

SAFETY

IS OF

FIRST IMPORTANCE

BE CAREFUL
THINK - LOOK
AND

LIVE



AVOID DAMAGE
SWITCH CUSTOMER'S CARS
CAREFULLY

IMPACT FORCE AT VARIOUS
STRIKING SPEEDS

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

THE CHESAPEAKE AND OHIO RAILWAY COMPANY

Central Region

ASHLAND-RUSSELL DIVISION
HOCKING DIVISION
TOLEDO TERMINAL DIVISION

TIMETABLE No.

149

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

Sunday, April 24, 1960.

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

DESTROY ALL TIMETABLES OF
PREVIOUS DATE

Read the Instructions

FOR INFORMATION OF EMPLOYEES ONLY

Trains run on Eastern Standard Time

R. VAWTER,
Regional Manager.

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

R. N. LYNCH,
Superintendent, Hocking Division.

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

W. K. WEAVER, JR.,
General Superintendent Transportation.

G. C. PHILLIPS,
Superintendent Transportation.

TIMETABLE ABBREVIATIONS AND SYMBOLS

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

EST for Eastern Standard Time

CST for Central Standard Time

EEDT for East End Double Track

WEDT for West End Double Track

SPECIAL INSTRUCTION PAGES

ARFE for Asst. Road Foreman of Engines
 Ash for Ashland
 ATM for Asst. Trainmaster
 ATTM for Asst. Term. Trainmaster
 Ath for Athens

CTD for Chief Train Dispatcher
 Col for Columbus
 Div for Division
 E&BV for Elkhorn and Beaver Valley
 Hock for Hocking

Jack for Jackson
 Rus for Russell
 Pom for Pomeroy
 RFE for Road Foreman of Engines
 SD for Subdivision

SV&E for Sandy Valley and Elkhorn
 Term for Terminal
 TTM for Terminal Trainmaster
 Tol for Toledo
 TM for Trainmaster

SPEED TABLE

| Time Per Mile | Miles Per Hour | Time Per Mile | Miles Per Hour | Time Per Mile | Miles Per Hour | Time Per Mile | Miles Per Hour | Time Per Mile | Miles Per Hour |
|----------------|----------------|---------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|
| 0 Min. 45 Sec. | 80.0 | 1 Min. 7 Sec. | 53.7 | 1 Min. 21 Sec. | 44.4 | 1 Min. 35 Sec. | 37.9 | 2 Min. 50 Sec. | 21.2 |
| 0 " 48 " | 75.0 | 1 " 8 " | 52.9 | 1 " 22 " | 43.9 | 1 " 40 " | 36.0 | 3 " 0 " | 20.0 |
| 0 " 50 " | 72.0 | 1 " 9 " | 52.1 | 1 " 23 " | 43.4 | 1 " 45 " | 34.3 | 3 " 10 " | 18.9 |
| 0 " 52 " | 69.2 | 1 " 10 " | 51.4 | 1 " 24 " | 42.9 | 1 " 50 " | 32.7 | 3 " 20 " | 18.0 |
| 0 " 54 " | 66.6 | 1 " 11 " | 50.7 | 1 " 25 " | 42.4 | 1 " 55 " | 31.3 | 3 " 30 " | 17.1 |
| 0 " 56 " | 64.2 | 1 " 12 " | 50.0 | 1 " 26 " | 41.9 | 2 " 0 " | 30.0 | 3 " 40 " | 16.4 |
| 0 " 58 " | 62.0 | 1 " 13 " | 49.3 | 1 " 27 " | 41.4 | 2 " 5 " | 28.8 | 3 " 50 " | 15.6 |
| 1 " 0 " | 60.0 | 1 " 14 " | 48.6 | 1 " 28 " | 40.9 | 2 " 10 " | 27.7 | 4 " 0 " | 15.0 |
| 1 " 1 " | 59.0 | 1 " 15 " | 48.0 | 1 " 29 " | 40.4 | 2 " 15 " | 26.7 | 4 " 10 " | 14.4 |
| 1 " 2 " | 58.0 | 1 " 16 " | 47.4 | 1 " 30 " | 40.0 | 2 " 20 " | 25.7 | 4 " 20 " | 13.8 |
| 1 " 3 " | 57.1 | 1 " 17 " | 46.7 | 1 " 31 " | 39.6 | 2 " 25 " | 24.8 | 4 " 30 " | 13.3 |
| 1 " 4 " | 56.2 | 1 " 18 " | 46.1 | 1 " 32 " | 39.1 | 2 " 30 " | 24.0 | 4 " 40 " | 12.8 |
| 1 " 5 " | 55.3 | 1 " 19 " | 45.6 | 1 " 33 " | 38.7 | 2 " 35 " | 23.2 | 4 " 50 " | 12.4 |
| 1 " 6 " | 54.5 | 1 " 20 " | 45.0 | 1 " 34 " | 38.3 | 2 " 40 " | 22.5 | 5 " 0 " | 12.0 |

DIVISION OFFICERS

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

HOCKING DIVISION

ASHLAND-RUSSELL DIVISION

COLUMBUS AND RUSSELL SUBDIVISIONS

WESTWARD

EASTWARD

| FIRST CLASS | | | SUPPLEMENT "A" TO TIMETABLE No. 149. In Effect 12:01 A. M., Sunday, October 30, 1960. | FIRST CLASS | | |
|--------------------|-------------------|-------------------|--|-------------------|--------------------|-------------------|
| 47 Daily | 3 Daily | 1 Daily | | 4 Daily | 46 Daily | 2 Daily |
| L PM | L PM | L AM | STATIONS | A AM | A AM | A PM |
| 11 05 | f 12 54 | 4 52 | RUSSELL | f 2 08 | 1 53 | 8 52 |
| 11 10 | 12 58 | 4 57 | 3.6 R. J. Cabin | 2 03 | 1 48 | 8 47 |
| ..... | 1 04 | ..... | 6.4 Greenup 45 30 | 1 59 | ..... | ..... |
| 11 25 | A 1 15 | A 5 12 | 10.5 (EEDT) N. J. Cabin | L 1 48 | 1 33 | L 8 32 |
| ..... | ..... | ..... | 26.6 Teays Jct. | ..... | ..... | ..... |
| 12 02 | ..... | ..... | 11.3 G. B. Cabin | ..... | ..... | ..... |
| 12 09 | ..... | ..... | 7.0 R. A. Junction | ..... | 12 51 | ..... |
| 12 15 | ..... | ..... | 5.9 V. A. Junction | ..... | 12 45 | ..... |
| ..... | ..... | ..... | 11.1 K. N. Cabin | ..... | 12 34 | ..... |
| 1 00 | ..... | ..... | 34.1 (WEDT) C. H. Cabin | ..... | 12 03 | ..... |
| 1 01 | ..... | ..... | 0.6 (EEDT) Mosel | ..... | ..... | ..... |
| 1 10 | ..... | ..... | 5.8 Parallel | ..... | 11 49 | ..... |
| 1 25 | ..... | ..... | 0.9 COLUMBUS | ..... | 11 45 | ..... |
| 1 55 | ..... | ..... | ..... | ..... | 11 10 | ..... |
| 1 59 | ..... | ..... | 0.9 H. V. Junction PRR CCC&StL | ..... | 10 58 | ..... |
| f 2 27 | ..... | ..... | 23.4 Delaware CCC&StL | ..... | s 10 33 | ..... |
| s 2 59 | ..... | ..... | 21.5 Marion CCC&StL ERIE | ..... | s 10 09 | ..... |
| s 3 24 | ..... | ..... | 18.3 Upper Sandusky PRR | ..... | s 9 39 | ..... |
| s 3 39 | ..... | ..... | 9.8 Carey CCC&StL AC&Y | ..... | s 9 20 | ..... |
| s 4 04 | ..... | ..... | 14.8 Fostoria NKP | ..... | s 8 58 | ..... |
| 4 30 | ..... | ..... | 26.6 (WEDT) V. R. Tower | ..... | 8 29 | ..... |
| 4 36 | ..... | ..... | 3.1 (EEDT) Walbridge PRR TTRR | ..... | 8 25 | ..... |
| 4 50 | ..... | ..... | 4.5 TOLEDO UNION STATION | ..... | 8 15 | ..... |
| A AM | PM | AM | | AM L | PM | PM |
| 47 Daily | 3 Daily | 1 Daily | | 4 Daily | 46 Daily | 2 Daily |

MAIL:

Greenup.—No. 1 will reduce speed to 30 m.p.h. passing station to discharge mail.
No. 3, when operated on No. 2 track will reduce speed (except Sunday) to 10 m.p.h. to receive mail pouch.

f—Flag stops.

ASHLAND-RUSSELL DIVISION

LEXINGTON SUBDIVISION

| WESTWARD | | EASTWARD | |
|--------------------|-----------------------------------|--------------------|--|
| FIRST CLASS | TIMETABLE No. 149. | FIRST CLASS | |
| 21 Daily | In Effect Sunday, April 24, 1960. | 22 Daily | |
| STATIONS | | STATIONS | |
| L AM | E. S. T. | A PM | |
| 5 00 | ASHLAND | 8 40 | |
| | 7.1 | | |
| 5 16 | Meads | ..... |  |
| | 6.8 | | |
| 5 25 | Rush | 8 09 | |
| | 11.6 | | |
| s 5 53 | Hitchins | s 7 54 | |
| | 7.3 | | |
| 6 02 | Aden | 7 39 | |
| | 7.4 | | |
| s 6 23 | Olive Hill (12) | s 7 24 | |
| | 6.3 | | |
| ..... | Enterprise | 7 13 | |
| | 2.5 | | |
| ..... | Soldier | fd 7 09 | |
| | 9.5 | | |
| s 6 55 | Morehead (12) | s 6 58 | |
| | 7.9 | | |
| ..... | Farmer | fd 6 43 | |
| | 3.8 | | |
| fc 7 09 | Salt Lick (25) | fd 6 38 | |
| | 8.2 | | |
| fc 7 18 | Preston | fd 6 28 | |
| | 11.9 | | |
| s 7 41 | Mt. Sterling (12) | s 6 12 | |
| | 8.3 | | |
| 7 50 | L. & E. Junction | 5 57 | |
| | 6.6 | | |
| s 7 57 | Winchester (15) | s 5 48 | |
| | 7.8 | | |
| 8 14 | Pine Grove | ..... |  |
| | 2.6 | | |
| ..... | Chilesburg | 5 30 | |
| | 7.1 | | |
| 8 23 | Netherland (EEDT) | 5 24 | |
| | 1.0 | | |
| 8 30 | LEXINGTON (15) | 5 20 | |
| A AM | E. S. T. | L PM | |
| 21 Daily | | 22 Daily | |

Regular Stops not shown on Schedules:

Nos. 321 and 322 will stop daily at Frankfort and Shelbyville.

Flag Stops for Mail and Express Trains:

Nos. 21 and 22 at Grahn and Preston, No. 21 at Rush, No. 22 at Salt Lick, and No. 321 at Hatton.

CONDITIONAL STOPS:

fc—To receive revenue passengers for Winchester or beyond; to discharge revenue passengers from Ashland or beyond.

fd—To receive revenue passengers for Ashland or beyond; to discharge revenue passengers from Lexington or beyond.

fe—To receive revenue passengers for Lexington or beyond.

Crescent Hill.—No. 321 to discharge revenue passengers from Ashland or beyond.

Anchorage.—Nos. 321 and 322 to receive or discharge revenue passengers for or from Ashland or beyond.

Midway.—Nos. 321 and 322 to receive or discharge passengers for or from Mt. Sterling or beyond.

LOUISVILLE SUBDIVISION

The time shown below is for information only. Trains will operate in accordance with timetable, rules and regulations of L&N RR and Short Route RR. (Timetable Special Instructions A-2.)

| WESTWARD | | EASTWARD | |
|---------------------|-----------------------------------|---------------------|--|
| FIRST CLASS | TIMETABLE No. 149. | FIRST CLASS | |
| 321 Daily | In Effect Sunday, April 24, 1960. | 322 Daily | |
| STATIONS | | STATIONS | |
| L AM | C. S. T. | A PM | |
| 7 46 | LEXINGTON (12) | 4 05 | |
| | 84.6 | | |
| 10 15 | LOUISVILLE | 1 50 | |
| A AM | C. S. T. | L PM | |
| 321 Daily | | 322 Daily | |

ASHLAND-RUSSELL DIVISION

MARROWBONE SUBDIVISION

| WESTWARD | | EASTWARD | |
|-----------------------------------|---------------------------|--------------------|--|
| FIRST CLASS | TIMETABLE No. 149. | FIRST CLASS | |
| In Effect Sunday, April 24, 1960. | | | |
| 55 Daily | STATIONS | 56 Daily | |
| L PM | | A PM | |
| 12 42 | HELLIER | 12 40 | |
| | 1.6 | | |
| f 12 48 | Henry Clay | f 12 35 | |
| | 2.0 | | |
| f 12 56 | Rockhouse | f 12 29 | |
| | 3.0 | | |
| f 1 08 | Wolf Pit | f 12 21 | |
| | 1.2 | | |
| 1 13 | MARROWBONE JCT. | 12 17 | |
| A PM | | L PM | |
| 55 Daily | | 56 Daily | |

