pikeville On Passing Siding: Division St.	285 feet east of crossing 410 feet west of crossing	On Passing Siding: 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	
Main Track: Division St.	1500 feet east and west of crossings	On Main Track: Movement will stop with leading wheels on street side of insulated joints painted yellow and wait until signals have operated for not less than twenty (20) seconds before moving over crossing. This will not relieve trains or engines of compliance with Rule 103(c) when switching movements are made.
Elm St.		
College St.		
Louisa: (On Passing Siding) Madison St. (U. S. Rt. 23)	Eastward: 400 feet west of crossing	Eastward trains or engines stopped or delayed, or being operated at a speed of 8 m.p.h. or less, will not move over crossing unless flashing light crossing signals are operating or a member of crew is stationed at crossing. When flashing light crossing signal protection is desired, movement will stop with leading wheels on street side of yellow insulated joints and wait until signals have operated for at least 20 seconds before moving over crossing.

E. & B. V. SUBDIVISION.

	750 feet west of crossing	5 mph for eastward movement.
	790 feet east of crossing	5 mph for westward movement.
Martin: State Route 80		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:

BIG SANDY SUBDIVISION:

STATION AND STREET	INSTRUCTIONS
Levisa Jct.: U. S. 460 State Route 80	(a) To avoid blocking U.S. 460—State Route 80, when Signal .05 on Levisa Spur displays approach or stop-and-proceed indication, trains with more than 40 cars will stop and call operator for instructions.
Fords Branch	(b) Eastward trains stopping at Fords Branch will stop clear of road crossing 160 feet west of Eastward Absolute Block Signal.
Louisa: Crabtree Crossing	(c) Trains switching at Louisa will promptly cut crossing. Trains stopped or delayed in excess of 15 minutes on crossing will immediately cut crossing.
Big Sandy: Ky. Power (2 Crossings)	(d) Trains or engines working either end of Ky. Power Plant must cut off back far enough to prevent blocking the two road crossings entering the plant when recoupled to train. Crossings must not be blocked by standing cars or trains.
Leach:	(e) 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.
L. W.-W. D. Cabin: Moore's Crossing	(f) 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.
Dwale-Allen: All Crossings	(g) When necessary to stop trains in position to block grade crossings between Dwale and Allen, Ky., crossings must be cut immediately to permit highway traffic to cross.

RUSSELL SUBDIVISION:

Riverton: White Oak Crossing	(h) When westward trains are stopped at the absolute signal at Riverton, a member of the crew will go to the telephone located at the absolute signal and ascertain from the operator at NJ Cabin the probable time that the train will be held. If it is to be held in excess of ten (10) minutes, White Oak Crossing must be cut.
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RUSSELL SUBDIVISION—Concluded.

STATION AND STREET	INSTRUCTIONS
<i>Greenup</i>	(i) Trains switching at Greenup must cut the first crossing east of Greenup Station, and leave cars not closer than sixty (60) feet east of the crossing, and thirty (30) feet west of the crossing.
<i>NJ Cabin Private Road Crossings</i>	(k) When eastward trains stop at NJ 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. (l) Train and Engine crews setting off cars in No. 3 set-off track or No. 1 Main track at NJ Cabin, will cut private road crossing located approximately 40 car lengths west of east end of No. 3 set-off track.
<i>Johns-Manville: Road Crossing</i>	(m) When performing work at Johns-Manville Plant, to avoid blocking road crossing westward trains will cut the crossing promptly.

HOCKING DIVISION (Columbus Subdivision):

<i>VR Tower: State Route 163</i>	(n) When westward absolute signals located just west of Ohio Turnpike Bridge display STOP indication, westward trains will stop clear of State Route 163 to avoid blocking crossing. Member of crew will immediately contact operator at VR Tower to ascertain when train will be yarded. Timetable Special Instructions 1030-4 will apply.
<i>Carey: City limits all Street Crossings</i>	(o) The excessive blocking of street crossings, especially State Route 23 (Onion Farm Crossing) is prohibited. Trains or engines excessively delayed will arrange to cut crossings immediately.
<i>Delaware: Belle Point Road</i>	(p) A push button is mounted on relay case for Trainmen to use to cut out flashers when standing on center passing siding. When flashers have been cut out, trains or engines must, when resuming movement, stop with leading wheels on street side of insulated joints at crossing and must not move over crossing until it has been ascertained that flashers are working.
<i>Upper Sandusky: Spring Street</i>	

ASHLAND-RUSSELL DIVISION:

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

HOCKING DIVISION:

SUBDIVISION	LOCATION	HIGHWAY OR STREET
	Bradner.....	State Route 281 (See 1030-3(b))
	Fostoria.....	Sandusky Street Columbus Ave.
	Alveda.....	U. S. Route No. 224
	Carey.....	Findley Street (See 1030-3(a)) U. S. Route 23 (See 1030-3(a))
Columbus....	Harpster.....	State Route No. 119
	Morral.....	County Highway No. 66
		Silver Street
	Marion.....	Center Street Columbia Street Bellefontaine Avenue
	Hyatts	County Road 124

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

HOCKING DIVISION:

