
NW

**Norfolk and Western
Railway Company**

Eastern Region

Scioto Division

Timetable No. 7

Effective Sunday, July 8, 1979

12:01 A. M. Eastern Standard Time

7

For Information of Employees Only



IT'S ENTIRELY IN YOUR HANDS

Depending on whether this car reaches its destination safely, with car and its valuable contents in good condition and on time, it's up to YOU.

YOU'RE THE EXPERT WHO CAN DO IT!

Kenova District—Westward

Miles from Norfolk	STATIONS	Mile Post	T. O. Stations	Interlockings	Railroad Crossing	Sidings, Capacity in feet
452.7	East Williamson	N 468.1	DN			Yard
454.2	Williamson	469.7		X-R		
461.5	Nolan	477.6				6800*
468.1	Naugatuck	484.3				3650*
472.4	Wolf Creek Br. Jct.	Na .0				
477.0	Stonecoal	4.0				3800* 2800*
480.5	Tunnel 4	8.9				
484.1	Tunnel 7	12.4				
486.4	Webb	16.0				9485*
492.8	Glenhayes	18.2				9460*
499.1	See	24.7				
501.9	Fort Gay	31.0		X-R		
507.3	Hewlet	33.8				
514.1	Prichard	39.2				9700*
519.3	Cyrus	45.9		X-R		5000*
523.1	Neal	51.2				9530*
527.3	Kenova	55.0		X-R		9100*
529.5	South Point	59.2				Yard
539.2	Ironton	N 567.9				
545.3	Union	570.0				
550.5	Gennetts	579.9		X-R	DT&I	Yard
564.3	East Portsmouth	586.0		X-R		8155
565.2	G. S. Tower	591.3				6275*
566.4	Portsmouth	605.0				Yard
		605.9	DN	X		
		607.1		X		

Note: Traffic Control in effect on eastward main track only between Tunnel 7 and double crossovers east of Kenova MP Na 57, and on both main tracks between double crossovers east of Kenova and South Point MP N-570.

On eastward main track west end of Union between MP N-587 and Haverhill, MP N-589.

On eastward main track between east end Star Yard MP N-602.1 and G. S. Tower.

On both main tracks between G. S. Tower and Portsmouth.

Wolf Creek Branch—Westward

Distance	STATIONS	Mile Post	T. O. Stations	Interlockings	Sidings, Capacity in feet
.0	Wolf Creek Br. Jct.	Na 4.0			
1.4	Pilgrim Siding	WC 1.4			956Q
2.8	Pilgrim	2.8			
6.7	Pigeon Roost	6.7			9905
8.5	Martiki	8.5			
12.0	Coalpoint	12.0			
13.0	Pontiki	13.0			
13.5	Bradbury	13.5			
15.3	Rowe Siding	15.3			9700
15.5	Toptiki	15.5			
23.2	End of Line	23.2			

*Denotes storage track.

X—Interlocking.

X-R—Remote Control Interlocking.

Columbus and Cincinnati Districts—Westward

Miles from Norfolk	STATIONS	Mile Post	T. O. Stations	Interlockings	Railroad Crossing	Sidings, Capacity in feet
564.3	COLUMBUS DIST.					
	East Portsmouth	N605.0				Yard
565.2	G. S. Tower	605.9	DN	X		
566.4	Portsmouth	607.1		X		
567.5	Vera	608.5		X-R		
584.4	Sargents	626.1				
589.2	Piketon	630.8				
593.6	Glen Jean	635.3		X-R	DT&I	
594.6	Waverly	636.4				
598.5	Omega	640.3				
610.2	A Lunbeck	652.0				
613.3	B Renick	655.1		X-R	B&O	Yard
614.2	S Chillicothe	656.0		X-R	B&O	
624.5	Kingston	666.7				4060*
631.0	Dorney	673.0				10694*
633.6	Circleville	675.7		X-R	N&W	
636.5	Ritts	678.5				8300*
642.4	Ashville	684.5				
650.6	Miner	693.0				8600*
654.6	Valley Crossing	696.7		X-R	C&O	
656.8	Bannon	698.8	DN	X	CR	
661.7	Joyce Avenue (C. W. Tower)	703.7	DN	X-R	CR	Yard
	CINCINNATI DIST.					
566.4	Portsmouth	C106.2	DN	X		
567.5	Vera	105.0		X-R		
575.8	McDermott	96.8				
579.1	Brookside	93.4				6160
590.1	Rarden	82.5				5554
600.4	A Peebles	71.9				
604.7	B Lawshe	67.8				6099
612.0	S Mt. Zion	60.5				6016
624.9	Sardinia	47.7				5964
641.9	Afton	30.6				5999
648.3	Batavia	24.2				3961
659.5	Ancor	13.0				6898
662.4	Newtown	10.2				
663.6	Clare	9.0	DN	X-R	N&W	Yard