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

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

Flag Stops for Nos. 55 and 56:

| |
|------------|
| Ratliff |
| Venters |
| Lookout |
| Big Branch |

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

| |
|--------|
| Offutt |
| Allen |
| Harold |

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

BIG SANDY SUBDIVISION

| WESTWARD | | EASTWARD | |
|-----------------------------------|---------------------------|--------------------|--|
| FIRST CLASS | TIMETABLE No. 149. | FIRST CLASS | |
| In Effect Sunday, April 24, 1960. | | | |
| 39 Daily | STATIONS | 36 Daily | |
| L PM | | A PM | |
| 1 58 | ELKHORN CITY | 1 43 | |
| | 1.6 | | |
| f 2 00 | Dunleary | f 1 29 | |
| | 4.7 | | |
| 2 08 | R. C. Junction | 1 21 | |
| | 1.7 | | |
| 2 10 | Marrowbone Jct. | 1 16 | |
| | 0.1 | 12 17 | |
| s 2 11 | Marrowbone | s 12 16 | |
| | 4.0 | | |
| 2 17 | Levisa Jct. | 12 08 | |
| | 3.3 | | |
| s 2 30 | Shelby | s 11 52 | |
| | 1.1 | | |
| f 2 34 | Fords Branch (EEDT) | f 11 41 | |
| | 2.6 | | |
| 2 38 | F. O. Cabin (WEDT) | ..... |  |
| | 4.2 | | |
| s 2 52 | Pikeville ② | s 11 28 | |
| | 21.1 | | |
| 3 46 | Beaver Junction (EEDT) | 10 05 | |
| | 3.7 | | |
| 3 53 | E. M. Cabin (WEDT) | ..... |  |
| | 6.1 | | |
| s 4 06 | Prestonsburg | s 9 42 | |
| | 5.7 | | |
| ..... | O. X. Cabin (EEDT) | 9 33 | |
| | 6.3 | | |
| f 4 26 | Van Lear Junction | f 9 21 | |
| | 1.8 | | |
| s 4 40 | Paintsville | s 9 17 | |
| | 2.2 | | |
| 4 43 | B. U. Cabin (WEDT) | ..... |  |
| | 0.3 | | |
| ..... | S. K. Cabin (EEDT) | 8 51 | |
| | 3.1 | | |
| 4 48 | G. C. Cabin (WEDT) | ..... |  |
| | 3.4 | | |
| f 4 57 | Whitehouse | f 8 38 | |
| | 4.3 | | |
| 5 06 | Ray | 8 29 | |
| | 3.4 | | |
| ..... | J. B. Cabin (EEDT) | 8 23 | |
| | 6.1 | | |
| 5 23 | K. X. Cabin (WEDT) | ..... |  |
| | 6.4 | | |
| ..... | C. H. Cabin (EEDT) | 7 55 | |
| | 3.7 | | |
| 5 38 | R. B. Cabin (WEDT) | ..... |  |
| | 2.4 | | |
| s 5 50 | Louisa ② | s 7 45 | |
| | 7.1 | | |
| f 6 02 | Catalpa | f 7 25 | |
| | 8.6 | | |
| ..... | W. D. Cabin (EEDT) | 7 11 | |
| | 9.2 | | |
| 6 30 | BIG SANDY JCT. | 6 59 | |
| A PM | | L AM | |
| 39 Daily | | 36 Daily | |

HOCKING AND ASHLAND - RUSSELL DIVISIONS

STATIONS, OFFICE HOURS, PASSING SIDINGS, DISTANCES

WESTWARD

EASTWARD

WESTWARD

EASTWARD

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

| Distance from Initial Station | Passing Siding Capacity in Cars (41 ft.) | POMEROY SUBDIVISION | | | OFFICE HOURS | | Distance from Initial Station |
|---------------------------------|--|-----------------------|--------|-------|--------------|----|-------------------------------|
| | | STATIONS | From | To | From | To | |
| 0.0 | | POMEROY | | | | | 81.7 |
| 2.2 | Yard | Middleport | | | | | 79.5 |
| 4.1 | | Hobson Junction | | | | | 77.6 |
| 4.9 | | Hobson Yard | C | C | | | 76.8 |
| 7.7 | | Cheshire | | | | | 74.0 |
| 13.7 | 78 | Kanauga | C | C | | | 68.0 |
| 13.8 | | Kanauga Junction | | | | | 67.9 |
| 18.3 | 26 | Gallipolis | *8 00A | 5 00P | | | 63.4 |
| 23.8 | y | Kers | *7 00A | 4 00P | | | 57.9 |
| 27.8 | 52 | Bidwell | | | | | 53.9 |
| 32.5 | 21 | Vinton | | | | | 49.2 |
| 40.4 | 51 | Minerton | | | | | 41.3 |
| 42.2 | | Clarion | | | | | 39.5 |
| 44.3 | | Hawks | | | | | 37.4 |
| 46.6 | | Radcliff | | | | | 35.1 |
| 49.2 | | Oreton | | | | | 32.5 |
| 54.2 | 91 | Eagle | | | | | 27.5 |
| 54.7 | y | Dundas | C | C | | | 27.0 |
| 57.5 | 56 | McArthur | *9 00A | 6 00P | | | 24.2 |
| 62.2 | | Creola | | | | | 19.5 |
| 69.3 | | New Plymouth | | | | | 12.4 |
| 71.6 | 44 | Starr | | | | | 10.1 |
| 73.9 | 23 | Summit | | | | | 7.8 |
| 76.2 | 50 | Union Furnace | | | | | 5.5 |
| 81.7 | Yard | OLDTOWN | 14 00P | 8 00A | | | 0.0 |
| ATHENS SUBDIVISION | | | | | | | |
| 0.0 | | ATHENS | | | | | 69.6 |
| 0.3 | y | West Athens | | | | | 69.3 |
| 1.6 | | Armlage | C | C | | | 68.0 |
| 3.3 | | Valley | | | | | 66.3 |
| 8.5 | | Poston | | | | | 61.1 |
| 10.4 | | Floodwood | | | | | 59.2 |
| 12.2 | | Kimberly | | | | | 57.4 |
| 13.8 | y | Nelsonville Yard | *8 00A | 5 00P | | | 55.8 |
| 14.4 | 104 | Nelsonville | | | | | 55.2 |
| 20.0 | 52 | Haydenville | *8 30A | 5 30P | | | 49.6 |
| 25.2 | 209 | Oldtown | 14 00P | 8 00A | | | 44.4 |
| 26.7 | Yard | Logan | | | | | 42.9 |
| 30.8 | | Enterprise | | | | | 38.8 |
| 34.1 | | Rockbridge | | | | | 35.5 |
| 37.9 | 158 | Sugar Grove | | | | | 31.7 |
| 44.7 | 150 | Lancaster | C | C | | | 24.9 |
| 49.1 | 156 | Hookers | | | | | 20.5 |
| 53.6 | 91 | Carroll | | | | | 16.0 |
| 56.9 | | Lockville | | | | | 12.7 |
| 60.3 | 89 | Canal Winchester | *8 00A | 5 00P | | | 9.3 |
| 64.4 | 145 | Groveport | *8 00A | 5 00P | | | 5.2 |
| 68.7 | | Valley Crossing | C | C | | | 0.9 |
| 69.2 | Yard | (EEDT) Groveport Pike | | | | | 0.4 |
| 69.6 | | MOSEL | | | | | 0.0 |
| JACKSON SUBDIVISION | | | | | | | |
| 0.0 | | JACKSON | 17 00A | 4 00P | | | 17.3 |
| 4.5 | | Coalton | | | | | 12.8 |
| 8.9 | | Grand Crossing | | | | | 8.4 |
| 9.6 | y | Wellston | 16 30A | 3 30P | | | 7.7 |
| 12.7 | | Hamden | | | | | 4.6 |
| 17.3 | y | DUNDAS | C | C | | | 0.0 |
| MONDAY CREEK SUBDIVISION | | | | | | | |
| 0.0 | | END OF LINE | | | | | 20.0 |
| 1.0 | y | New Straitsville | | | | | 19.0 |
| 7.7 | 24 | Greendale | | | | | 12.3 |
| 11.1 | | Carbon Hill | | | | | 8.9 |
| 20.0 | y | NELSONVILLE YARD | *8 00A | 5 00P | | | 0.0 |

C-Continuous.
 *-Daily except Saturday and Sunday.
 †-Daily Except Sunday.

HOCKING AND ASHLAND - RUSSELL DIVISIONS

STATIONS, OFFICE HOURS, PASSING SIDINGS, DISTANCES

WESTWARD

EASTWARD

WESTWARD

EASTWARD

| Distance from Initial Station | Distance from Initial Station | Passing Siding Capacity in Cars (41 ft.) | LEXINGTON SUBDIVISION | | OFFICE HOURS | | Distance from Initial Station |
|-------------------------------|-------------------------------|--|-----------------------|-----|--------------|---------|-------------------------------|
| | | | From | To | From | To | |
| 0.0 | 0.0 | Yard | RUSSELL | 3.5 | C | C | 127.9 |
| 3.5 | 3.5 | Yard | N. C. Cabin | 0.7 | C | C | 124.4 |
| 4.2 | 4.2 | Yard | Ashland | 5.1 | C | C | 123.7 |
| 5.1 | 9.3 | 25 | Summit | 2.0 | | | 118.6 |
| 7.1 | 11.3 | 68 | Meads | 6.8 | | | 116.6 |
| 13.9 | 18.1 | 92 | Rush | 3.0 | 8 30 A | 5 30 P | 109.8 |
| 16.9 | 21.1 | 36 | Grant | 2.1 | | | 106.8 |
| 19.0 | 23.2 | ... | Williams Creek | 4.3 | | | 104.7 |
| 23.3 | 27.5 | 28 | Mt. Savage | 2.2 | | | 100.4 |
| 25.5 | 29.7 | 68 | Hitchins | 3.0 | 11 30 A | 8 30 P | 98.2 |
| 28.5 | 32.7 | ... | Leon | 4.3 | | | 95.2 |
| 32.8 | 37.0 | 50 | Aden | 1.7 | 1 15 P | 4 45 P | 90.9 |
| 34.5 | 38.7 | ... | Grahn | 5.7 | 8 00 A | 12 Noon | 89.2 |
| 40.2 | 44.4 | 93 | Olive Hill | 6.3 | C | C | 83.5 |
| 46.5 | 50.7 | 69 | Enterprise | 2.5 | | | 77.2 |
| 49.0 | 53.2 | 57 | Soldier | 1.4 | | | 74.7 |
| 50.4 | 54.6 | ... | Haldeman | 2.7 | | | 73.3 |
| 53.1 | 57.3 | 25 | Gates | 5.4 | | | 70.6 |
| 58.5 | 62.7 | 85 | Morehead | 7.9 | 10 30 A | 7 30 P | 65.2 |
| 66.4 | 70.6 | 56 | Farmer | 3.8 | | | 57.3 |
| 70.2 | 74.4 | 41 | Salt Lick | 8.8 | 10 15 A | 1 45 P | 53.5 |
| 75.0 | 79.2 | ... | Olympia | 3.4 | | | 48.7 |
| 78.4 | 82.6 | 81 | Preston | 4.5 | 3 15 P | 6 45 P | 45.3 |
| 82.9 | 87.1 | ... | Stepstone | 4.3 | | | 40.8 |
| 87.2 | 91.4 | 37 | Ewington | 3.1 | | | 36.5 |
| 90.3 | 94.5 | 77 | Mt. Sterling | 8.3 | 6 45 A | 2 45 P | 33.4 |
| 98.6 | 102.8 | 60 | L. & E. Junction | 6.6 | | | 25.1 |
| 105.2 | 109.4 | 79 | Winchesfer | 7.8 | C | C | 18.5 |
| 113.0 | 117.2 | 51 | Pine Grove | 2.6 | | | 10.7 |
| 115.6 | 119.8 | 72 | Chilesburg | 7.1 | | | 8.1 |
| 122.7 | 126.9 | Yard | Netherland (EEDT) | 1.0 | C | C | 1.0 |
| 123.7 | 127.9 | Yard | LEXINGTON (WEDT) | | | | 0.0 |

| LEXINGTON AND LOUISVILLE | | | | |
|--------------------------|------|------|------------|------|
| 0.0 | 84.6 | Yard | LEXINGTON | 84.6 |
| 84.6 | 0.0 | Yard | LOUISVILLE | 0.0 |