STATION AND STREET	INSTRUCTIONS
<i>Carey:</i> Findlay Street U. S. Route 23	(a) 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. The movement of trains and engines over this crossing will be governed by Rule 103(d) except Rule 103(d) (1) will not apply. Westward trains or engines on No. 1 or No. 2 track must stop east of insulated joints painted yellow located east of crossing when westward absolute block signal governing westward movement on that track displays stop indication. Trains or engines moving on storage lead will stop with leading wheels on highway side of insulated joints painted yellow and will not move over crossing until gates are down or crossing is protected by a member of the crew.
<i>Bradner:</i> State Route 281	(b) Rules 103(d) (1) and 103(d) (2) will not apply to movement over crossing.
<i>Alevda:</i> Route 224	(c) Automatic "Time-Out" feature has been installed to permit automatic highway crossing gates to raise when an eastward train approaching crossing on No. 1 main track is stopped or delayed on gate approach circuit. When necessary for eastward train or engine on No. 1 main track to stop west of crossing, stop will be made west of Mile Post 83. Eastward train or engine stopped or delayed on No. 1 main track within 3000 feet of crossing will not exceed a speed of 15 MPH approaching crossing.
<i>Columbus:</i> Between South Columbus Freight Station and H. V. Junction	(d) All grade crossings between South Columbus freight station and H. V. Junction trains and engines will not exceed 45 miles per hour (see schedule page 2).

1030-4.—GENERAL:

STATION AND STREET	INSTRUCTIONS
All Grade Crossings Hocking Division	(e) Except where crossing is protected by watchman, or by manually controlled gates, when trains or engines are stopped in a position to obscure the view of approaching trains or engines on adjacent tracks at highway and street crossings, a member of crew must be stationed on ground at the crossing to protect crossing (Rule 1256 supplemented accordingly).

1030-5.—STREET CROSSING WITHIN YARD LIMITS.—See T.T.S.I. 930 for additional instructions applying to street crossings within yard limits.

1030-6.—HAND BRAKES.

DIVISION	SUBDIVISION	INSTRUCTIONS
Ashland-Russell, Hocking	All Subdivisions	(a) Kicking caboose cars is prohibited except caboose cars on head end of local freight or work train. 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.
Ashland-Russell	Russell	(b).— <i>DC Cabin and NJ 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. When cars are set off in No. 1 track at D. G. Cabin 25 car lengths of room must be left on the east end of track, when practicable. Coal trains picking up empty coal cars at N. J. Cabin must place empties behind loads in train.

1040.—HAND-OPERATED SWITCHES.

Normal position of designated switches:

SHELBY JCT.—*S. V. & E. Junction Switch.*—Will be left in position last used. Trains and engines approach switch expecting it to be lined against their movement.

MOREHEAD—*M. & N. F. Main Track Switch*—*West Leg of Track*—For movement from M&NF RR to west leg of wye. Cars must not be left standing in position to foul switch.

1050.—USE OF SIDINGS AND SPECIFIED TRACKS.

1050-1.—The capacity of sidings in 50-foot cars includes distances between clearance points of siding, allowing 320 feet for 4 engines and caboose and width of highways plus 50 feet on each side for cutting each crossing on siding.

1050-3.—*Industrial Tracks.*—Crews performing work at industries equipped with gates or doors manually or electrically operated and protected by a derail (or lock) will not remove derail (or lock) until gates or doors are fully opened, except where derail (or lock) controls operation of gate or door, movement must not be made until it is known gate or door is fully opened and secured. Derails, where provided, must be replaced before gates and/or doors are closed.

1050-4.—Trains and engines using tracks designated below will be governed by the following instructions:

(a).—LOUISVILLE VIADUCT.—*Main Track*.—Eastward trains moving from C. & O. Viaduct, Franklin Street, will call operator at MN Tower for instructions before fouling the main track. Westward trains will call operator at GI Tower before occupying the Viaduct.

(b).—POPE STREET.—*Interchange Track*.—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 MN 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.

(c).—LEVISA SPUR TRACK.—Unless otherwise instructed westward Coon Creek Subdivision trains will stop clear of Old Route 460 Road Crossing just east of J. C. Jet. and obtain permission to occupy Levisa Spur.

All trains and engines occupying Levisa Spur track will proceed prepared to stop within one-half the range of vision expecting to find track occupied by trains, engines or cars as provided by Rule 105.

(d).—SHELBY GAP.—In complying with Rule 105, speed must not exceed 15 MPH on Beth-Elkhorn Mine Tracks.

(e).—POUND.—*Main Track*.—Coal loading chute is in service over main track located 640 feet (15 car lengths) west of derail. Crews must know that chute is withdrawn and in locked position before passing this point.

(f).—BOLDMAN.—Coal loading chute over Boldman Fuel Co., main supply track must be in up-right position before passing chute.

(g).—TRAM.—*No. 1 Storage Track*.—Cars will not be left on No. 1 Storage Track unless authorized by the train dispatcher.

(h).—LIGON, KY.—*Calora Mine*.—Account of track conditions and close clearances, loaded cars found on "long track" from tipple to a point eight (8) car lengths west must not be moved and when found coupled to cars to be moved must be uncoupled and left standing with hand brakes set.