Traffic Control in effect on eastward main track between east end Star Yard M.P. N-602.1 and G. S. Tower.

On both main tracks between G. S. Tower and Portsmouth.

On eastward main track between Portsmouth and Vera.

Between M.P. N-642.1, west of Omega and M.P. N-656.9, Chillicothe.

*Denotes Storage Track.

X—Interlocking. X-R—Remote Control Interlocking.

Sandusky District—Westward

Miles from Norfolk	STATIONS	Mile Post	T. O. Stations	Interlockings	Railroad Crossing	Sidings, Capacity in feet
661.7	Joyce Avenue (CW Tower)	1.1	DN	X	CR	
663.5	Fields	2.1				
670.0	Worthington	8.6		X-R	CR	
675.0	Powell Road	13.6				
677.9	Lewis Center	16.5				
685.2	Delaware	23.8				
687.4	M.P. 26	26.0				
692.6	Troyton	31.2				
696.4	Waldo	35.0				
704.4	South Marion	43.0				
706.6	Marion (AC Tower)	45.2		X	CR	Yard
712.6	Harvey	51.2				
724.3	A Colsan	62.9		X-R	CR	
726.7	B Benson	65.3				13203
735.1	S Chatfield	73.7		X-R	Pgh Divn.	
738.0	Carrothers	76.6		X-R		
739.3	North Carrothers	77.9				
744.5	Attica	83.1		X-R	B&O	
751.7	Frank	90.3				10029
757.0	Flat Rock	95.6				8035
757.6	Bellevue	96.2	DN	X	{LE Divn. Pgh Divn.	
760.4	North Bellevue	99.0				
767.3	Bayside	105.9				
772.4	Sandusky	111.0		X-R	CR	

Traffic Control in effect on WESTWARD track only between M.P. 26 and Troyton.

X—Interlocking. X-R—Remote Control Interlocking.

Between Williamson and Kenova

WESTWARD First Class 67 Daily	Timetable No. 7 Effective July 8, 1979	EASTWARD First Class 66 Daily
STATIONS		
P.M.		A.M.
10.00	Rawl	7.56
s 10.25	WILLIAMSON	s 7.50
11.07	Tunnel 7	6.58
12.05A	Kenova	6.00
12.35*	KV Cabin	5.50*
A.M.		A.M.

*These times for information only.

NOTE: Except where further restricted, speed of passenger trains being operated with one or more AMTRAK SDP-40F six (6) axle locomotive units (numbered 500 through 649) is restricted to forty (40) miles per hour on all curves.

These units can be further identified by "SDP-40F" stamped on the builder's plate which is located on the outside of carbody in the vicinity of the control cab.

SCIOTO DIVISION

SPECIAL INSTRUCTIONS

1. CLOCKS SHOWING STANDARD TIME—BULLETIN BOOKS

Location	Office	Standard Bulletin	
		Clock	Book
Williamson	Yard		X
	Telegraph	X	
Kenova	Yard	X	X
East Portsmouth	Hump	X	X
	East Yard	X	X
	Caller's	X	X
Chillicothe	Fr. Station		X
Circleville	Crew Locker Room	X	X
Watkins	Yard		X
Joyce Avenue	Yard	X	X
Crestline	CR Pass. Sta. and Enginehouse		X
Toledo	CR Crew Dispr.'s Outer Yard		X
Bellevue	Yard	X	X
	Enginemen's Locker Room	X	X
Sandusky	Enginehouse	X	X
Clare	Yard	X	X
	Enginemen's Reg. Room ..	X	X
Berry	Yard	X	
	Enginemen's and Trainmen's Room		X

2. REGISTERING OF TRAINS

Train registers are located and trains will register as follows:

(a) Trains originating or terminating at Williamson, Kenova, Portsmouth, Circleville, Joyce Avenue, Clare, Bellevue, or Sandusky will register at that point.