| Distance from Initial Station | Distance from Initial Station | Passing Siding Capacity in Cars (41 ft.) | BIG SANDY SUBDIVISION | | OFFICE HOURS | | Distance from Initial Station | Distance from Initial Station |
|-------------------------------|-------------------------------|--|------------------------|-----|--------------|--------|-------------------------------|-------------------------------|
| | | | From | To | From | To | | |
| 0.0 | 0.0 | Yard | ELKHORN CITY | 1.5 | 8 00 A | 5 00 P | 138.7 | 134.2 |
| 1.5 | 1.5 | ... | Dunleary Jct. | 0.1 | | | 137.2 | 132.7 |
| 1.6 | 68 | ... | Dunleary | 4.7 | | | 137.1 | 132.6 |
| 6.3 | ... | ... | R. C. Junction | 1.7 | | | 132.4 | 127.9 |
| 8.0 | ... | ... | Marrowbone Jct. | 0.1 | | | 130.7 | 126.2 |
| 8.1 | 160 | ... | Marrowbone | 4.0 | 9 00 A | 6 00 P | 130.6 | 126.1 |
| 12.1 | ... | ... | Levisa Jct. | 3.3 | | | 126.6 | 122.1 |
| 15.4 | Yard | † | Shelby | 1.1 | C | C | 123.3 | 118.8 |
| 16.5 | ... | ... | Fords Branch (EEDT) | 2.6 | | | 122.2 | 117.7 |
| 19.1 | ... | ... | F. O. Cabin (WEDT) | 4.2 | | | 119.6 | 115.1 |
| 23.3 | 92 | ... | Pikeville | 2.8 | | | 115.4 | 110.9 |
| 26.1 | 191 | ... | Pauley | 3.6 | | | 112.6 | 108.1 |
| 29.7 | 179 | ... | Wagner | 4.9 | | | 109.0 | 104.5 |
| 34.6 | 35 | ... | Harold | 5.4 | | | 104.1 | 99.6 |
| 40.0 | 160 | ... | Ivel | 5.4 | | | 98.7 | 94.2 |
| 44.4 | ... | ... | Beaver Junction (EEDT) | 3.7 | | | 94.3 | 89.8 |
| 48.1 | ... | ... | E. M. Cabin (WEDT) | 6.1 | | | 90.6 | 86.1 |
| 54.2 | 198 | ... | Prestonsburg | 0.1 | | | 84.5 | 80.0 |
| 54.3 | ... | ... | Middle Creek Jct. | 5.6 | | | 84.4 | 79.9 |
| 59.9 | ... | ... | O. X. Cabin (EEDT) | 1.0 | | | 78.8 | 74.3 |
| 60.9 | ... | ... | Johns Creek | 5.3 | | | 77.8 | 73.3 |
| 66.2 | ... | ... | Van Lear Junction | 0.5 | | | 72.5 | 68.0 |
| 66.7 | ... | ... | Dawkins | 1.3 | | | 72.0 | 67.5 |
| 68.0 | Yard | y | Painfulville | 2.2 | #C | C | 70.7 | 66.2 |
| 70.2 | ... | ... | B. U. Cabin (WEDT) | 0.3 | | | 68.5 | 64.0 |
| 70.5 | ... | ... | S. K. Cabin (EEDT) | 3.1 | | | 68.2 | 63.7 |
| 73.6 | ... | ... | G. C. Cabin (WEDT) | 3.1 | | | 65.1 | 60.6 |
| 77.0 | 128 | ... | Whitehouse | 4.3 | | | 61.7 | 57.2 |
| 81.3 | 160 | ... | Ray | 3.4 | | | 57.4 | 52.9 |
| 84.7 | ... | ... | J. B. Cabin (EEDT) | 6.1 | | | 54.0 | 49.5 |
| 90.8 | ... | ... | K. X. Cabin (WEDT) | 6.4 | | | 47.9 | 43.4 |
| 97.2 | ... | ... | C. H. Cabin (EEDT) | 3.7 | | | 41.5 | 37.0 |
| 100.9 | ... | ... | R. B. Cabin (WEDT) | 2.4 | | | 37.8 | 33.3 |
| 103.3 | 245 | ... | Louisa | 7.1 | 6 45 A | 2 45 P | 35.4 | 30.9 |
| 110.4 | 186 | ... | Catalpa | 8.6 | | | 28.3 | 23.8 |
| 119.0 | ... | ... | W. D. Cabin (EEDT) | 1.6 | | | 19.7 | 15.2 |
| 120.6 | ... | ... | L. W. Cabin | 7.6 | | | 18.1 | 13.6 |
| 128.2 | ... | ... | BIG SANDY JCT. | 0.4 | C | C | 10.5 | 6.0 |
| 128.6 | ... | ... | Catlettsburg | 2.7 | | | 10.1 | 5.6 |
| 131.3 | ... | ... | Clyffside | 2.9 | | | 7.4 | 2.9 |
| 134.2 | Yard | | Ashland | 1.0 | C | C | 4.5 | 0.0 |
| 135.2 | ... | ... | N. C. Cabin | 3.5 | C | C | 3.5 | |
| 138.7 | Yard | † | RUSSELL | | C | C | 0.0 | |

| DAWKINS SUBDIVISION | | | | |
|---------------------|-----|-----|--------------|------|
| 0.0 | ... | ... | END OF LINE | 39.8 |
| 1.4 | ... | ... | Vail | 38.4 |
| 6.8 | ... | ... | Spring Fork | 33.0 |
| 14.6 | ... | ... | Tip Top Mine | 25.2 |
| 15.6 | ... | ... | D. A. Cabin | 24.2 |
| 16.0 | ... | ... | Carver | 23.8 |
| 18.8 | ... | ... | Sublett | 21.0 |
| 21.6 | ... | ... | Royalton | 18.2 |
| 25.5 | ... | ... | Ivyton | 14.3 |
| 30.5 | 91 | ... | Rebecca | 9.3 |
| 32.3 | ... | ... | Leander | 7.5 |
| 34.8 | ... | ... | Denver | 5.0 |
| 36.9 | ... | ... | Collista | 2.9 |
| 37.3 | ... | ... | Paints | 2.5 |
| 39.8 | ... | ... | DAWKINS | 0.0 |

C-Continuous.

*-Daily Except Saturday and Sunday.

†-Daily Except Sunday.

#-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.

ASHLAND-RUSSELL DIVISION

STATIONS, OFFICE HOURS, PASSING SIDINGS, DISTANCES

| WESTWARD | | | | EASTWARD | | | |
|-------------------------------|--|---------------------------|--------------|-----------------|-------------------------------|--|--|
| Distance from Initial Station | Passing Siding Capacity in Cars (41 ft.) | MILLERS CREEK SUBDIVISION | OFFICE HOURS | | Distance from Initial Station | | |
| | | | From | To | | | |
| STATIONS | | | | | | | |
| 0.0 | | MINE 155 | 3.0 | | 3.9 | | |
| 3.0 | | Long Siding | 0.9 | | 0.9 | | |
| 3.9 | | VAN LEAR JCT. | | | 0.0 | | |
| MIDDLE CREEK SUBDIVISION | | | | | | | |
| 0.0 | | EAST DAVID | 0.6 | | 9.6 | | |
| 0.6 | y | David | 9.0 | | 9.0 | | |
| 9.6 | | MIDDLE CREEK JCT. | | | 0.0 | | |
| E. & B. V. SUBDIVISION | | | | | | | |
| 0.0 | | DEANE | 10.2 | Booth | 43.2 | | |
| 10.2 | | Kite | 12.2 | | 33.0 | | |
| 22.4 | | Wayland | 2.5 | * 4 15 P 7 00 P | 20.8 | | |
| 24.9 | | Lackey | 0.5 | Booth | 18.3 | | |
| 25.4 | | Porter Junction | 0.6 | Booth | 17.8 | | |
| 26.0 | | Garrett | 2.2 | Booth | 17.2 | | |
| 28.2 | | Bosco | 3.7 | Booth | 15.0 | | |
| 31.9 | 22 | Eastern | 5.1 | Booth | 11.3 | | |
| 37.0 | | Stephens Branch Jct. | 1.3 | Booth | 6.2 | | |
| 38.3 | Yard | Marlin Junction | 0.1 | | 4.9 | | |
| 38.4 | y | Martin | 4.8 | †C C | 4.8 | | |
| 43.2 | | BEAVER JUNCTION | | Booth | 0.0 | | |
| S. V. & E. SUBDIVISION | | | | | | | |
| 0.0 | Yard | SHELBY JUNCTION | 4.1 | | 29.8 | | |
| 4.1 | | Yeager | 3.6 | Booth | 25.7 | | |
| 7.7 | 100 | Esco | 0.4 | | 22.1 | | |
| 8.1 | | Penny | 2.7 | Booth | 21.7 | | |
| 10.8 | | Virgie | 4.0 | | 19.0 | | |
| 14.8 | | Myra | 2.8 | Booth | 15.0 | | |
| 17.6 | 116 | Dorton | 5.1 | | 12.2 | | |
| 22.7 | | Shelby Gap | 2.7 | | 7.1 | | |
| 25.4 | | Burdine | 2.7 | | 4.4 | | |
| 28.1 | Yard | Jenkins | 0.1 | * 9 00A 1 00A | 1.7 | | |
| 28.2 | | Meade Fork Jct. | 1.6 | | 1.6 | | |
| 29.8 | | DUNHAM | | | 0.0 | | |
| MEADE FORK SUBDIVISION | | | | | | | |
| 6.0 | | MEADE FORK JCT. | 1.2 | | 14.8 | | |
| 1.2 | | Gap Switch | 2.9 | Booth | 13.6 | | |
| 4.1 | | Payne Gap | 7.3 | Booth | 10.7 | | |
| 11.4 | | Pound | 1.9 | Booth | 3.4 | | |
| 13.3 | | McFall | 0.4 | Booth | 1.5 | | |
| 13.7 | | Meade | 1.1 | Booth | 1.1 | | |
| 14.8 | | END OF LINE | | | 0.0 | | |
| LEVISA SUBDIVISION | | | | | | | |
| 0.0 | | DUNLAP | 3.1 | Booth | 22.7 | | |
| 3.1 | y | Nigh | 5.2 | Booth | 19.6 | | |
| 8.3 | | Lick Creek | 2.8 | | 14.4 | | |
| 10.3 | | Woodside | 8.0 | Booth | 12.4 | | |
| 18.3 | | Jonican | 3.7 | | 4.4 | | |
| 22.0 | | Stones Branch | 0.7 | | 0.7 | | |
| 22.7 | | LEVISA JCT. | | | 0.0 | | |
| MARROWBONE SUBDIVISION | | | | | | | |
| 0.0 | | MANCO | 2.0 | | 9.8 | | |
| 2.0 | | Hellier | 1.6 | | 7.8 | | |
| 3.6 | | Henry Clay | 2.0 | Booth | 6.2 | | |
| 5.6 | | Rockhouse | 3.0 | Booth | 4.2 | | |
| 8.6 | | Wolf Pit | 1.2 | Booth | 1.2 | | |
| 9.8 | | MARROWBONE JCT. | | | 0.0 | | |

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

C—Continuous.
 †—Daily Except Sunday.
 *—Daily Except Saturday and Sunday.
 †—Continuous except 3 P. M. Sat. to 7 A. M. Mon.

HOCKING, TOLEDO TERMINAL AND ASHLAND-RUSSELL DIVISIONS

SPECIAL INSTRUCTIONS

A-1.—DESIGNATION OF MAIN TRACKS.

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

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

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

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

| DIV. | S. D. | TRACK SECTION BETWEEN OR STATION | RAILROAD |
|-----------|-----------------|-------------------------------------|----------|
| HOCKING | Tol. Ath. Term. | Rockwell Jct. and Terminal Crossing | N. Y. C. |
| | | Armitage and West Athens | |
| | | Gallipolis and Pomeroy | |
| ASH.-RUS. | Rus. | R. A. Jct. and V. A. Jct. | B. & O. |

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

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

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

30-1.—Concluded.

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

30-2.—Bulletin and Notice Books:

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

30-2.—Concluded.

| DIV. | STATION | LOCATION |
|-------------|--------------------------|-------------------|
| TOL. TERM. | Toledo..... | Union Station |
| | | Outer Yard Office |
| Ottawa..... | Yard Office, Enginehouse | |

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

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

40-1.—SPEED RESTRICTIONS:

| LOCATION AND CONDITIONS | PASSENGER TRAINS MPH | FREIGHT TRAINS | |
|--|-------------------------|----------------|--------------|
| | | TIME MPH | OTHER MPH |
| ASHLAND-RUSSELL DIVISION: | | | |
| Trains in excess of 16,000 tons or 200 cars between R. J. Cabin and C. H. Cabin..... | ..... | 35 | 35 |
| Trains in excess of 14,000 tons or 160 cars between Big Sandy Jct. and Elkhorn City..... | ..... | 30 | 30 |
| Trains running against the current of traffic.... | 50 | 35 | 35 |
| Through Princess and Williams Creek Tunnels.... | 40 | 25 | 25 |
| Lexington: All street crossings within corporate limits..... | 12 | 12 | 12 |
| Tunnel No. 4, Midas, Ky..... | 20 | ..... | ..... |
| Through turnouts at ends of passing sidings and all main track crossovers except where movement is governed by interlocking or automatic block signal indications..... | 20 | 15 | 15 |

40-1.—Concluded.

| LOCATIONS AND CONDITIONS | PASSENGER TRAINS | FRT. TRAINS | |
|--|------------------|-------------|-------|
| | | TIME | OTHER |
| | | MPH | MPH |
| HOCKING AND TOLEDO TERMINAL DIVISIONS: | | | |
| Trains handling more than 160 cars between Yard "A" and Walbridge..... | | 40 | 40 |
| Trains running against current of traffic (See Rule 93(d))..... | | | |
| Over Railroad Crossings and through Interlocking: | | | |
| Hallet..... | 15 | 15 | 15 |
| Dundas..... | 20 | 20 | 20 |
| Curves: | | | |
| Rockwell Jct..... | 30 | 30 | 30 |
| Fostoria: B. & O. Crossing to Curve at Fostoria Passenger Station..... | 35 | 35 | 35 |
| Between Oldtown and Hobson Yard..... | 25 | 25 | 25 |
| Between Dundas and Jackson..... | 25 | 25 | 25 |
| Over Street Crossings: | | | |
| Delaware: Street crossing at west end of station platform..... | 50 | 50 | 50 |
| Walbridge: Street Crossing over Union St..... | 30 | 30 | 30 |
| Over Street Crossings: | | | |
| Columbus: All grade crossings within corporate limits..... | 45 | 45 | 45 |
| Lancaster: Broadway Street at west end of station platform..... | 10 | 10 | 10 |
| Over Designated Tracks: | | | |
| Between C. H. Cabin and Mosel..... | 30 | | |
| Columbus: In and out of Union Station..... | 8 | | |
| Armitage: Over Bridge 752..... | | 15 | 15 |
| Through turnouts at ends of passing sidings and all other main track crossovers except where movement is governed by interlocking or automatic block signal indications..... | 20 | 15 | 15 |

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

| GENERAL: | PASSENGER TRAINS | FREIGHT TRAINS | |
|---|------------------|----------------|-------|
| | | TIME | OTHER |
| | | MPH | MPH |
| Engines: | | | |
| Engine pushing cars..... | 30 | 25 | 25 |
| Permissible speeds for diesel engines when used in passenger or freight service, except speed must not be in excess of Maximum Authorized Speed Table 40 and Speed Restriction Tables 40-1 and 40-2 when such speeds are lower. | | | |
| Diesel Engines: | | | |
| Series Nos. | | | |
| 95-98, 101-108, 4000,4001,4009, 4500-4523. }..... | 80 | 60 | 60 |
| 4002-4008, 4010-4030. }..... | 75 | 60 | 60 |
| 80-85, 1834-1847, 5600-5601, 5700-6263, 6700-6709. }..... | 65 | 60 | 60 |
| 5114-5115, 5528-5595. }..... | 60 | 60 | 60 |
| 6500-6501, 6600-6601. }..... | 55 | 55 | 55 |
| 10-11, 57-62, 1850-1856, 5000-5093, 5100-5113, 5200-5298. }..... | 50 | 50 | 50 |
| I..... | 37 | 37 | 37 |
| Rail cars 9060-9062, 9080-9082..... | 80 | 60 | 60 |