(i).—JONES FORK SPUR.—In complying with Rule 105, speed must not exceed 10 MPH.

(j).—PRESTONSBURG.—*Setting Off*.—Short loads train when setting off at east end of Prestonsburg house track will make a separation not less than 15 feet between cars at east end of freight transfer platform so trucks may be backed between cars to transfer platform for loading.

(k).—SAVAGE BRANCH.—*No. 2 Track*.—All concerned must know that car shaker on No. 2 track is not attached to cars before serving Pittsburgh Chemical Co.

No. 1 and No. 2 Tracks.—Gate over No. 1 and No. 2 track, Pittsburgh Chemical Co. is equipped with a C. & O. switch lock. Crews must know gate is open and clear of track before passing and must know that gate is properly secured after work is completed.

(l).—BIG SANDY, KY.—*Kentucky Power Co. Track*.—Two gates in Kentucky Power Co. track are equipped with C. & O. switch locks and private locks. Crews must know gates are open and clear of track before passing, and must know gates are properly secured after work is completed.

(m).—SWITCHING AT LEACH.—*Use of Engines at Gas or Oil Plants*.—Engines working at Ashland Oil and Refining Company, Leach Plant, must not pass the East Gate on No. 1 Rack, over fume pens; also, engines must not occupy No. 3 Rack, opposite the benzine and asphalt tanks. Engines must hold onto sufficient number of cars to keep out of areas above described, to avoid possibility of igniting highly inflammable vapors.

(n).—ADEN, KY.—*Main Track Switching Signals*.—Switching Signal Horn is located on post on south side of track 1230 feet east of east switch Aden passing siding to be used by trainmen to give signals in connection with switching movements. Horn control button is located on post on north side of track at east switch Aden passing siding.

The following signals will be used in connection with switching movements:

Horn Signal:

Indication:

One long.....Stop
One long and one short.....Move eastward
Three longs.....Move westward
Movements made in connection with the use of these signals will be acknowledged by the Engineer and made at restricted speed.

(o).—SWITCHING JOHNS-MANVILLE PLANT.—Crews must not hold onto extra cars when pulling or spotting cars in No. 1 or No. 3 stalls at Johns-Manville Plant.

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

No. 3 stall will accommodate 1 50-ft. car.

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

(p).—WURLAND.—Cars must not be kicked from main track to any loading track at Grasselli Chemical Plant. All cars handled in these tracks must be shoved by the engine at not exceeding eight (8) miles per hour.

ATHENS-POMEROY SUBDIVISIONS:

1050-5(a).—LANCASTER.—*Anchor-Hocking Glass Co.*—Three color light switching signals protecting switching movements through storage warehouse are located: over door at west end storage warehouse; suspended from ceiling inside warehouse over track; and suspended from ceiling over track at east end of warehouse with control boxes located at east and west end of building adjacent to the doors and display aspects and indications as follows:

Green.....Move east
Yellow.....Move east with caution
Red.....Stop

These signals do not apply to westward movements.

Engine whistle signals must not be sounded within Storage Warehouse Building.

(b).—**ARMITAGE INDUSTRIAL TRACK.**—The movement of trains and engines between Armitage and Athens will be made in compliance with Rule 105.

(c).—**POSTON.—Interchange Track.**—Trains will not occupy Columbus and Southern Ohio Electric Company tracks beyond the east switch of set off track without flag protection.

Main track switch at Poston Power Plant is spiked and cannot be used without permission from proper authority.

(d).—**KYGER CREEK.—O. V. E. Interchange Track.**—Trains will not occupy O. V. E. main tracks beyond east switch of set off track without flag protection.

COLUMBUS SUBDIVISION:

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

2300.—SPACING TRAINS.

(a).—Where Rules 230 and 231-233 are in effect following train and engine movements may be permitted.

(b).—A train operating under the provisions of Clearance Form B must not accept a clear train order signal indication at any intermediate train order office which was due to open after such train passed the last open train order office, without receiving Clearance Form A or permission of Train Dispatcher.

(c).—**Holding Signals—Kanauga.**—When eastward semaphore holding signal located 528 feet west of Kanauga train order office displays STOP indication, eastward trains must stop and be governed by instructions of Operator at Kanauga. When this signal displays CLEAR indication eastward trains may proceed to eastward train order signal at Kanauga.

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

2510-1.—CROSSING OVER OR ENTERING MAIN TRACKS.

(See T.T.S.I. 930 instructions applying to specific locations within designated yard limits.)

(a).—**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.

(b).—**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 BS 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 BS Cabin on westward track without train order authority. Rule D-151 modified accordingly.

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

LEXINGTON SUBDIVISION:

(a).—**WINCHESTER, KY.**—Rule S-504(a) is modified to permit trains or engines clearing on Chesapeake and Ohio Interchange Track at Winchester, Ky. to re-enter the main track after securing permission of the Train Dispatcher in addition to complying with Rule 505(b).

(b).—**LEXINGTON-NETHERLAND.**—(See T. T. S. I. 930-9 (m), (n) and (o), applying to Depot, Coach and Brock-McVey tracks, Lexington, W. T. Young and Karpen Spurs at Netherland.)