(c) The movement of trains on the Branches and Spurs listed below will be governed by Train Registers located as indicated:

Nolan, Long Fork, and Sidney Spurs—Nolan
Lenore Branch west of Millstone—Millstone
Wayne Branch—Kenova
Atomic Spur—Teays
Hillsboro Branch—Sardinia

The first train registering on the Branch or Spur is authorized to occupy it without protecting against other trains.

When the train register indicates the track section is occupied by a train, another train must not occupy the track section without protecting against such train, except when written flagging instructions are arranged between conductors of trains concerned.

When flagging instructions are made, the conductors must use every precaution to guard against error or misunderstanding and will give each engineman a copy.

(d) Trains other than the regular shifter must protect themselves when using Buck Creek Branch.

(e) Trains other than regular shifter will not use Teays Spur except by special instructions.

(f) Where necessary, Conductor's Check of Train Register (Form C.T. 24-A) will be filled out and delivered to each engineman.

(g) Timetable direction on all Branches and Spurs is WEST from junction switch except for Wayne Branch, which is EAST from Kenova.

2-A. CLEARANCE CARD

At the following stations, trains will get a clearance card before leaving:

Williamson—Westward trains originating.

Kenova—Trains originating.

*GS Tower—Westward Cincinnati District trains.

Portsmouth—Eastward Kenova District trains.

Joyce Avenue Yard—Eastward Columbus District trains.

CW Tower—Sandusky District westward trains.

Bellevue Tower—Sandusky District eastward trains.

Clare—Eastward trains.

*Train order signal at GS Tower is for Columbus District westward trains only.

3. RAILROAD CROSSINGS AT GRADE

All Interlockings

Engines or cars must not be detached and left standing entirely between the opposing home signals governing movement over a railroad crossing at grade nor entirely between derails protecting such crossing.

Rule 353, Book of Rules, applies in approach to all interlockings.

Automatic Interlockings

Trains or engines arriving at home signal indicating Stop, will be governed by instructions posted at that location. In the event instructions may have been destroyed, train dispatcher will be contacted immediately, and his instructions will apply.

Remote Control Interlockings

Trains or engines arriving at home signal indicating Stop, must secure permission from control operator to proceed and in addition must comply with any instructions which may be posted at that location to move over crossing.

Non-Interlocked

All trains and engines must come to a full STOP before crossing any railroad at grade, except when protected by interlocking, not less than 200 feet nor more than 800 feet from such crossing and will not proceed until proper signal is displayed and route is clear.

(a) Railroad Crossings at Grade Not Shown on Station Pages:

Clare-Berry Yard:

Interlocked:

*Idlewild (CR)

Bond Hill (B&O)

Non-Interlocked:

@Ivorydale (CR)

*At Idlewild push buttons are installed in boxes located in the vicinity of the signals governing movements across the CR crossing and Dana Avenue. If a train or engine is delayed in the approach to these signals, the signal will change to a Stop and Stay position. A member of the crew will then operate the push button nearest the signal and if conditions warrant the signal will clear after an allotted time.

@At CR crossing at Ivorydale, trains and engines shall not proceed until track is plainly seen to be clear.