40-2.—Concluded.

| | PASSENGER TRAINS | FREIGHT TRAINS | |
|---|------------------|----------------|-------|
| | | TIME | OTHER |
| | | MPH | MPH |
| Equipment: | | | |
| Trains handling ditcher spreader cars..... | | 30 | 30 |
| Trains handling air dump cars..... | | 30 | 30 |
| Trains handling scale test cars (See 40-4 (k))..... | | 25 | 25 |
| Trains handling Clearance Car X-1836 when pushed ahead of engine (See 40-4(l))..... | | 30 | 30 |
| Trains handling Clearance Car X-1836 when pulled in train (See 40-4(l))..... | | 35 | 35 |
| Trains handling C. & O. tool car derrick with boom trailing..... | | 40 | 40 |
| Trains handling C. & O. tool car derrick with boom in forward position..... (See 40-4.) | | 30 | 30 |
| Trains handling other derrick cars, power shovels, cranes, ditchers and similar pivoted machinery moving on their own wheels... (See 40-4.) | | | |
| On tangents..... | | 20 | 20 |
| On curves..... | | 15 | 15 |
| Trains handling non-revenue derricks, power shovels, cranes, ditchers and similar pivoted machinery loaded on cars..... (See 40-4.) | | | |
| On curves..... | | 30 | 30 |

40-3.—ENGINE RESTRICTIONS:

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

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

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

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

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

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

ASHLAND-RUSSELL DIVISION:

| S. D. | STATION | TRACK | DIESEL ROAD NUMBERS | RESTRICTION |
|-------------|------------|---|---------------------|--|
| MARROW-BONE | Manco..... | No. 3 Coke Tipple Track..... | All Engines | Must not be operated over coke unloading pit. |
| BIG SANDY | Boldman.. | Boldman Fuel Co. No. 1 and No. 2 Tipple Tracks..... | All Engines | Must not be operated beyond sign reading "Engines Must Not Pass This Point" located on south side of No. 1 Tipple Track 400 feet from main track switch. |

40-3 (g).—Concluded.

ASHLAND-RUSSELL DIVISION—Concluded:

| S. D. | STATION | TRACK | DIESEL ROAD NUMBERS | RESTRICTION |
|-----------|-------------|--------------------------------------|---------------------|---|
| BIG SANDY | Federal... | Federal Mine Track. | All Engines | Must not be operated beyond signs reading "Engines Must Not Pass This Point" located on south side of Federal Mine Track. |
| LEXINGTON | Coalton... | Mansbach Steel Co.. | All Engines | Must not be operated beyond sign "Cars Must Not Be Placed Beyond This Point" located on north side of track 50 feet from warehouse. |
| | Lexington. | Lexington Belt Line. | 6800-6811 | Must not use. |
| S.V.&E. | Virgie..... | Mountain States Coal Corpn..... | All Engines | Must not be operated beyond road crossing 160 feet east of west switch of mine track. |
| RUSSELL | MP 72.... | Sturm and Dillard Co..... | All Engines | Must not use loaded tracks under tiple. |
| COLS. | Carey..... | National Limestone Plant—Gas Track.. | All Engines | Multiple unit diesel engines must not use. |

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

ASHLAND RUSSELL DIVISION:

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

HOCKING DIVISION:

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

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

40-4.—EQUIPMENT RESTRICTIONS:

Rotating Machinery

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

40-4 (a) Derrick cars, power shovels and similar pivoted machinery, when handled in trains, on their own wheels, or loaded on cars, either with or without boom in place, must have the Rotating Portion substantially anchored by two anchors to the front and two anchors at the rear (similar to wrecking cranes) to prevent any part of the rotating apparatus turning or swinging, (this does not apply to machines where the rotating apparatus cannot be turned to project outside of the side lines of the machines or cars on which loaded). When boom is connected, it must be placed in its lowest position, and the anchors at that end must secure the boom to the machine or to the car on which machine is loaded. In addition to anchors, pivoted machinery equipped with jacks to take care of vertical motion must have the jacks screwed tight. In the absence of jacks, blocking must be used for this purpose.

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

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

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

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

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

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

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

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

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

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

Cars

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

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

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

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

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

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

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

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

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

(1) The 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.

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

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

40-4 (n).—Concluded.

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

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

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

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

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

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

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

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

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

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

ASHLAND-RUSSELL DIVISION:

| EQUIPMENT | SUBDIVISION, LOCATION, OR STATION | TRACK, BRIDGE, OR STRUCTURE | RESTRICTION |
|--|-----------------------------------|---|--|
| Ditcher Spreader Cars BS-2 and BS-3 | All Stations . . . | Station Platforms | Move with caution, avoid platforms when possible. |
| | All Subdivisions | Industrial Tracks and Yard Tracks | Move with caution. |
| Engine Tenders: 12,000-16,000 and 18,000-21,000 and 23,000-gallon capacity | All Subdivisions | All bridges and trestles on industrial tracks | Must not be moved over bridges and trestles. |
| | | Any Track | When loaded with coal or water, must not be moved unless separated from engine by at least two cars. |
| | Lexington Belt Line | On entire Belt Line | Must not be moved on Lexington Belt Line. |

ASHLAND-RUSSELL DIVISION—Concluded:

| EQUIPMENT | SUBDIVISION, LOCATION, OR STATION | TRACK, BRIDGE, OR STRUCTURE | RESTRICTION |
|---|-----------------------------------|---|---|
| 23,000-gallon capacity engine tenders | Elkhorn City . . | Bridge 1280 | 23,000-gallon engine tenders must not be moved over Bridge 1280 at Elkhorn City at a speed in excess of 15 m.p.h. |
| Cars exceeding 210,000 pounds | Paintsville | Conveyor pit 875 feet from point of switch No. 9 yard track | Must not use. |
| Loaded cars | Manco | Coke unloading pit. No. 3 coke tipple track | Must not move over coke unloading pit. |
| B&LE 90-ton capacity cars Vgn. 105-ton capacity cars | Lexington | Lexington Belt Line | Must not be operated on. |
| Cars | Coalton | Mansbach Steel Co. Track | Must not be operated beyond sign "Cars Must Not Be Placed Beyond This Point" located on north side of track 50 feet from warehouse. |
| Cars with excessive clearance restrictions | Ashland | Passenger main tracks | Must not be handled on passenger main tracks through Ashland. |

HOCKING AND TOLEDO TERMINAL DIVISIONS:

| EQUIPMENT | SUBDIVISION LOCATION OR STATION | TRACK, BRIDGE, OR STRUCTURE | RESTRICTION |
|------------------------------------|---------------------------------|---|--|
| 200 ton Cranes | MP-35 | Bridge No. 355 between Lancaster and Sugar Grove, 2300 feet east of MP-35 | Trains handling 200-ton cranes are restricted to 15 miles per hour over bridges. |
| | MP-39 | Bridge No. 397 between Sugar Grove and Rock-bridge, 3200 feet east of MP-39 | |
| | MP-44 | Bridge No. 440 between Rock-bridge and Enterprise at MP-44 | |
| | MP-49 | Bridge No. 494, west of Freight office at Logan | |
| | West Athens | Trestle in tail track of wye, West Athens |  | 200 ton cranes not be handled on. |
| Spreader Cars BS-2 and BS-3 | All Stations | Station Platform | Move with caution, avoid platforms if possible. |
| | All Subdivisions | Industrial Tracks and Yard Tracks | Move with caution. |
| Cars heavier than 70 tons capacity | Monday Creek | Entire Subdivision. | Must not be operated. |
| Loaded cars 70 ton or less | Monday Creek | Bridge No. 47. | Must not exceed speed of 15 m.p.h. over bridge. |

HOCKING AND TOLEDO TERMINAL DIVISIONS—Concluded:

| EQUIPMENT | SUBDIVISION, LOCATION, OR STATION | TRACK, BRIDGE, OR STRUCTURE | RESTRICTION |
|--|-----------------------------------|--|--|
| Engine Tenders: 12,000-16,000 18,000-21,000 and 23,000 gallon capacity | All Subdivisions | All bridges and trestles on industrial tracks. | Must not be moved over bridges or trestles. |
| | | Any track | When loaded with coal or water must not be moved, unless separated from engine by at least two cars. |
| 16,000-18,000 21,000-23,000 gallon capacity | Monday Creek | Entire Subdivisions | Must be completely emptied of coal and water. |
| | Jackson | | |
| 23,000 gallon capacity | Pomeroy | Campbell Tunnel | Must be moved with caution and at slow speed through tunnel. |

GENERAL:

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

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

150.—COMMUNICATING SIGNAL APPLIANCE.

150-1.—Rule 15 is modified to permit trailer cars to be handled on the rear of Budd Cars on Trains Nos. 36, 39, 55 and 56 without such cars being connected to the Budd Cars by a communicating signal appliance. When such trailer cars are handled the Conductor and Engineer must have an understanding as to how the train is to be operated.

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

190-1.—MARKERS.

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

190-1 (b).—REFLEX MARKERS may be used where Automatic Block Signal System Rules are in effect.

310.—USE OF ENGINE WHISTLE AND BELL.

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

| DIV. | SUB-DIVISION | STATION | INSTRUCTIONS |
|-----------|------------------------------|-----------------|---|
| ASH.-RUS. | Russell . . | N. J. Cabin . . | Eastward trains standing between MP-0 and MP-2, west of N. J. Cabin, will use engine whistle signals 14 (s) and 14 (u) to recall flagmen. |
| | Road Creek Mine Ext. | Republic. | Eastward trains approaching Republic Steel Company tipple will sound engine whistle at a point 200 feet west of tipple to warn coal company employees of the approach of train. |
| | Columbus | Delaware | Use of engine whistle signal prohibited in city limits, except in case of danger of collision or injury. |

Note.—See T.T.S.I. 930-3 paragraphs (a) and (bb) and 930-10 paragraphs (j) and (k) covering the use of engine, whistle and bell within Russell and Columbus Yards.

MOVEMENT OF TRAINS:

830.—TRAIN CLEARANCE.

830-1.—TRAIN REGISTER STATIONS.

830-1 (a).

| DIV. | SUB-DIVISION | LOCATION | REGISTER LOCATION | TRAINS REQUIRED TO REGISTER |
|----------|--------------|-------------------------------------|-------------------|-----------------------------|
| ASH-RUS. | Lexington. | Hill Track Switch Ashland Jct... | Tel. Booth. | No. 21. |

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

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

ATOMIC ENERGY COMMISSION.

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

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

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

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

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

830-2 (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.

830-2 (d).—MIDDLE CREEK.—Rule S-83 (g) 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 registering. All trains and engines must move between these points prepared to stop within one-half the range of vision.

830-2 (e).—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.

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

| DIV. | SUBDIVISION | STATIONS | TRAINS |
|-----------|-----------------|----------------------------------|-----------|
| RUS.-ASH. | RUSSELL..... | Russell..... | Eastward. |
| | MARROWBONE..... | Marrowbone..... | No. 56. |
| | MARROWBONE..... | Hellier..... | No. 55. |
| HOCKING | LEXINGTON..... | Lexington Passenger Station..... | Eastward. |
| | COLUMBUS..... | V. R. Tower..... | Eastward. |

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

830-3 (b).—In complying with Rule 83 (e), trains originating at stations designated below will get Clearance Form A before leaving:

| DIV. | STATION | LOCATION | TRAINS |
|---------|------------------------|---------------------------------|---|
| ASH-RUS | Elkhorn City Yard..... | Telegraph Office. | Westward Big Sandy Subdivision. |
| | Lexington..... | Netherlands Telegraph Office... | Eastward Trains originating at Lexington. |
| HOCKING | Parsons..... | CH Cabin..... | Eastward Trains originating at Parsons. |
| | Columbus..... | Valley Crossing.. | Eastward Athens Subdivision. |
| | Athens..... | Armitage..... | Westward Athens Subdivision. |
| | Pomeroy..... | Hobson Yard.... | Westward Pomeroy Subdivision. |

830-3 (c).—MARROWBONE.—No. 36 will assume schedule of No. 56 at Marrowbone, and No. 56 will assume schedule of No. 55 at Hellier.

830-3 (d).—WAYLAND.—Eastward train order signal at Wayland does not apply to eastward Steele Creek Subdivision trains.

830-3 (e).—SHELBY.—Train order signal at Shelby does not apply to westward SV&E Subdivision trains.

830-3 (f).—PAINTSVILLE.—Train order signal at Paintsville does not apply to eastward Dawkins and Middle Creek Subdivision trains.

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

830-3 (h).—JACKSON.—Westward Jackson Subdivision trains will get Clearance Form A before leaving Jackson when Operator is on duty.

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

930-3.—RUSSELL YARD—Continued.