(c).—**BETWEEN CLYFFESIDE AND NC CABIN, INCLUSIVE.**—When *Stop-Indication* is displayed governing movements with (or against) the current of traffic and communication has failed, Rule 509-B and Timetable Special Instruction 5010-5 are modified to require authority of the Train Dispatcher to proceed.

5010-2.—INSTRUCTIONS GOVERNING TRAIN STOP DEVICE IN UNEQUIPPED TERRITORY.

(a).—When engines equipped with automatic train-stop device are operated over unequipped territory with cut-out cock sealed in normal cut-in position, the following instructions will govern:

(b).—The automatic train-stop device will not provide protection to the train and has no normal function in unequipped territory.

(c).—On engines so equipped the Engineer must be familiar with the procedure for resetting and cutting out train-stop device.

(d).—Receiver on automatic train-stop device will respond to stray iron or steel that may protrude two or more inches above top of rail, or other unusual condition, which may cause an undesired brake application. When this occurs the Engineer must recognize such application so that he will be able to re-set the device after train stops. If after receiving several undesired stops or trouble develops which prevents resetting the device the train-stop device must be cut out and the Train Dispatcher notified.

(e).—When Train Dispatcher is notified of trouble developing with train-stop device he must immediately notify the proper Mechanical Department officer so that corrective measures may be taken.

5010-3.—SLIDE DETECTOR FENCE.—When absolute block signal governing movement over track section protected by slide detector fence displays STOP-indication, a member of the crew will operate pushbutton located on signal mast or on relay case, and when signal displays an indication more favorable than STOP, train will proceed at restricted speed, looking out for obstruction on track within the limits of slide detector fence, reporting conditions from next open office.

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

Fences are located as follows:

RUSSELL S.D., between MP-3.7 and MP-3.8.

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

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

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

5090.—AUTOMATIC RAILROAD CROSSING SYSTEMS.
(See T.T.S.I. 980.)

6050.—INTERLOCKING RULES.

Interlocking Rules 605(a) to 671, inclusive, are in effect within interlocking limits at:

Ashland-Russell Division:

RU Cabin (Russell) Winchester (L. & N. Crossing)

Hocking Division:

HV Cabin (H. V. Jet.) F. S. Cabin (Frankfort St.)
LM Cabin (Columbus)

Shens-Pomeroy Subdivisions:

HX Cabin Mosel (Valley Crossing—Groveport Pike)

6050(a).—HX CABIN.—“SK” Cabin (Valley Crossing-Groveport Pike) is designated as an Unattended Interlocking within interlocking limits. All controlled facilities are controlled by the operator at “HX” Cabin.

EMERGENCY PUSH BUTTON.—When so instructed by operator at “HX” Cabin, a member of train or engine crew will operate emergency push button in box located on relay case in northwest quadrant of crossing with N&W Railway. Instructions for operating emergency push button are located in telephone box adjacent to relay case.

STOP INDICATION.—When Interlocking Signals governing movement over crossing display STOP indication, in addition to complying with Rule 663, the movement must be protected against movement on N&W rails in compliance with instructions contained in telephone boxes located near these signals.

7130.—LOCATION AND USE OF SPRING SWITCHES.

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

LOCATIONS	NORMAL POSITION FOR MOVEMENT ON	DESIGNATED SPEED IN NORMAL POSITION	
		FACING MOVEMENT	WHEN SPRINGING SWITCH
Gap Switch.	From Pound to end of tail track west of Gap Switch	25 mph	15 mph
Lexington—East end of double track at Lime-stone St.	From Single track to westward main	12 mph track	12 mph
Parsons Yard: East End Empty Yard Lead (dog leg).	Lead	10 mph	10 mph
Buckeye “6” Crossover West Switch	Westward Main Track	15 mph	20 mph
Fostoria—West End No. 1 Yard Track.	B. & O. Transfer	10 mph	10 mph

7150.—ELECTRICALLY LOCKED SWITCHES.

7150-1.—All main track hand-operated switches within the limits of train operation under Rules 271-279(c) are electrically locked except as designated below:

ASHLAND DIVISION:

Holt, Ky. MP 26.9 Camp Car Spur

RUSSELL SUBDIVISION:

MP 12.8, No. 2 track, Marshall Dump Track.
MP 17.7, No. 1 track, Portsmouth Cement Lime Co. Spur.
MP 22.9, No. 1 track, Old Coal Bin Spur.
MP 22.8, No. 2 track, Camp Car Spur.
MP 528.6, No. 1 track, Wurtland Spur Track.
MP 529.6 No. 1 track, E. I. Dupont Co. Track.

HOCKING DIVISION:

Mosel { West Switch of Psgr. Conn.
Crossover between eastward and westward main track.

MP 6.5, No. 2 track, Evans Adhesive Co. Track.
MP 9.2, No. 2 track, Baker Equipment Co. Track.
MP 23.2, No. 1 track, Jeffrey Galion Co. Track.
Carey, MP 73.5, No. 1 track, Delta Plastics Co. Track.
MP 82.9, No. 1 track, Cashway Lumber Co. Track.