4. SPEED RESTRICTIONS

LOCATION AND CONDITIONS	Maximum Speed Miles Per Hour All Trains and Engines
4(a). KENOVA DISTRICT	
Between Williamson and M.P. Na 22.5	40
Between M.P. Na 22.5 and Kenova	50
Between Kenova and East End Star Yard	60
EXCEPT:	
Over weigh-in-motion scales, Prichard	4
Over Ohio River Bridge and Viaduct, Kenova	35
Within corporate limits, South Point and Ironton	40
Over DT&I crossing, Ironton	45
Through crossovers and turnouts as follows:	
Crossover M.P. 470.4, Williamson	40
Double crossovers Borderland, M.P. 475.6	40
Crossover west end Naugatuck middle track	40
Crossover west of Naugatuck wye	40
Turnout Wolf Creek Branch Jet	25
Turnout east end and west end Tunnel 1	40
Turnout east end and west end Tunnel 3	40
Turnout east end Tunnel 4	40
Turnout west end Tunnel 7	40
Double crossovers, See	45
Crossovers, east end Prichard,	
East crossover	45
West crossover	25
Double crossovers M.P. Na 57, east of Kenova	45
Double crossovers South Point	45
Over 23rd Street crossing, U.S. Route 60 Kenova Belt Line	5
Branches	
Nolan Spur	12
Long Fork Spur	12
Sidney Spur	12
Wolf Creek Branch	25
Buck Creek Branch	12
Lenore Branch between:	
Naugatuck and Millstone Yard	20
Millstone Yard and Scarlet Glen	12
Wayne Branch between:	
Kenova and East Lynn	25
EXCEPT:	
When handling 250-ton derrick over Bridge 772, M.P. W-1.5	5
4(b). PORTSMOUTH TERMINAL	
Between East End Star Yard and GS Tower,	
Westward track	60
Eastward track	30
Between GS Tower and Portsmouth, M.P. 607.1	20
Between Portsmouth and Vera	30
4(c). COLUMBUS DISTRICT	
Between Vera and M.P. 642,	
Westward track	60
Eastward track	50
Between M.P. 642 and M.P. 657	60
Except within city limits Chillicothe	20
Between M.P. 657 and M.P. 667, Kingston,	
Westward track	40
Eastward track	50
Between M.P. 667 and M.P. 702.5, east of Joyce Ave.,	
Westward track	60
Eastward track	50

4. SPEED RESTRICTIONS

LOCATION AND CONDITIONS	Maximum Speed Miles Per Hour All Trains and Engines
Between M.P. 702.5 and Joyce Avenue	15
Over N&W crossing Circleville, C&O crossing Valley Crossing, and CR crossing Bannon	40
Over grade crossings within corporate limits, Columbus	45
Through turnouts at ends of double track near M.P. N-642 and M.P. N-652	45
Through turnouts at ends of double track at M.P. N-655 plus 1535 feet and M.P. N-656 plus 4860 feet, Chillicothe	35
Branches	
Teays Spur and Atomic Spur	15
Trains and engines operating on Atomic 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.	
4(d). SANDUSKY DISTRICT	
Over grade crossings within corporate limits, Columbus	45
Between:	
CW Tower and M.P. 2.3, Eleventh St. Overhead	25
M.P. 2.3 and Powell Road	60
EXCEPT:	
On EASTWARD track between M.P. 8 and M.P. 9.5	50
Powell Road and South Marion	60
EXCEPT:	
On EASTWARD track between M.P. 26 and Troyton	50
Westward track, between:	
South Marion and M.P. 44	35
M.P. 44 and M.P. 46.5	20
M.P. 46.5 and M.P. 47.5	35
M.P. 47.5 and Harvey	50
Eastward track, between:	
Harvey and M.P. 46.2	50
M.P. 46.2 and M.P. 44	20
M.P. 44 and South Marion	35
Between Harvey and Colsan	60
Over CR crossings at Colsan	35
Over CR connecting track at Colsan	10
Between:	
Colsan and Chatfield	50
Chatfield and North Carrothers,	
Westward track	60
Eastward track	50
North Carrothers and Bellevue	60
EXCEPT:	
Over B&O Crossing at Attica	40
Through Bellevue Interlocking	15
Between Bellevue and M.P. 98	20
Between M.P. 98 and Bayside	35
Through turnouts at Powell Road, M.P. 26 and Troyton	50
Through turnout at end of double track, South Marion	35

4. SPEED RESTRICTIONS

LOCATION AND CONDITIONS	Maximum Speed Miles Per Hour All Trains and Engines
Through turnout at end of double track, Harvey	50
Through turnout at Chatfield	40
Through turnout at North Carrothers	50
Entering, leaving and through passing sidings at Benson, Frank and Flat Rock	25
Over Connecting track at Flat Rock	10
4(e). CINCINNATI DISTRICT	
Over interlocking at Vera, to and from Cincinnati District	20
Between:	
Vera and Clare	35
Clare and Ivorydale	25
EXCEPT over street and road crossings between Woodburn Ave. and Paxton Road, inclusive	15
Over interlocking at Clare	10
Between:	
Clare and Red Bank	25
Red Bank and Valley	25
Red Bank and Rendcomb Jct.	10
Branches	
Hillsboro Branch	10

4(f). Note Rule 105, Book of Rules. Except where a speed of 25 miles per hour or more is authorized by timetable or by special instructions, speed on sidings is restricted to a maximum of 10 miles per hour.