930-3.—RUSSELL YARD—Continued.

| TRACK | INSTRUCTIONS |
|---------------------|---|
| All | (e) <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 fuseses must be used in addition to displaying headlights. |
| | (f) <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. |
| Thoroughfare Tracks | (g) <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. |
| | (h) 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. |
| | (i) 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. |
| | (j) <i>Southward Thoroughfare Track.</i> —All engines moving over South Thoroughfare Track will stop at clearance point at east dog leg connection. When cars are moved from North or South Classifying Yard to Old Yard, a member of the crew must protect the movement at the west dog leg switch until movement is started into west dog leg to Old Yard. |
| | (k) Unless otherwise instructed, all road engines moving from Ready Track to Westbound Manifest Yard will use south thoroughfare track from North and South Hump to R. J. Cabin. |
| | (l) 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. |
| | (m) Engine whistle and bell signals must be sounded on engines approaching and passing through tunnel on thoroughfare track under north and south humps. |
| | (n) 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. |
| | (o) 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. |
| | (p) 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. |

| TRACK | INSTRUCTIONS | | | | | | | | | | | |
|--|---|---------------|-------------------|--|------|--|-----------|-----------------------------|------------------|-----------------------------|------------------|--------------------------|
| Thoroughfare Tracks | (q) Thoroughfare Track connecting yard engine diesel fueling track and radial track of turntable must not be blocked. Stop signs displaying red light by night protect the crossing of this thoroughfare track and the outbound engine lead. After stopping, engines using these tracks must not proceed until the way is clear. | | | | | | | | | | | |
| | (r) 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 | (s) Westbound Receiving Yard Tracks No. 6 and 20 are for eastward movements only and must not be used for westward movement except in case of emergency and under flag protection in accordance with Rule 99. | | | | | | | | | | | |
| | (t) 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. | | | | | | | | | | | |
| | (u) 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. | | | | | | | | | | | |
| Eastbound Yard | (v) 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. | | | | | | | | | | | |
| | (w) The brakeman cutting off engines from trains that pull into westbound receiving yard tracks Nos. 9 to 19, inclusive, will set at least six good hand brakes on train to prevent it from rolling out on the yard. The Hump Conductor may authorize that brakes be set on rear of trains. | | | | | | | | | | | |
| | (x) Eastward trains using No. 21 to and including No. 27 track will use south connecting track to Eastbound yard unless otherwise instructed. | | | | | | | | | | | |
| | (y) 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 border="0" style="margin-left: 40px;"> <tr> <td style="text-align: center;"><i>Aspect</i></td> <td style="text-align: center;"><i>Indication</i></td> </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> | <i>Aspect</i> | <i>Indication</i> | 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..... |
| <i>Aspect</i> | <i>Indication</i> | | | | | | | | | | | |
| 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 | | | | | | | | | | | |
| Westbound Manifest Yard | (z) Unless otherwise instructed, engines getting train from Tracks No. 1 to No. 16 will use east crossover to and from these tracks. | | | | | | | | | | | |
| | (aa) 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. | | | | | | | | | | | |
| Classifying Yard | (ac) <i>Freight Train Speeds.</i> —In order that skatemen may cross over train safely, westward trains pulling out of North or South Classifying Yard must not exceed a speed of 8 miles per hour until rear has passed Skatemen's Shanty. | | | | | | | | | | | |
| | (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. | | | | | | | | | | | |

| TRACK | INSTRUCTIONS | | | | | | | | | | | | | | | |
|---|--|----------------|--------------------|--------------------|------------------------------|-------|-----------|-------------------------|--------|-------------|--|--------------|-----------|--|-----|------|
| Classifying Yard | (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. | | | | | | | | | | | | | | | |
| | (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 skatemen are not available, the skates must be placed 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. | | | | | | | | | | | | | | | |
| | (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. | | | | | | | | | | | | | | | |
| | (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 border="0"> <tr> <td></td> <td style="text-align: center;"><i>Aspects</i></td> <td style="text-align: center;"><i>Indications</i></td> </tr> <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> </table> | | <i>Aspects</i> | <i>Indications</i> | Westbound Manifest Hump..... | Green | Hump Fast | North and South Hump... | Yellow | Hump Normal | | Flashing Red | Pull East | | Red | Stop |
| | | <i>Aspects</i> | <i>Indications</i> | | | | | | | | | | | | | |
| | Westbound Manifest Hump..... | Green | Hump Fast | | | | | | | | | | | | | |
| | North and South Hump... | Yellow | Hump Normal | | | | | | | | | | | | | |
| | Flashing Red | Pull East | | | | | | | | | | | | | | |
| | Red | Stop | | | | | | | | | | | | | | |
| 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 | | | | | | | | | | | | | | | | |

| TRACK | INSTRUCTIONS |
|--------------------------------------|--|
| Hump | (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. |
| | (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 Westbound Receiving Yard may be displayed at Stop to stop cuts that are being shoved to or over Humps by use of a toggle switches marked "North" and "South" located in Car Inspector's Shanty between Nos. 13 and 14 switches in west end of Westbound Receiving Yard. The "cut-off man" will be held responsible for the proper operation of these switches. |
| Caboose Tracks | (au) Employes are prohibited from riding steps on lead end of engines while passing through car retarders. |
| | (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. |
| Engine Terminal | (aw) Except on caboose track, detached caboose cars must not be permitted to stand on any track unless hand brakes are set. |
| | (ax) Engines moving within the Mechanical Department servicing area of Russell engine terminal will not exceed a speed of six miles per hour. |
| Creosoting Plant | (ay) 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. |
| | (az) 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 | (ba) Crews switching at the Creosoting Plant must not kick cars into or couple to cars spotted in No. 1 dock track until the conductor has ascertained that no men are working in or around cars in this track. |
| | (bb) When coupling cars in Shop track, engine whistle should be sounded as per rule indicating forward or backup movement to protect employes working around tracks or passing between cars. |
| Wurtland (Grasselli Chemical Plant) | (bc) Cars handled in shop tracks or regular tracks during time employes 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. |
| | (bd) Cars must not be kicked from main track to any loading track at Grasselli Chemical Plant, Wurtland, Ky., but must be shoved by the engine and the engine must not be moved more than 8 miles per hour. Cars placed in these tracks must be shoved by engine at not over 8 miles per hour around curves on leads at this plant. |

930-4.—PAINTSVILLE YARD.

| TRACK | INSTRUCTIONS |
|-------|---|
| Main | (a) The Yardmaster may authorize trains and engines to occupy the main track within yard limits as prescribed by Rule 93(b). Conductor or engineman of work extras and mine run shifting extras will call Yardmaster from east or west end of Paintsville Yard and get instructions before entering yard. |

930-5.—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. Junction switch at west end of yard, in either direction without authority of the Yardmaster. This authority must not be requested or given until movement of train or engine is ready to be started. If movement is not then promptly completed yardmaster must again be contacted for further instructions. When the authorized movement has been completed or Engine Thoroughfare Track is cleared, immediate report will be made to the Yardmaster. The normal position of all intersecting switches is for movement on Engine Thoroughfare Track. The normal position of Engine Thoroughfare Track switch in lead track at west end of yard is for movement on lead track. |
| 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. |

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 spring derail located 224 feet east of Mile Post 128 is replaced by a dual-control switch point derail operated by the Train Dispatcher at Ashland, Ky. This derail must be kept in the derailing position, except when necessary for trains and engines to move over derail. The operation of trains and engines between the bridge north of Elkhorn City depot and the westward absolute block signal located 223 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 223 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. |
|------------------------|---|

930-7.—MARTIN YARD.

| | |
|------|---|
| 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 eastward holding signal at Arkansas Station; westward E. & B. V. Subdivision extra trains will stop in clear of Stephens Subdivision at Stephens Branch Jet. and westward Long Fork Subdivision extra trains will stop at Yard Limit Board 2338 feet east of MP-1. Conductor or engineer will get instructions before proceeding. Operator at Martin will keep lever controlling Eastward Holding Signal at Arkansas blocked to display Stop Indication except when otherwise authorized by Yardmaster. |
|------|---|

930-7.—MARTIN YARD—Concluded.

| TRACK | INSTRUCTIONS |
|-------|--|
| Main | (b) Unless otherwise directed, the old main track switches at west end of yard will not be restored to normal position by crews of westward through freight trains departing from yard tracks 2, 3, 4 and 5, but will leave them in position last used. All trains and engines will approach these switches expecting to find them lined against their movement. Rule 104(a) modified accordingly. |

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.) |
|------------|--|

930-9.—NETHERLAND-LEXINGTON YARD.

| | |
|--|--|
| Main | (a) Between the east end of double track at Limestone Street, Lexington, and East end double track at Netherland Yard Office, the Yardmaster at Netherland instead of the Train Dispatcher will supervise train and engine movements, in accordance with the rules and special instructions in effect. |
| | (b) <i>Crossover Movements.</i> —Rule D-252(b) is modified to permit trains or engines to crossover through hand-operated switches between West End Double Track at Lexington and East End Double Track at Netherland Yard Office upon hand signal from employe handling switch, who must secure permission of Yardmaster for movement and know that protection is provided. |
| | (c) <i>Movement Against Current of Traffic.</i> —Rule D-151 is modified to permit movements against the current of traffic between west end double track at Lexington and east end double track at Netherland Yard Office by authority of the Yardmaster, who must know that full protection has been provided before authorizing the movement. |
| | (d) When trains are delayed, or may cause delay to other trains, conductor or enginemen will communicate with the Yardmaster. |
| | (e) Slow Approach indication (Rule 288) displayed by westward dwarf absolute block signals located at West End Double Track will authorize trains or engines to proceed over the single track section against or ahead of superior trains. Such trains or engines must have clearance and authority to occupy L&N tracks. |
| Lexington: Single Track Section between Main and Limestone Streets | (f) Slow Approach indication displayed by eastward dwarf absolute block signals located at East End of double track will authorize trains or engines to proceed over the single track section against or ahead of superior trains. |
| | (g) Eastward trains originating at Lexington Passenger Station may proceed on authority of the Yardmaster to double track section. (Rule 83(a) modified accordingly). |
| | (h) <i>Overlap Signs:</i> Trains or engines occupying the track section between overlap sign and dwarf absolute block signals will actuate the opposing block signals to display Stop-indication. To prevent delay to opposing movements, trains or engines must stop clear of overlap sign unless immediate movement is to be made onto the single track section. |
| Depot, Coach and Brock-McVey | (i) Trains or engines using depot, coach or Brock-McVey tracks will leave part of train on main track or switch open until work is completed. When necessary to clear on these tracks trains or engines must not again enter or foul main track without authority of the Yardmaster except when flag protection is provided in both directions against trains or engines entering the single track section between Main and Limestone Streets. |

930-9.—NETHERLAND-LEXINGTON YARD—Concluded.

| TRACK | INSTRUCTIONS |
|-------------|---|
| Karpen Spur | (j) 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). |
| Pony Track | (k) 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. |
| Belt Line | (l) 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. |

930-10.—COLUMBUS YARD.

| | |
|------|--|
| | (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 C. H. 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. |
| | (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: 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. |
| Main | (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. |
| | (g) <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. |
| | (h) <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 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. |

930-10.—COLUMBUS YARD—Concluded.

| TRACK | INSTRUCTIONS |
|--------------------------------------|---|
| | (i) <i>Westward Dwarf Absolute Block Signal</i> located between main tracks 20 feet west of MP-5 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. |
| Main | (j) <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. |
| | (k) <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. |
| | (l) <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 Valley Crossing. |
| East End Loaded and Empty Yard Leads | (m) <i>Movement Over Spring Switch.</i> —The Spring Switch located in lead track at east end loaded yard and empty yard is normal for movement on 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.) |

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 A. C. Tower by telephone when train is ready to proceed. |
|------|--|

930-12.—FOSTORIA YARD.

| | |
|------------------|---|
| | (a) <i>Blair Yard.</i> —Trains and engines enroute Blair Yard will not exceed a speed of 10 miles per hour. |
| Blair Yard | (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> —The spring switch located in west end No. 1 yard track is normal for movement on B. & O. transfer. 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.) |

930-13.—WALBRIDGE YARD—ROCKWELL JCT.

| | |
|------|--|
| Main | (a) Between V. R. Tower and Rockwell Jct., the yardmaster at Walbridge instead of the Train Dispatcher will supervise train and engine movements on main tracks in accordance with the rules and special instructions in effect. Yard engines will display markers when making extended movements between Walbridge-Rockwell Jct.—Presque Isle. |
| | (b) When trains are delayed, or may cause delay to other trains, the conductor or engineman will communicate with the Yardmaster at Walbridge. |

930-13.—WALBRIDGE YARD—ROCKWELL JCT.—
Continued.

| TRACK | INSTRUCTIONS |
|---------------------|--|
| Main | (c) <i>Movements Against the Current of Traffic.</i> —Rule D-151 is modified to permit movement against the current of traffic between terminal crossing Walbridge and Rockwell Jct. upon written permission of the Yardmaster at Walbridge who must know that protection has been provided before authorizing the movement. |
| | (d) Westward freight trains and engines will be governed by indications displayed on track indicator located just east of "VR" Tower: <i>Aspect</i> <i>Indication</i> A-1 Head in No. 1 track Arriving Yard. A-2 Head in No. 2 track Arriving Yard. A-3 Head in No. 3 track Arriving Yard. A-4 Head in No. 4 track Arriving Yard. H Head in Hump Receiving Yard. |
| Thoroughfare | (e) The following tracks are designated as <i>Eastward Thoroughfare Tracks</i> : <i>Arriving Yard</i>.....No. 12 Track <i>Yard D</i>.....No. 13 Track <i>Yard C</i>.....No. 5 Track The following tracks are designated as <i>Westward Thoroughfare Tracks</i> : <i>Yard D</i>.....No. 5 Track to West End No. 4 Track, Lead Track and No. 1 Track. <i>Yard C</i>.....No. 1 Track <i>Engine House—Union Station</i> ..Running Track |
| | (f) <i>General</i> : Movement against the assigned direction on specified tracks will be made only on permission of Yardmaster, or under flag protection except westward road trains pulling into the arriving yard may use No. 12 track upon the instructions of the Operator at VR Tower, who must ascertain from the Yardmaster that conflicting movements are not involved. (g) <i>Engine House and Union Street</i> : Eastward movements must be made only by permission of Yardmaster, on tracks specified by him. (h) <i>Eastbound Yard</i> : Eastward movement must not be made on No. 19 track between west end of track and crossover just east of Cummings Road overhead, without proper authority or under full flag protection. (i) <i>Cummings Road and Union Street</i> : All switches on the westward thoroughfare track will show green when lined for thoroughfare track. |
| Hump Lead | (j) Road engines enroute from Walbridge Roundhouse to their trains will call operator at "VR" Tower by Radio or Telephone regarding westbound trains entering yard before lining crossover for movement to Hump Lead. |
| No. 68 Hump | (k) Engines crossing from westbound running track to No. 68 Hump must get permission from Hump Yardmaster (when on duty), otherwise from the Yardmaster directing the movement, who must notify Car Retarder Operator in "D" Tower when such movements are to be made. After movement is completed, hand-operated switches must be restored. |
| Receiving Yard Lead | (l) <i>Hump Receiving Yard</i> : Dual-control switches and signals governing movements to and from Tracks 1 to 6 inclusive are controlled by operator at V. R. Tower. Dual-control switches must not be hand operated without permission of operator at V. R. Tower who will secure authority of yardmaster at Hump (when on duty), otherwise from Yardmaster directing the movement. When signals governing movement over dual-control switches cannot be changed to display other than "STOP", the Yardmaster may authorize movement over switches in compliance with Rule 509-A(4). |