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

RULE OR INST. NO.	REVISION
Sixth, Seventh and Eighth paragraphs Rule M-1	Employees will not ride the leading or trailing footboards of an engine. Seventh (7th) paragraph of Rule M-1 is cancelled. Employees are prohibited from <i>riding</i> or <i>walking</i> on roofs of any moving cars.
Slow Speed	One-half of <i>Maximum Authorized Speed</i> but not exceeding 20 miles per hour.
18-B	Third paragraph reading: "Headlight on end coupled to cars, may be extinguished," is cancelled.
19, 35, 101(b), 1002, MC-12(a), MC-12(b) modified	Oil burning white and red lanterns are eliminated as required hand signal appliances for trains, engines and motor cars. Night signal appliances used by flagmen will be a white electric light, torpedoes and fusees.
99	Except where Automatic Block Signal System Rules are in effect, unless otherwise protected by train order or rule, trains or engines must provide rear end flag protection on the same main track as follows: <i>When Stopped:</i> Flagman must go back immediately with flagman's signals a sufficient distance to insure protection, placing two torpedoes on the rail at least fifty feet apart, and when necessary, displaying lighted fusee. When recalled, if the safety of the train will permit, he may return, leaving lighted fusee and torpedoes when conditions require. <i>When Moving:</i> Lighted fusees must be thrown off rear of train at proper intervals to insure protection when moving at less than maximum authorized speed. <i>Where Automatic Block Signal System Rules</i> are in effect, rear end flag protection on the same main track is not required. Employees are not relieved of flag protection in any territory where specific rules or special instructions require flag protection to be provided.
S-87, S-88, 208(d), 515	Rules S-87, S-88, 208(d) and 515 which require conditions to be protected "as prescribed by Rule 99" are changed to require the conditions to be PROTECTED BY FLAG.
D-252(b), D-252(c), 277, 1651(d)	That part of Rules D-252(b), D-252(c) and 1651(d) referring to Rule 99 and that part of Rule 277 reading "except as provided by Rules 276(b) and 279(b) trains or engines operated under these rules are not relieved of full compliance with Rule 99" is deleted.

RULE OR INST. NO.	REVISION
Second paragraph added to 250-B	When restricting indication is displayed by a block signal, restricted speed applies until entire train passes the next signal. When restricting indication is displayed by a signal governing movement into other than Automatic Block Signal System Territory, restricted speed applies to the movement of entire train by the signal and through crossovers, turnouts, interlocking limits, and over power switches protected by the signal.
505(c)	A train or engine having passed a block signal permitting it to proceed and is delayed in the block must proceed to the next block signal prepared to stop within one-half the range of vision. Scheduled passenger trains making station stops are not considered as being delayed in the block.
Fifth paragraph 509-C	When not practicable for the engine to be in position to permit the signal indication to be plainly seen the train must not depart without complying with Rules 509-A or 509-B, unless Rule 279(a) is in effect and <i>cab of diesel engine is more than thirty feet beyond the signal.</i>
727(b), 1651(f)	<i>Temporary Reduce Speed Signs.</i> —Rules 727(b) and 1651(f) are modified to require Temporary Reduce Speed Signs to be placed far enough in advance of the Temporary Slow Speed Sign (where used) or the condition being protected to permit reduction from maximum speed to the required speed but, when practicable, not less than 8,000 feet.
1651(c), 1651(e), 1654, 1706, 1807	<i>MofW Flag Protection.</i> —Rules 1651(c), 1651(e), 1654, 1706 and 1807 are modified to permit Maintenance of Way work to be performed on main track without live flag protection when protection is provided by the Train Dispatcher in accordance with Rules 7(d), 7(e) or 7(g) of the Rules Governing the Use of Motor, Push, and Trailer Cars, Velocipedes and Other MofW On-Track Equipment.
1256	When necessary to cut train to permit highway traffic to cross, such crossing will be protected by a member of the crew when train is being recoupled.
First paragraph E-108.	<i>Ground Relay.</i> —In event the ground relay trips, reset as prescribed in operating manual. If the ground relay trips a second time, reset again. If it trips a third time, isolate the diesel engine or engines affected. A stop for inspection must be made at the nearest point where inspector is available. The inspector or maintenance man will determine whether a "Diesel Unit Isolation Report Tag" should be applied to the isolation switch.

RULE OR INST. NO.	REVISION
E-109	<i>Ground Relay Knife Switch.</i>—The ground relay knife switch, when open, eliminates the protection of electrical equipment by the ground relay. This switch must not be opened in normal operation. If train is being delayed due to continuous ground relay action on one or more diesel units and it is necessary to clear main track, the ground relay knife switch may be opened and unit or units operated for further movement provided instructions are obtained from proper authority. When operating under above conditions, unit or units must be kept under close observation and engine crew alerted for smoke or unusual conditions which may arise therefrom.
A-402 Supple- mented	Before detaching locomotive or cutting train for any reason, a brake pipe reduction totalling at least 40 pounds must be made. After brake pipe exhaust stops blowing, engineer will sound one blast of horn (or use other signal method which is clearly understood by crew) as a signal to close brake pipe angle cocks.
E-507	<i>Safety Control Devices.</i>—Diesel locomotives equipped with safety devices to stop locomotive or train if engineer becomes incapacitated will have device cut in and cocks sealed except when relieved from doing so by local instructions. The use of weight, wedge, or other trick methods to defeat operation of safety control device is prohibited. When locomotive is standing, brake cylinder pressure of 25 pounds will prevent penalty application from safety pedal. When defects exist and repairs cannot be made enroute, making it necessary to cut out a safety device to continue the locomotive in service, the defective device will be cut out by breaking the seal and closing the cut out cock. The locomotive should continue its run to first available maintenance point where repairs can be made. Locomotives pulling passenger trains must have one other employe than the engineer in the operating cab before proceeding. (In automatic train control territory, local instructions will govern.) All inoperative safety devices or seals broken on cut out cocks will be reported on proper forms.