4(g). All trains will avoid prolonged operation in the speed range of 15 to 21 miles per hour. If speed cannot be maintained above 21 miles per hour it should be reduced to 15 miles per hour. This account certain types of cars rocking excessively between speeds of 16 and 20 miles per hour.

This restriction does not apply to trains consisting entirely of empty equipment.

4(h). Except where further restricted, trains handling 30 or more open-top cars loaded with mineral freight must not exceed a speed of 40 miles per hour.

4(i). Loaded grain trains are restricted to 10 MPH on any track other than a main track.

4(j). Solid trains of CNW covered hoppers, either loaded or empty, must not be operated at a speed in excess of 35 miles per hour.

4(k). Trains handling **loaded** covered hoppers and **loaded** 50-ton open-top hoppers in series given below must not exceed a speed of 25 miles per hour:

N&W 58500-65814
72500-73999
79500-83999
87500-87907
111000-114099
123000-124499
263650-264399
514300-514352
VGN 11000-14099
23000-24499
NKP 63650-64399
ACY 6300-6399
6700-7098

Such cars must not be forwarded in through trains the movement of

which will thereby be restricted without permission of the Division Superintendent.

4(l). Trains handling **loaded** short ore hoppers must not exceed a speed of 30 MPH. When empty—35 MPH.

4(m). Restrictions for "Schnabel" and other cars equipped with span bolsters.

(a) Except where further restricted, speed must not exceed that indicated below:

	Number of Axles	When Loaded	When Empty
Where Maximum Authorized Speed is 40 Miles Per Hour or Less	8 and 10	*35 MPH	No Restriction
	12 and 14	*30 MPH	No Restriction
	16 or more	*25 MPH	No Restriction
Where Maximum Authorized Speed is More Than 40 Miles Per Hour	8 and 10	*40 MPH	No Restriction
	12 and 14	*40 MPH	40 MPH
	16 or more	*25 MPH	40 MPH

*PNRX 202, an 8-axle car; APWX 1004, a 12-axle car; and all cars having 16 axles or more must, when loaded, be handled in a special train of no more than 10 cars and speed must not exceed 25 miles per hour.

(b) When loaded or empty cars having 12 axles or more are handled in a train other than a special train, they must be placed at the rear and train length must not exceed 100 cars. This restriction also applies to PNRX 202 when moving empty.

(c) In addition to the above restrictions, the cars listed below must not be placed in trains requiring pusher service, must not be humped or flat switched with motive power detached and must, when moving empty, be properly locked and secured:

GEX 711	WECX 101	CEBX 100	APWX 1004
GEX 40010	WECX 102	CEBX 101	BBCX 1000
GEX 40013	WECX 200		HEPX 200
GEX 40014	WECX 201		KWUX 10
GEX 40017	WECX 202		MEPX 300
GEX 40018	WECX 203		PNRX 202
GEX 80000	WECX 301		
GEX 80002			
GEX 80003			

(d) Cars with 10 axles or more, either loaded or empty, must not be forwarded in a train without permission of the Division Superintendent.

4(n) Speed in all locomotive servicing and car shop repair track areas5

4(o) N&W cabooses in series 518009-518378 are restricted to 45 MPH and must not be interchanged to other railroads.

4(p) SPEED LIMIT SIGNALS AT APPROACH TO CURVES

Speed signs, yellow with black numerals indicating the maximum speed for all trains and engines, are located on the right hand side of track in direction of approach in advance of curves over which speed is permanently restricted.

In double track territory, where movement is authorized in either direction by signal indication, these signs will be placed on the left hand side of such track in direction of approach for trains and engines operating on the left hand track.

Where a sign covers two or more successive curves close together, a plate painted yellow and bearing one heavy black figure is attached to the side of the post below the sign, to indicate the number of curves the sign covers.

Speed shown on the sign must not be exceeded until the trailing end of the movement has passed over the curve or curves governed.

4(q) CHECKING SPEED INDICATOR

Enginemén will check the accuracy of speed indicator on controlling unit of locomotives in their charge and record any inaccuracy on form

M.P. 60, noting the speed at which the check was made and miles per hour slow or fast.

On Districts where test mile signs are erected for this purpose, they will be used for the measured mile. On other Districts, Mile Posts will be used for the check, making the initial check as soon as practicable after the trip begins.