930-14.—OTTAWA YARD.

| TRACK | INSTRUCTIONS |
|---------|---|
| Various | (a) Freight trains entering and leaving Ottawa Yard at Erie will reduce speed to eight miles per hour passing Erie Depot, for the purpose of checking cars. |
| | (b) Before leaving Ottawa Yard Puller Runs will report their destination, route and number of cars to Operator at Alexis. |
| Various | (c) <i>Dixie Highway</i> .—When Stop-Indication is displayed on block signal located at Dixie Highway, trains must stop clear of highway flasher circuit at State Line Road Crossing and call Operator. |
| | (d) Southward C&O train and engines moving to Toledo Terminal via Tower K track will stop clear of T. T. R. R. main track and will not occupy T. T. R. R. main track without verbal permission of T. T. R. R. Train Dispatcher. |
| Various | (e) <i>Stop Signal</i> .—When Stop-Indication is displayed by an interlocking signal, a member of the crew will immediately contact Towerman for instructions. |
| | (f) <i>Holding Signal</i> .—When "Holding Signal" at Hay Mill Track displays Stop-Indication, a member of crew will immediately contact the Yardmaster for instructions. |
| Various | (g) <i>Entering Yard</i> .—Puller runs entering the south end of receiving yard will stop clear of both crossovers, unless the switches are properly lined and proceed signal is received from the Switchtender. |
| | (h) On the leads at North and South end of Ottawa Yard trains must use right-hand track in direction of movement, unless given permission by Yardmaster to make movement on left-hand track. |
| Various | (i) The maximum permissible speed on north and south yard leads, Tower K Track and on No. 1 and No. 2 track between Alexis and Hallett is 20 miles per hour. |
| | (j) Hub Safety Switch in service on North Dispatch Track is indicated by letter H on the head block. |

980.—JUNCTIONS AND CROSSINGS.

ASHLAND-RUSSELL DIVISION:

| S. D. | STATION | JUNCTION OR CROSSING | RULE OR INSTRUCTION GOVERNING |
|-----------|---------------|---|---|
| LEXINGTON | | | Protected by gate. Normal position "Stop" for C. & O. trains. C. & O. crews will operate the gate for movement of their train over crossing and will reset gate in normal position after clearing the crossing. |
| | Lexington.... | Crossing of C. & O. Lexington Belt Line and L. & N. Railroad | |
| | | Junction of Lexington Subdivision and L. & N. Railroad | 98 |
| | Winchester... | Crossing of Lexington Subdivision and L. & N. Railroad. | 605 (a) |
| | Morehead.... | Junction of Lexington Subdivision and Morehead and North Fork Railroad. | 98 |
| | Ashland..... | Junction of Lexington SD and Ashland Yard | 98, T. T. S. I. 930-2(b), (c). |

ASHLAND-RUSSELL DIVISION—Concluded;

| DIV. OR S. D. | STATION | JUNCTION OR CROSSING | RULE OR INSTRUCTION GOVERNING |
|---------------|--|--|---|
| BIG SANDY | Big Sandy Jct. | Junction of Big Sandy and Kanawha Subdivisions.. | 271 |
| | Dawkins..... | Junction of Big Sandy and Dawkins Subdivisions | 98, D-251 |
| | Van Lear Jct.. | Junction of Big Sandy and Miller's Creek Subdivisions. | |
| | Middle Creek Jct..... | Junction of Big Sandy and Middle Creek Subdivisions | 98, 271 |
| | Beaver Jct.... | Junction of Big Sandy and Elkhorn and Beaver Valley Subdivisions | 271 |
| | Shelby Jct.... | Junction of Shelby Yard and Sandy Valley and Elkhorn Subdivisions | 98 |
| | Levisa Jct.... | Junction of Big Sandy and Levisa Subdivisions | 98, 271 |
| | Marrowbone Jct..... | Junction of Big Sandy and Marrowbone Subdivisions | |
| | R. C. Jct..... | Junction of Big Sandy and Road Creek Mine Extension | |
| | Dunleary Jct.. | Junction of Dunleary Passing Siding, Big Sandy Subdivision and Beaver Creek Mine Extension | See Special Instruction 930-6(a). |
| Elkhorn City. | Junction of Big Sandy Subdivision and Clinchfield Railroad | | |
| E. & B. V. | Martin Jct.... | Junction of Elkhorn and Beaver Valley and Long Fork Subdivisions | 98 |
| | Stephens Branch Jct... | Junction of Elkhorn and Beaver Valley and Stephens Subdivisions | |
| | Porter Jct..... | Junction of Elkhorn and Beaver Valley and Jones Fork Subdivisions | |
| | Wayland..... | Junction of Elkhorn and Beaver Valley and Steele Creek Subdivisions | |
| LONG FORK | Clear Creek Jct..... | Junction of Long Fork and Clear Creek Subdivisions | 98 |
| S. V. & E. | Meade Fork Jct..... | Junction of Sandy Valley and Elkhorn and Meade Fork Subdivisions | |
| | Dunham..... | Crossing of Sandy Valley and Elkhorn Subdivision and Tramway at Bethlehem Mine Corporation | |
| RUSSELL | N. J. Cabin... | Junction of Russell and Cincinnati Subdivisions | 271 |
| | Teays Jct..... | Junction of Russell Subdivision and Teays Industrial Extension | 98, 271 |
| | Greggs..... | Junction of Russell Subdivision and D. T. & I. Railroad | 98, D-251 |
| | R. A. Jct. | Junction of Russell Subdivision and B. & O. Railroad | 605 (a) |
| | V. A. Jct..... | Junction of Russell Subdivision and B. & O. Railroad | |
| | Lockbourne.. | Crossing of Russell Subdivision and Scioto Valley Electric Railway | Comply with Rule 509-A or 509-B and flag crossing when Stop-Indication displayed. |
| | C. H. Cabin .. | Junction of Russell and Columbus Subdivisions | D-251, 271 |

TOLEDO TERMINAL DIVISION:

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

HOCKING DIVISION:

| DIV. OR S. D. | STATION | JUNCTION OR CROSSING | RULE OR INSTRUCTION GOVERNING |
|---------------|--|--|-------------------------------|
| COLUMBUS | Fostoria..... | Junctions and crossings of Columbus Subdivision and the NKP (LE&W District). | 271 |
| | B&O Crossing | Crossing of NKP, NYC and the B&O. | |
| | Carey..... | Junctions and Crossings of Columbus Subdivision, CCC&StL and AC&Y. | |
| | Upper Sandusky.... | Junction and Crossing of Columbus Subdivision and PRR. | |
| | Marion..... | Junction and Crossing of Columbus Subdivision, Erie and CCC&StL. | 98, 271 |
| | Delaware..... | Junction and Crossing of Columbus Subdivision and CCC&StL. | 98, 271 and TTSI-2710-2 |
| | H. V. Junction | Junction and Crossing of Columbus Subdivision, PRR and CCC&StL. | 605 (a) |
| | L. M. Cabin.. | Junction and Crossing of Columbus Subdivision and PRR and crossing of NYC. | |
| | Frankfort St., Columbus... | Junction of Columbus Subdivision and NYC. | |
| | Mosel..... | Junction of Columbus & Athens Subdivisions. | 271 and D-251 |
| C. H. Cabin.. | Junction of Columbus and Russell Subdivisions. | | |

980.—Concluded.

HOCKING DIVISION—Concluded:

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

1006.—AIR BRAKES AND HANDLING TRAINS ON GRADES.

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

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

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

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

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

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

BIG SANDY SUBDIVISION

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

S. V. & E. SUBDIVISION

1006-4.—*Shelby Gap-Dorton*.—The use of retaining valves will not be required on trains of not more than 79 cars (including caboose) not exceeding 6,525 tons, when handled by locomotives consisting of two or more diesel units equipped with dynamic brakes in proper working order.

LEXINGTON SUBDIVISION

1006-6.—*Mt. Sterling*.—When handling cars into and out of spur tracks of Texaco, Oldham, Johnson, and Treadway, air brakes on all cars must be coupled and working.

1030.—HIGHWAY AND STREET CROSSINGS.

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

| DIV. | S. D. | STATION AND HIGHWAY OR STREET | LIMITS | SPEED APPROACHING CROSSING |
|---------|-----------|-------------------------------|------------------------------------|--|
| ASHLAND | Lexington | Lexington: Rose St. | 320 Feet east and west of crossing | 3 MPH for eastward and westward movements. |
| | | Southeastern Ave. | 575 Feet west of crossing | 3 MPH for eastward movements. |

1030-1.—Concluded.

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

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

LEXINGTON SUBDIVISION.

| STATION AND STREET | INSTRUCTIONS |
|--|--|
| Lexington: Walton Ave. Rose St. Main St. Southeastern Ave. | <p>To prevent unnecessary operation of flasher signals:</p> <p>(1) Cars or engines must not occupy track circuits operating flasher signal unless immediate movement over crossing is to be made.</p> <p>(2) Cars or engines must not be left on track circuit extending through crossing.</p> <p>(3) Trains or engines will move over and clear crossing promptly.</p> <p>The insulated rail joints at ends of track circuits extending through crossings are painted yellow.</p> <p>(4) <i>Walton Ave.</i>—When eastward absolute block signal at east end of double track displays stop indication, eastward trains or engines on either main track will stop not less than 50 feet west of crossing unless authorized to proceed. After train or engine on eastward main track has stopped, the operator will operate push button to stop operation of flasher signals.</p> <p>(5) <i>Walton Ave.</i>—<i>Pony Track.</i>—Eastward trains or engines moving to Pony track from either main track will stop at "Beginning of Flasher Circuit" sign unless all crossover switches are lined for movement.</p> <p>Westward engines using Pony track must, insofar as practicable, stop at derail, located east of crossing, unless immediate movement over crossing can be made and clear crossing promptly. When it is necessary to occupy the portion of the Pony track between Walton Avenue and derail, the operation of the flasher signal can be prevented by operating push button so marked, which is located on metal pole opposite derail. Under these circumstances, movement over crossing must not be made, unless the movement has cleared east of the derail or push button so marked has been operated to restore flasher operation.</p> |

1030-2.—LEXINGTON SUBDIVISION—Concluded:

| STATION AND STREET | INSTRUCTIONS |
|--|---|
| Lexington: Limestone, Third, Fourth, and Georgetown Streets | (6) <i>Safety Stop.</i> —Trains and engines will stop before moving over crossing. All cars moved over crossings must be coupled to engine. |

BIG SANDY SUBDIVISION.

| | |
|--------|---|
| Leach: | (7) When westward Automatic Block Signal No. 27, at Leach, displays "Stop and Proceed" indication freight trains will stop before passing sign reading "Beginning Flasher Circuit" located 250 feet east of Mile Post 3 and will not proceed until signal displays Approach or Proceed indication unless operator advises there is no train in block west of this signal. |
|--------|---|

RUSSELL SUBDIVISION.