RULE OR INST. NO.	REVISION
E-511-B	<i>Engine Terminals.</i>—Movement of diesel units on engine terminal tracks, turntable tracks, ready tracks, and similar tracks must be made with caution, prepared to stop within one-half the range of vision, and when approaching standing cars or diesel units, must not exceed a speed of 4 miles per hour. Hand brakes must not be released nor any attempt made to move a diesel unit under its own power until it is known the air brakes are effective. When hostlers or mechanical department employes are moving more than one unit coupled, the units will be operated from the lead unit. "B" units or disabled units may be shoved, using proper precautions to prevent accident.
E-519	The air hose coupling on all diesel units with holding devices must be properly secured to the holding devices when uncoupled to prevent damage account of dragging.
E-1102(d), 1207	Except when journals have burned or broken off, fire extinguishers, liquids, or snow must not be used to treat (cool) hot journals. Equipment set off account hot journals must be carefully inspected, packing or lubricators removed, and <i>box lids closed</i>. All signs of fire around journal boxes, body of equipment, and the removed packing or lubricator must be thoroughly extinguished, by means of fire extinguishers, liquids, or snow. Except in emergency, equipment with hot journals must not be set off on tracks where flammable commodities may be endangered.
E-1125, paragraphs (b), (e), (f) and (g)	See T. T. S. I. 40-3(j).
E-1129	<i>CLEARANCE CAR X-1836.</i>—In handling this car when it is not being operated to measure clearances, the following instructions will govern: (1) The car must be handled on rear of trains immediately ahead of caboose cars. (2) Before coupling to or moving the car, it must be ascertained that all measuring arms are secured in the "IN" position and a close check kept on them while the car is being moved. (3) The car should be protected from rough handling at all times, it must not be used in switching nor cut off and allowed to roll, but when it is set off, it must be secured by brakes or otherwise.

TRACK SECTION BETWEEN	AUTHORITY FOR MOVEMENT
Marion: East and West Yard Limits	(a) Train Dispatcher may authorize car movement through or within these limits when block is occupied by yard engines. When so authorized, car line up will contain the following instructions in "Remarks"—"Protect against yard engines". Before entering an occupied block section, Car Operator will call Operator at MD Cabin Marion or F Cabin Fostoria to ascertain the location of yard engines. Movement will be made under such flag protection as may be necessary, prepared to stop within one-half the range of vision. Permission of Yardmaster not required.
Fostoria: East and West Yard Limits	
Parsons: H. V. Jct. and Valley Crossing	(b) Verbal permission of Yardmaster. Authority of Train Dispatcher not required.
LANCASTER and NELSONVILLE	(c) Before moving through or within the limits specified below, in addition to lineup on CDT-35 authorized by the Train Dispatcher, Car Operators will call Train Order Operator (when on duty) to ascertain the location of trains or engines: LANCASTER.—Between Mile Post 30 and Mile Post 33. NELSONVILLE.—Between Mile Post 58 and Mile Post 67.
Oldtown:	(d) Verbal permission of Train Order Operator (when on duty), who will inform Car Operator the location of trains and engines. Movement will be made under such flag protection as may be necessary or extreme precaution exercised so that car can be stopped short of obstruction or removed from track to prevent accident. When no operator on duty movement may be made under flag protection. Permission of Yardmaster not required.
Hobson Yard and Pomeroy	(e) Verbal permission of operator at Hobson Yard, who will inform motor car operator the location of trains and yard engines. Movement will be made under such flag Protection as may be necessary or extreme precaution exercised and speed controlled so car can be stopped short of obstruction or removed from track to prevent accident. Authority of Train Dispatcher and Yardmaster not required.
Athens: Armitage and West Athens	(f) Verbal permission of the Train Dispatcher.

TRACK SECTION BETWEEN	AUTHORITY FOR MOVEMENT
RU Cabin and RJ Cabin: On Passenger Main Track	(g) Verbal permission of operator at RU Cabin or RJ Cabin, who will consult each other before authorizing movement. Authority of Train Dispatcher and Yardmaster not required.
Limestone St., Lexington and Yard Office at Netherland	(h) Verbal permission of Yardmaster. Authority of Train Dispatcher not required.
Stephens Branch Jct. and End of Line	
Olive Hill:	(i) Authority of Train Dispatcher, permission of Yardmaster not required.

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

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

MC-4-2.—Trains and engines may be permitted to follow car movements as prescribed by MC Rule 4(i) on subdivisions where Rules S-83(f), S-83(g), 91 or 230 are in effect.

A.—HIGH VOLTAGE WIRES.—In the event there is a break, or 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 wires are in position to interfere with traffic or are liable to cause injury to persons, arrangements should be made to place watchmen at the point until relief can be obtained.

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

- (1) **NON-TRAIN ACCIDENT.**—Whenever employes are injured in a non-train accident, equipment or machinery involved must be given an immediate inspection by officer or employee in charge to ascertain condition.
- (2) **TRAIN ACCIDENTS.**—In cases of injuries to employes in train or train service accidents, where the condition or operation of engines and/or cars is or may be involved, an immediate inspection must be made of equipment, including, where necessary, a coupling and uncoupling test, or brake test; also an inspection of the track and roadbed. If not practical to make inspections and tests of equipment at point of accident same should be made at the next available point. Inspection must be made by two qualified persons unless otherwise directed. Inspectors must make a separate report of inspection to their superior officer.
- (3) If any employe furnished to a person, other than an official of the Railway Company, written statement concerning an accident, or injury, employe shall promptly furnish an exact copy of statement to his immediate superior.
- (4) In all highway crossing accidents the conductor of the train involved will make report on Form CJ-8 to the Superintendent. He should include, in space Z, under "REMARKS" the names and addresses of all outside witnesses at the scene, together with the license numbers of all automobiles that were stopped at the crossing at time of accident.
- (5) In the event a passenger train is involved in an accident and accident is of such a nature that passengers might possibly have been subjected to injury, the conductor in charge of train will have such passengers complete and sign Form CJ-99, regardless of whether or not such passengers claim to have been injured, as provided for in printed instructions accompanying Form CJ-99. (See General Rule M-3, Book of Rules.)

NAME— LOCATION	OFFICE ADDRESS	TELEPHONE No.
Ironton, O.		
*W. F. Marling.....	311 South 5th St.....	111
Russell, Ky.		
*J. G. Boggs.....	515 Belfont St.....	836-3912
*Chas. B. Johnson.....	220 Ferry St.....	836-8255
*C. I. Haeblerle.....	502 Etna St.....	836-5313
J. O. Jones.....	705 Powell Lane.....	
South Shore, Ky.		
Billy J. Riddle.....	815 Main St.....	
Waverly, O.		
*R. M. Andre.....	Waverly, O.....	69 and 7
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.....	363-1297
Marion, O.		
*Daniel M. Murphy.....	399 East Church St.....	DUpont 3-7182
Fostoria, O.		
*G. H. W. Bruggemann.....	220 W. Tiffin St.....	HE 5-2721
H. P. Ulicny.....	114 West North St.....	HE 5-2149
Toledo, O.		
*T. H. Brown.....	3636 Monroe St.....	CH 1-3191
Thomas H. Brown, Jr.....	3636 Monroe St.....	CH 1-3191
*H. P. Drake.....	University Med. Bldg.....	CH 4-7900
Upper Sandusky, O.		
C. B. Schoolfield.....	206 South Sandusky St.....	AX 4-1542
Lancaster, O.		
*Wm. D. Monger.....	414 E. Main St.....	OL-4-0712
W. D. Nusbaun.....	408 N. Columbus St.....	OL 3-2244
Logan, O.		
*C. F. Shonk.....	69 S. Market St.....	EV 5-2028
Nelsonville, O.		
*J. L. Webb.....	Public Square—28 Pine Grove..	PL 3-2218
Middleport, O.		
*J. J. Davis.....	306 N. Second St.....	WY 2-5140
Pomeroy, O.		
R. E. Boice.....	208 E. Main St.....	WY 2-2503, WY 2-3839

*Asterisk indicates doctor who will respond to emergency call.