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|------------------------|---|
| Greenup: Laurel St. | (8) Cars placed in house track must be left standing outside of the insulated rail joints east and west of Laurel Street to avoid continuous operation of flasher-light crossing signals. |
|------------------------|---|

COLUMBUS SUBDIVISION.

| | |
|----------------------------------|--|
| Delaware: Belle Point Road | (9) A push button is mounted on relay case for Trainmen to use to cut out flashers when standing on center passing siding. When flashers have been cut out, trains or engines must, when resuming movement, stop with leading wheels on street side of insulated joints at crossing and must not move over crossing until it has been ascertained that flashers are working. |
| Upper Sandusky: Spring Street | |

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

| DIV. | SUBDIVISION | LOCATION | HIGHWAY OR STREET |
|-----------------|---------------|-----------------|--|
| ASHLAND-RUSSELL | Lexington.... | Ashland..... | Winchester Avenue |
| | | Olive Hill..... | Cross Street |
| | | Winchester.... | Main Street |
| | Big Sandy.... | Marrowbone.... | State Route 195 |
| | | Harold..... | State Route 979 |
| | Russell..... | Wheeler..... | State Route 335 |
| | | Grays Branch... | Federal Access Road |
| | HOCKING | Columbus.... | Fostoria..... | McDougal Street Sandusky Street |
| Alveda..... | | | U. S. Route No. 224 |
| Carey..... | | | Findley Street U. S. Route 23 |
| Harpster..... | | | State Route No. 119 |
| Morrall..... | | | County Highway No. 66 Silver Street |
| Marion..... | | | Center Street Columbia Street |
| | | | Bellefontaine Avenue |

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

LEXINGTON SUBDIVISION:

| STATION AND STREET | INSTRUCTIONS |
|--------------------------------------|--|
| <i>Ashland:</i> Winchester Avenue | (1) Trains and engines must not move over Winchester Avenue unless the gates are down or highway traffic is protected by trainman stationed at the crossing. (2) Rail joints approximately 40 feet east and west of Winchester Avenue are painted yellow. Cars must not be left standing between the yellow rail joints. Trains approaching Winchester Avenue must stop short of yellow rail joints unless movement across crossing is to be completed at once. After crossing Winchester Avenue, entire train must be pulled clear of yellow rail joints promptly. (3) When a train or engine is delayed on the main track approaching Winchester Avenue, the gates will raise automatically after a timed interval. The gates will again lower if part of the train occupies that portion of the track between the yellow rail joints and the street. (4) Trains or engines on shop tracks or Armco tracks may cause the gates to lower by occupying that portion of the track between the yellow rail joints and the street. |
| <i>Olive Hill:</i> Cross Street | (5) Trains or engines must not move over Cross Street on yard track unless gates are down or highway traffic is protected by a trainman stationed at the crossing. Movements over cross street on commercial track must be protected by a trainman. |
| <i>Winchester:</i> Main Street | (6) Trains or engines must not move over Main Street unless the automatic highway crossing gates are down or highway traffic is protected by a trainman stationed at the crossing. |

COLUMBUS SUBDIVISION.

| | |
|--|--|
| <i>Carey:</i> Findlay Street U. S. Route 23 | (7) Trains or engines must not stand between white clearance posts located east and west of crossing. Stop should be made clear of Clearance posts unless immediate movement over crossing is to be made. (8) 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>Marion:</i> Silver Street Bellfontaine Avenue | (9) Eastward trains or engines on No. 1 or No. 2 tracks stopping west of Silver Street must be stopped west of white post. (10) Westward trains stopping at M. A. Cabin must be stopped east of white post located east of westward home signal. |

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

ASHLAND-RUSSELL DIVISION:

| S. D. | STATION AND STREET | INSTRUCTIONS |
|-----------|--|---|
| BIG SANDY | <i>Fords Branch</i> | (a) Eastward freight trains, when required to stop at Fords Branch will stop clear of road crossing 160 feet west of Eastward Absolute Block Signal. |
| | <i>L. W.-W. D. Cabin: Moore's Crossing</i> | (b) 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. |

1030-4.—Concluded.

ASHLAND-RUSSELL DIVISION—Concluded:

| S. D. | STATION AND STREET | INSTRUCTIONS |
|---------|---|--|
| RUSSELL | <i>Riverton: White Oak Crossing</i> | (c) 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 N. J. Cabin the probable time that the train will be held. If it is to be held in excess of ten (10) minutes, White Oak Crossing must be cut. |
| | <i>Greenup</i> | (d) Trains switching or unloading freight at Greenup must cut the first crossing east of Greenup Station, and leave cars not closer than sixty (60) feet east of the crossing, and thirty (30) feet west of the crossing. |
| | <i>N. J. Cabin</i> | (e) When eastward trains stop at N. J. Cabin to deliver L. & N. empties to westward Cincinnati Subdivision trains, they must leave the rear of their trains west of the first farm crossing east of eastward absolute block signal located just east of MP-1. (f) Train and Engine crews setting off cars in No. 3 set-off track or No. 1 Main track at N. J. Cabin, will cut private road crossing located approximately 40 car lengths west of east end of No. 3 set-off track. |

1030-5.—HAND BRAKES.

| DIVISION | SUBDIVISION | INSTRUCTIONS |
|--------------------------|-----------------------|---|
| ASHLAND-RUSSELL, HOCKING | All Sub-divisions.... | (a) Kicking caboose cars is prohibited except caboose cars on head end of local freight or Vauces Turn. When caboose car is to be placed on train by road crews picking up on line of road, caboose will be shoved until coupling is made. |
| ASHLAND-RUSSELL | Russell..... | (b).— <i>Between D. G. Cabin and N. J. Cabin.</i> —Crews setting off lake coal and empties on No. 1 track must set sufficient hand brakes on each end of the cut to avoid any possibility of cars rolling. Air brakes must not be depended upon to hold cars. |

1030-6.—PROTECTING HIGHWAY AND STREET CROSSINGS:

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.

Rule 1256 is modified accordingly.

1040.—HAND-OPERATED SWITCHES.

1040-1.—Normal position of designated switches:

ASHLAND-RUSSELL DIVISION:

| S. D. | STATION | SWITCH | NORMAL POSITION |
|-----------|----------|-----------------------------------|------------------------------------|
| BIG SANDY | Tram.... | Inside Switches Storage Track.... | (a) Lined for No. 1 storage track. |

HOCKING DIVISION:

| S. D. | STATION | SWITCH | NORMAL POSITION |
|----------|------------|---|-----------------|
| COLUMBUS | Owens..... | (b) The inside switch of crossover between No. 1 track and switching lead is bolt-locked to the main track switch of crossover. The main track switch must be reversed to unlock the inside switch. | For main track. |

1050.—USE OF SIDINGS AND SPECIFIED TRACKS.

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

ASHLAND-RUSSELL DIVISION:

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

HOCKING DIVISION:

| S. D. | STATION AND TRACK | INSTRUCTIONS |
|---------|-----------------------------|---|
| ATHENS | Poston Interchange... | (d) Trains or engines will not occupy Columbus and Southern Ohio Electric Company or OVE main tracks beyond the east switch of the set-off track without full flag protection in accordance with Rule 99. |
| | Cheshire OVE Interchange... | |
| POMEROY | West Athens: All Tracks... | (e) All trains will enter west Athens prepared to stop within one-half the range of vision. |
| | Callipolis: Main... | (f) All trains will approach Callipolis at restricted speed. |

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

1050-3.—BOLDMAN, KY.—Coal loading chute located over Boldman Fuel Company main supply track 585 feet from main track switch. Crews must know that chute is in upright position before passing this point.

2300.—SPACING TRAINS.

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

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

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

2300-1(a)—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.

2300-2.—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.

MOVEMENT BY BLOCK SIGNALS

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

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

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

Main tracks are numbered from north to south.

*—Indicates direction of current of traffic.

Rules 712 to 713 (b), inclusive, and Rules 721 (a) and 721 (b) are in effect within the territory listed above.

2510-1.—CLEARING MAIN TRACK—LEACH.—

Crews doing switching will promptly clear the Eastward and Westward tracks on their arrival, reporting to the operators at Big Sandy Jct. and Louisa or Paintsville when their train is clear of the main tracks.

2510-2.—MOVEMENT AGAINST CURRENT OF TRAFFIC.—BIG SANDY JCT.—

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

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

| DIV. | S. D. | RULES | BETWEEN | TRACK | |
|-----------------|-----------------|---------------|--|--|--------------|
| ASHLAND-RUSSELL | Russell | 271-278.. | R. U. Cabin and R. J. Cabin..... | Passenger Main | |
| | | 271-279 (b).. | Eastbound Yard and R. J. Cabin... R. J. Cabin and Riverton | Freight Main Nos. 1, 2 and 3 | |
| | Lex. | 271-278.. | Riverton and D. G. Cabin..... | No. 2 | |
| | | 271-278.. | D. G. Cabin and N. J. Cabin..... | Nos. 1, 2 and 3 | |
| | ASHLAND-RUSSELL | Lex. | 271-278.. | N. J. Cabin and eastward absolute block signals at West End Robbins Center Passing Siding..... | Nos. 1 and 2 |
| | | | 271-278.. | Aden and Olive Hill..... | Single |
| | | Big Sandy | 271-278.. | L. W. Cabin and W. D. Cabin..... | Nos. 1 and 2 |
| | | | 271-278.. | W. D. Cabin and R. B. Cabin..... | Single |
| | | Big Sandy | 271-278.. | R. B. Cabin and C. H. Cabin..... | Nos. 1 and 2 |
| | | | 271-278.. | C. H. Cabin and K. X. Cabin..... | Single |
| Big Sandy | | 271-278.. | K. X. Cabin and J. B. Cabin..... | Nos. 1 and 2 | |
| | | 271-278.. | J. B. Cabin and G. C. Cabin..... | Single | |
| Big Sandy | | 271-278.. | G. C. Cabin and S. K. Cabin..... | Nos. 1 and 2 | |
| | | 271-278.. | S. K. Cabin and B. U. Cabin..... | Single | |
| ASHLAND-RUSSELL | Big Sandy | 271-278.. | Johns Creek and O. X. Cabin..... | Nos. 1 and 2 | |
| | | 271-278.. | O. X. Cabin and E. M. Cabin..... | Single | |
| | Big Sandy | 271-278.. | E. M. Cabin and Beaver Jct..... | Nos. 1 and 2 | |
| | | 271-278.. | Beaver Jct. and westward absolute block signal located 1557 feet east of M. P. 103..... | Single | |
| | Big Sandy | 271-279 (b).. | Westward absolute block signal located 1557 feet east of M. P. 103 and eastward absolute block signal located 1355 feet east of M. P. 106.. | Single | |
| | | 271-278.. | Eastward absolute block signal located 1355 feet east of M. P. 106 and F. O. Cabin..... | Nos. 1 and 2 | |
| | Big Sandy | 271-278.. | F. O. Cabin and Fords Branch..... | Nos. 1 and 2 | |
| | | 271-278.. | Fords Branch and westward absolute block signal located 1949 feet west of M. P. 127..... | Single | |
| | Big Sandy | 271-279 (b).. | Westward absolute block signal located 1949 feet west of M. P. 127 and westward absolute block signal located 228 feet east of M. P. 128.. | Single | |
| | | 271-278.. | Beaver Jct. and Arkansas..... | Single | |
| ASHLAND-RUSSELL | E. & B. V. | 271-278.. | C. H. Cabin and Mosel. See Note 1... Mosel and Third Running Track. See Note 1..... | Single Eastward | |
| | | 271-278.. | H. V. Jct. and westward absolute block signals located 450 feet west of P. R. R. Crossing, Upper Sandusky..... | Nos. 1 and 2 | |
| | | 271-279 (c).. | Eastward absolute block signals located 3550 feet east of M. P. 65, Upper Sandusky, and V. R. Tower.. Upper Sandusky, between westward absolute block signals 450 feet west of P. R. R. Crossing and eastward absolute block signal 3550 feet east of M. P. 65..... | Nos. 1 and 2 | |

2710.—Concluded.

| TOL. TERM. | DIV. | S. D. | RULES | BETWEEN | TRACK |
|------------|------|-------|-----------|--|--------|
| | | | 271-278.. | V. R. Tower and Walbridge. See Note 1..... | Single |

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

Main tracks are numbered from north to south.

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

5010.—AUTOMATIC BLOCK SYSTEM.

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

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

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

| DIV. | S. D. | LOCATION | INSTRUCTIONS |
|---------|------------------------|--------------|--|
| HOCKING | Columbus | Winchester.. | (a) Rule S-504 (a) is modified to permit the local freight 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) and Rule 99. When communication has failed the local freight may enter the main track, if timetable and train order authority permits, after complying with Rule 505 (b) and Rule 99. |
| | | Delaware ... | (b) In addition to complying with Rules 509-A or 509-B, when Stop-indication is displayed, movement over CCC&StL Railroad Crossing must be protected against movement on CCC&StL Railroad. |
| Pomeroy | Campbell's Tunnel..... | | (c) Block signals located east and west of Campbell's Tunnel indicate block condition through the tunnel only. When Stop-indication is displayed, trains or engines must be preceded by a flagman to opposing block signal. |

5010-3 (b).—ENGINES OPERATING ON PASSENGER TRAINS WITH AUTOMATIC TRAIN STOP DEVICE CUT-IN OVER TERRITORY NOT EQUIPPED WITH INDUCTORS TO ACTUATE TRAIN STOP DEVICE. Automatic train-stop device on engines handling passenger trains will be operated with cut out cock sealed in normal cut-in position over territory not equipped with inductors to actuate train-stop device in accordance with the following instructions.

- (1) The automatic train-stop device will not provide protection to the train and has no normal function in unequipped territory.
- (2) On engines so equipped the Engineer must be familiar with the procedure for resetting and cutting out train-stop device.

5010-3 (b).—Concluded.

- (3) 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.
- (4) 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.

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

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

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

| DIVISION | SUBDIVISION | LOCATION OF FENCE |
|----------------------|--------------|-------------------|
| ASHLAND-RUSSELL..... | Russell..... | MP 3.7 and MP 3.8 |

6050.—INTERLOCKING RULES.

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

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

HOCKING DIVISION—POMEROY SUBDIVISION.

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

6050-3 (a).—Distant Signals:

| LOCATION | ASPECT | INDICATION | IN EFFECT |
|--------------|---|---------------------------------|---|
| DUNDAS, O... | Diagonal forked endsemaphore, and/or lunar white light. | Prepare to stop at next signal. | At distant signals approaching Dundas Interlocking. |

Definition of Distant Signal.—A non-block signal displaying a single indication governing the approach to a fixed signal.

7130.—LOCATION AND USE OF SPRING SWITCHES.

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

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

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

| DIV. | S. D. | LOCATION | ASPECT | INDICATION |
|-----------|------------|--------------|--------------|--|
| ASH.-RUS. | Meade Fork | Gap Switch.. | Yellow light | Proceed over spring switch not exceeding designated speed. |
| | | | Red light | Stop. Facing movement must not be made over spring switch until it has been examined to insure that the switch is lined and facing properly. |
| HOCK. | Cols. | Fostoria.. | | |

12070.—EXTINGUISHING FIRE IN JOURNAL BOXES:

Water, snow, or other liquid must not be used in journal boxes to cool journals. Fire extinguishers must not be used in journal boxes.

(First paragraph of Rule 1207 of Book of Rules and first paragraph of Rule E-1102(d) of Passenger and Freight Train Handling Book, modified accordingly.)