SURGICAL STAFF

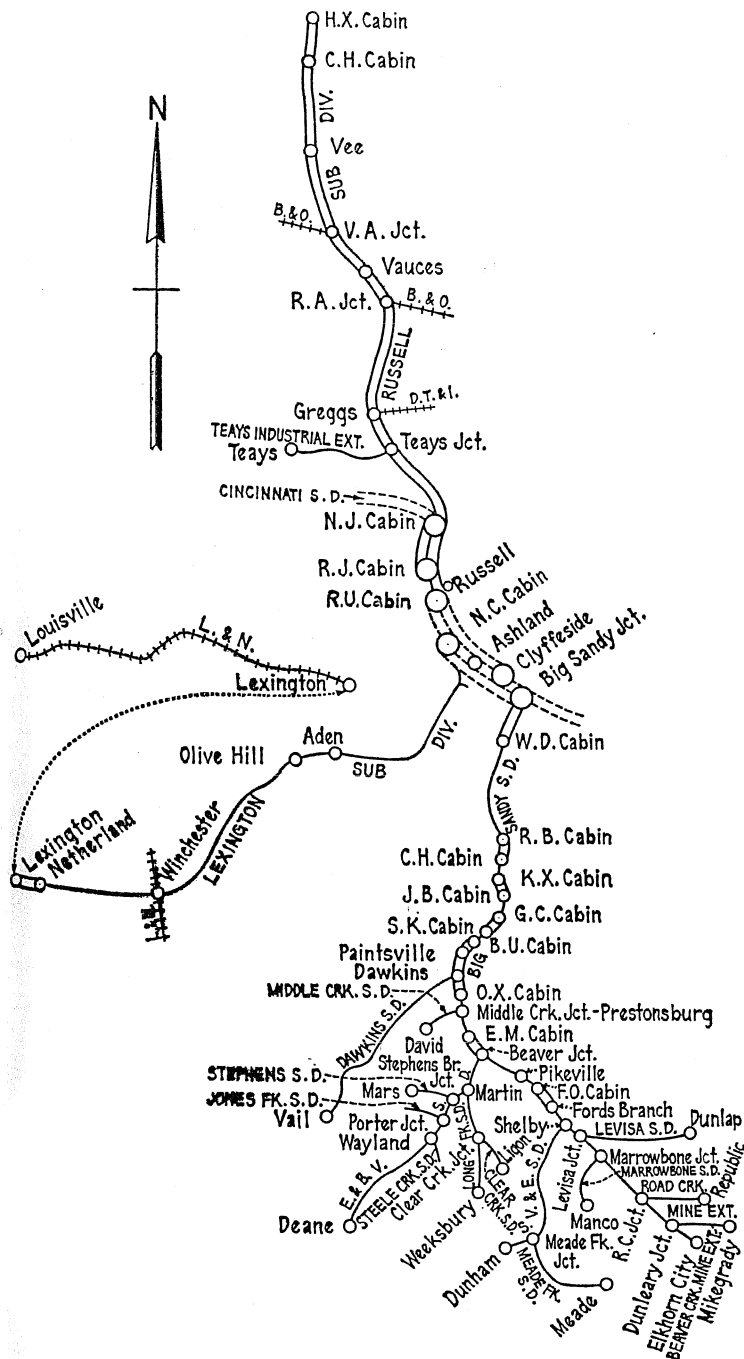
TELEPHONE
No.

NAME— LOCATION	OFFICE ADDRESS	TELEPHONE No.
Ashland, Ky.		
*Frank W. Gwinn.....	416 Kitchen Bldg.....	324-4212
J. Marvin Keeton (Surgeon)...	1190 Second Nat. Bank Bldg...	324-5554
*Wm. E. Hoy, Jr.....	402 Kitchen Bldg.....	324-3343
*John Harrison.....	2300, 13th St.....	324-2062
*Walter F. Williams (Oculist) ..	2321 Lexington Ave.....	324-4828
Olive Hill, Ky.		
*D. Fortune.....	Railroad St.....	78
Morehead, Ky.		
*E. D. Blair.....	425 Main St.....	267
Mt. Sterling, Ky.		
*Frank K. Sewell.....	41 1/2 W. Main St.....	69
W. H. McKenna.....		
Winchester, Ky.		
*Robt. F. Brashear.....	246 West Lexington Ave.....	744-2732
Versailles, Ky.		
C. Noel Hall.....	Versailles, Ky.....	
Lexington, Ky.		
M. G. Brown.....	Richard D. Floyd	
John R. Cole.....	Peter Jones	
W. L. Cooper.....	Francis M. Massie	
*A. L. Cornish.....	Eugene Parr	
*Carl H. Fortune.....	James L. Stambaugh	
Richard M. French.....	Eugene Todd	
*Wallace E. Herrell.....		
*J. A. Ballard.....	2101 Nicholasville Rd.....	2-2360
*N. L. Bosworth.....	2101 Nicholasville Rd.....	2-6767
*E. L. Moore.....	288 Limestone St.....	2-5475
*Lawrence E. Hurt.....	410 Security Trust Bldg.....	3-2777
Frankfort, Ky.		
*B. B. Baughman.....	401 W. Main St.....	
Louisville, Ky.		
*James C. Drye.....	508 Medical Tower Bldg.....	
R. A. Bate, Jr.....	416 Brown Bldg.....	
Allen N. Lansing.....		
Elkhorn City, Ky.		
C. B. Pergren.....		
Jenkins, Ky.		
T. M. Perry.....		
Pikeville, Ky.		
Harvey A. Page.....	Clinic—Caroline St.....	162
H. F. Hodges.....	Clinic—Caroline St.....	162
*M. D. Flanary.....	Caroline Ave.....	Res. 72— Office 370
Martin, Ky.		
*C. L. Allen.....	Beaver Valley Hospital.....	2011
Prestonsburg, Ky.		
George P. Archer.....	Prestonsburg Genl. Hospital.....	3751
Paintsville, Ky.		
*P. B. Hall.....	Hospital—Euclid Ave.....	200-J
M. M. Hall.....	Hospital—Euclid Ave.....	200-J
Louisa, Ky.		
*Geo. P. Carter.....	Louisa Gen. Hospital.....	194
*Wm J. McNabb.....	Louisa General Hospital.....	194

Lexington Clinic,
1221 So. Broad-
way
Phone 5-3610

*Asterisk indicates doctor who will respond to emergency call.

ASHLAND-RUSSELL DIVISION



HOCKING DIVISION