MOVEMENT OF MOTOR CARS

MISCELLANEOUS

HOCKING AND TOLEDO TERMINAL DIVISIONS:

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

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

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

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

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

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

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

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

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

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

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

SURGICAL STAFF

| STATION | NAME | OFFICE ADDRESS | TELEPHONE No. |
|-------------------|-------------------------------|-------------------------------------|--|
| Ironton, O. | G. N. Spears | 2213 S. Ninth St. | 3616 |
| | *W. F. Marting | 303 South 5th St. | 111 |
| Russell, Ky. | *J. G. Boggs | 515 Belfont Ave. | |
| | *Chas. B. Johnson | 220 Ferry St. | 189 |
| | *C. I. Haeberle | 502 Etna St. | |
| South Shore, Ky. | *C. A. Thompson | South Shore, Ky. | 76021 |
| Waverly, O. | *R. M. Andre | Waverly, O. | 69 and 7 |
| Chillicothe, O. | *H. M. Crumley | 84 W. 2nd St. | 5396 |
| Asheville, O. | *R. S. Hosler | Asheville, O. | 183 |
| Kingston, O. | *R. E. Lightner | Main St., Kingston, O. | 7951 |
| Sciotoville, O. | *Wm. J. Hartlage | 5929 Gallia St. | Scioto 171 |
| Circleville, O. | *V. D. Kerns | 143 E. Main St. | |
| Columbus, O. | *Drew L. Davies | 40 S. 3rd St. | CA-1-6822 |
| | Wm. B. Harris | 322 E. State St. | CA-4-7174 |
| Delaware, O. | *Edward C. Jenkins | 470 S. Sandusky Ave. | 3-7071 |
| Marion, O. | *Daniel M. Murphy | 399 East Church St. | DUpont 3-7182 |
| Fostoria, O. | *G. H. W. Bruggemann | 220 W. Tiffin St. | 2721 |
| Toledo, O. | *T. H. Brown | 3636 Monroe St. | Cherry 13191 |
| | *H. P. Drake | 316 Michigan | CH 4-7900 |
| Lancaster, O. | *Wm. D. Monger | 414 E. Main St. | OL-4-0712 |
| Logan, O. | *C. F. Shonk | 69 S. Market St. | 5-2028 |
| Nelsonville, O. | *J. L. Webb | 327 Fort St. | 151 |
| Wellston, O. | *J. L. Frazer | 16 N. Ohio Ave. | 4-2211 |
| Pomeroy, Ohio | R. E. Boice | 208 E. Main St. | WYandotte 2-2503, Res. WYandotte 2-3839 |
| Ashland, Ky. | *Frank W. Gwinn | 416 Kitchen Bldg. | EA-4-4212 |
| | J. Marvin Keeton (Surgeon) | 1190 Second Nat. Bank Bldg. | 3873 |
| | *Wm. E. Hoy, Jr. | 402 Kitchen Bldg. | EA-4-3343 |
| | *H. C. Stambaugh | 313 Mayo Arcade | 1456 |
| | *Walter F. Williams (Oculist) | 2321 Lexington Ave. | EA-4-4828 |
| Olive Hill, Ky. | *T. D. Goodman | 402 Second Nat. Bank Bldg. | 150 |
| | D. Fortune | Railroad St. | 78 |
| Morehead, Ky. | *E. D. Blair | 425 Main St. | 267 |
| Mt. Sterling, Ky. | *Frank K. Sewell | 41½ W. Main St. | |
| Winchester, Ky. | *R. H. Scobee | 120 So. Main St. | Office 63—Res. 1499 |
| | E. W. Christensen | Lexington Clinic, 1221 So. Broadway | 3600 |
| | M. G. Brown | Lexington Clinic, 1221 So. Broadway | 3600 |
| | *Wallace E. Herrell | Lexington Clinic, 1221 So. Broadway | 3600 |
| | *R. B. Simons | Lexington Clinic, 1221 So. Broadway | 3600 |
| | Peter Jones | Lexington Clinic, 1221 So. Broadway | 3600 |
| | James L. Stambaugh | Lexington Clinic, 1221 So. Broadway | 3600 |
| | Francis M. Massle | Lexington Clinic, 1221 So. Broadway | 3600 |
| | Eugene Todd | Lexington Clinic, 1221 So. Broadway | 5-3610 |
| | *Lawrence E. Hurl | 410 Security Trust Bldg. | |
| | *James B. Holloway, Jr. | 1221 So. Broadway | |
| | *A. L. Cornish | 1221 So. Broadway | 3600 |
| *Carl H. Fortune | 1221 So. Broadway | 3600 | |
| *J. A. Ballard | 203 W. 2nd St. | 2-2360 | |
| *N. L. Bosworth | 109 Esplanade | 2-6767 | |
| Frankfort, Ky. | E. W. Christensen | Lexington Clinic, 1221 So. Broadway | 3600 |
| | W. L. Cooper | Lexington Clinic, 1221 So. Broadway | 3600 |
| | *E. L. Moore | 288 Limestone St. | 3976 |
| Louisville, Ky. | *B. B. Baughman | 401 W. Main St. | |
| Pikeville, Ky. | *James C. Drye | 323 E. Chestnut St. | |
| | *Winston N. Bloch | 416 Brown Bldg. | |
| Martin, Ky. | *A. G. Osborne | Clinic—Caroline St. | Res. 106—Office 162 |
| | *M. D. Flanary | Caroline Ave. | Res. 72—Office 370 |
| Lackey, Ky. | *C. L. Allen | Martin, Ky. | 2011 |
| Wayland, Ky. | *M. M. Collins | Lackey, Ky. | 36W |
| Hi-Hat, Ky. | *M. V. Wicker | Wayland, Ky. | Res. 10-X—Office 10-J |
| Prestonsburg, Ky. | *C. B. Cann | Hi-Hat, Ky. | 5321 |
| Paintsville, Ky. | *A. J. Davidson | Highland Ave. | 208J |
| Louisa, Ky. | *P. B. Hall | Hospital—Euclid Ave. | 200J |
| | *Geo. P. Carter | Louisa Gen. Hosp. | 194 |
| | *F. F. Shely | 102 Maple Ave. | 226 |

*Asterisk indicates doctor who will respond to emergency call.

INDEX OF SPECIAL INSTRUCTIONS

| Instruction: | Page | Instruction: | Page |
|--|-------|--|----------|
| A-1.—Location of single and two or more main tracks | 9 | 830-3(l).—Columbus Union Station—Verbal Clearance for trains originating | 16 |
| A-2.—Tracks of other railroads that may be used by C. & O. R'y trains and engines | 9 | 830-3(m).—West Athens—Secure verbal permission to leave | 16 |
| A-3.—Tracks of C. & O. R'y that may be used by N. Y. C. and B. & O. trains and engines | 9 | 830-3(n).—Pomeroy—Secure verbal permission to leave | 16 |
| 30-1.—Location of Standard Clocks and Watch register forms | 9-10 | 840-1.—Starting passenger trains | 16 |
| 30-2.—Location of Bulletin and Notice Books | 10 | 840-2.—Passenger Train Starting Signal Ashland | 16 |
| 40.—Maximum Authorized Speed between specific points | 10 | 840-2(a).—Passenger Train Starting Signal Marion | 16 |
| 40-1.—Speed Restrictions for trains and engines | 10-11 | 930-1.—Where yard rules are in effect | 16 |
| 40-2.—Speed Restrictions: Engines and Equipment | 11 | 930-1(a).—Display of headlight by yard engines | 16 |
| 40-3(a).—Back-up movements (4 or more diesel units) | 11 | 930-1(b).—Detached caboose cars | 16 |
| 40-3(b).—Pusher Service (no more than 3 diesel units) | 11 | 930-2.—Ashland Yard | 16 |
| 40-3(c).—Hauling dead or disabled engines | 11 | 930-3.—Russell Yard | 16-17-18 |
| 40-3(d).—Rail Cars, must be handled on rear passenger trains | 11 | 930-4.—Paintsville Yard | 19 |
| 40-3(f).—Scale Tracks, engines must not use live rail | 11 | 930-5.—Shelby Yard | 19 |
| 40-3(g).—Engine Restrictions on designated tracks | 11-12 | 930-6.—Elkhorn City Yard | 19 |
| 40-3(h).—Engine Restrictions on Bridges and Trestles | 12 | 930-7.—Martin Yard | 19 |
| 40-3(i).—Where reachers must be used | 12 | 930-8.—Olive Hill Yard | 19 |
| 40-4.—Rotating Machinery; 40-4(a) through 40-4(h-l) | 12-13 | 930-9.—Netherland-Lexington Yard | 19-20 |
| 40-4(i).—Flat Cars | 13 | 930-10.—Columbus Yard | 20 |
| 40-4(j).—Dump Cars | 13 | 930-11.—Marion Yard | 20 |
| 40-4(k).—Scale Test Cars | 13 | 930-12.—Fostoria Yard | 20 |
| 40-4(l).—Clearance Car X-1836 | 13 | 930-13.—Walbridge—Rockwell Jct | 20-21 |
| 40-4(m).—Wood Rack Cars | 13 | 930-14.—Ottawa Yard | 21 |
| 40-4(n).—Camp Cars | 13 | 980.—Junctions and Crossings | 21-22-23 |
| 40-4(o).—Postal Cars | 13 | 1006.—Air Brakes, Handling trains on grades | 23 |
| 40-4(p).—Equipment Restrictions on Designated Tracks, Bridges or Trestles | 13-14 | 1030-1.—Automatic Flasher Light Crossing Signals (Instructions) | 23-24 |
| 40-4(q).—Handling Foreign line cars | 14 | 1030-2.—Additional Instructions—Highway and Street Crossings | 24 |
| 40-4(r).—Handling cars 70 ton or 210,000 capacity | 14 | 1030-3.—Automatic Crossing Gates (Instructions) | 24 |
| 150-1.—Handling trailer cars on rear of Budd cars | 14 | 1030-3(a).—Additional Instructions (Automatic Crossing Gates) | 25 |
| 190-1(a).—Markers: Display of markers by foreign line railroads on C. & O. R'y | 14 | 1030-4.—Instructions to prevent blocking designated crossings | 25 |
| 190-1(b).—Where Reflex Markers may be used | 14 | 1030-5.—Hand Brakes—All Subdivisions—Setting off Lake Coal DG Cabin | 25 |
| 310-1.—Use of Engine Whistle and Bell at designated points | 14 | 1030-6.—Protection required when crossings are cut | 25 |
| 820-1(a).—Use of Train Register at Hill Track Switch Ashland Jct | 15 | 1040-1.—Normal position of designated switches | 25 |
| 830-2.—Subdivisions where Train Register (Rule S-83(g) in effect) | 15 | 1050-1.—Instructions governing use of specified tracks | 26 |
| 830-2(a).—N. & W. Trains at Teays—Atomic Junction | 15 | 1050-2.—Industrial tracks—Building equipped with gates or doors | 26 |
| 830-2(b).—Registering of C. & O. and N. & W. trains Atomic Energy Spur | 15 | 1050-3.—Boldman, Ky. coal loading chute | 26 |
| 830-2(c).—Rule S-83(g) modified at Nelsonville | 15 | 2300.—Where Train Spacing Rules 230-233, inc., are in effect | 26 |
| 830-2(d).—Rule S-83(g) modified on Millers Creek Subdivision | 15 | 2300-1.—Where following movements are permitted | 26 |
| 830-2(e).—Rule S-83(g) modified on Stephens Subdivision | 15 | 2300-1(a).—Holding Signals at Kanauga | 26 |
| 830-3.—Where Trains may leave without Clearance Form A | 15 | 2300-2.—Trains operating on Form B, when office opens | 26 |
| 830-3(a).—Train Order Signals displayed in lower quadrant: Walbridge and on Athens, Pomeroy and Jackson Subdivisions | 15 | 2510.—Where Rules D-251-254, inc., are in effect | 26 |
| 830-3(b).—Where Trains are required to get Clearance Form A before leaving | 15 | 2510-1.—Clearing main track at Leach | 26 |
| 830-3(c).—Marrowbone—No. 36 authorized to assume schedules of No. 55 and No. 56 | 15 | 2510-2.—Movement against current of traffic Big Sandy Jct | 26 |
| 830-3(d).—Wayland—Train order signal does not apply to Steele Creek S. D. | 15 | 2710.—Where Rules 271-279(c) are in effect | 27 |
| 830-3(e).—Shelby—Train order signal does not apply to Westward S. V. & E. S. D. | 15 | 5010-1.—Where Rules 250-A, 250-B, 281 to 296, inc., and 501-521, inc., in effect | 27 |
| 830-3(f).—Paintsville—Train order signal does not apply to Dawkins S. D. | 15 | 5010-2.—Additional Instructions—Winchester—Delaware—Campbells Tunnel | 27 |
| 830-3(g).—NC Cabin—Eastward Train order signal does not apply Lexington S. D. Trains | 15 | 5010-3(b).—Train Stop device in non-equipment territory | 27-28 |
| 830-3(h).—Jackson—Westward Jackson S. D. Trains get Clearance Form A | 15 | 5010-4.—Slide Detector Fences | 28 |
| 830-3(i).—RJ Cabin—Train order signal does not apply to trains originating or terminating | 15 | 6050-1.—Where Interlocking Rules are in effect | 28 |
| 830-3(j).—M. D. Cabin, Marion—Train order signal does not apply to trains originating | 16 | 6050-3(a).—Distant Signals Dundas | 28 |
| | | 7130-1.—Location and use of Spring Switches | 28 |
| | | 7130-3.—Spring Switch Aspects and Indications not in conformity with Rules | 28 |
| | | 12070.—Extinguishing fire in journal boxes | 28 |
| | | MC-9.—Movement of Motor Cars | 29 |
| | | A and B.—Miscellaneous: High voltage wires—Accidents | 29 |
| | | Surgical Staff | 30 |
| | | Note.—Additional instructions relating to regular trains may be found on Schedule Pages. | |