Each speed recorder should be sealed and enginemén when taking charge of locomotives will report to proper authority any unsealed recorder.

4(r) LOCATION OF MEASURED TEST MILES

Kenova District:

For westward trains, M.P. 478 to M.P. 479, between Nolan and Naugatuck.

For eastward trains, M.P. 595 to M.P. 594, between Wheelersburg and Gennetts.

For eastward trains, M.P. Na-56 to Na-55, at Neal.

Columbus District:

For westward trains, M.P. 619 to M.P. 620, between Dugan and Sargents.

For eastward trains, M.P. 688 to M.P. 687, between Miner and Dix.

Sandusky District:

For westward trains, Mile Post 11 to 12.

For eastward trains, 3960 feet east of Mile Post 94 to 3960 feet east of Mile Post 93.

Cincinnati District:

For westward trains, M.P. C-101 plus 800 ft. to M.P. C-100 plus 800 ft., between Vera and McDermott.

For eastward trains, M.P. C-14 plus 2900 ft. to M.P. C-15 plus 2900 ft., between Ancor and Batavia.

4(s) MAXIMUM SPEED FOR DIESEL LOCOMOTIVES

The following diesel units are restricted to a speed of less than 60 Miles Per Hour:

UNIT NUMBERS	M.P.H.
2105-2106	45

Note: Alco six traction motor units running light either singly or in consist with other units, with or without caboose, must not exceed a speed of 25 miles per hour.

5. TRACK AND WEIGHT RESTRICTIONS

Kenova District:

Six-axle units must not be operated on Lenore Branch west of Lenore, M.P. N-488.7.

Six-axle units or hopper cars of more than 70-ton capacity must not be operated on Wayne Branch. Cars longer than 65 feet must not be operated between Wayne and East Lynn.

Columbus District:

Engines must not be run past a point 100 feet inside of derail on Central States gravel pit at Kinnickinnick.

Six-axle units must not be operated in PPG Plant at Circleville.

Cleveland Avenue Bridge 1147 and 1148 at Columbus is restricted to single unit diesel no larger than class T-6, coal loads no larger than 70-ton capacity, and other loads not to exceed 220,000 pounds gross weight.

Cincinnati District:

Engines must not pass beyond frog of middle track at Taylor Stone Co. plant at McDermott.

Six-axle units must not be operated on Hillsboro Branch.

GENERAL

6. Eastward or northward trains are superior to trains of the same class in the opposite direction.

7. Note Rule 97(b), Book of Rules. On two or more tracks, trains not scheduled by timetable or authorized by Traffic Control signal, will proceed extra with the current of traffic.

8(a). SCALE TEST CARS

The following restrictions apply to the movement of Scale Test Cars **514751**, **514753** and **514754**, which have an extremely short wheelbase of only seven feet:

Must not be operated at a speed in excess of 30 miles per hour.
Must not be handled in a train coupled to a car exceeding 50 feet in length.

Must be handled in trains as second car ahead of rear car.

Must not be forwarded in a train without permission of the Division Superintendent, whose office will issue the above speed restriction to the crew handling the car.

Scale Test Cars **514757**, **514758**, **514759** and **514760**, which are 40 feet long, may be handled at normal freight train speeds in any freight train, but they should be handled near the head end or rear end. They must NOT be humped.

(b). Except where further restricted, trains handling derrick car, power shovel, crane, pile driver, Jordan spreader or similar pivoted machinery moving on its own wheels, whether non-revenue or revenue, must not exceed a speed of 35 miles per hour.

Such equipment must be handled on the rear with the boom or light end trailing except when handled in wreck or work trains or when it is to be set off or is picked up on line by other trains.

When it is to be set off or is picked up on line by other trains, such equipment must be handled either on the rear or within the head ten cars.

(c). Unless otherwise instructed camp cars when handled in other than local, wreck or work trains, must be placed at the rear and when camp cars are handled in trains requiring a pusher, the pusher must be placed ahead of such cars.

When switching camp cars, they must not be cut off while in motion.

Caboose cars and company wheel cars must not be humped. Extreme care must be used in coupling to and switching with this equipment. It must not be cut off while in motion unless there is an employee on it to control its movement.

(d). The equipment listed below must not be placed and handled in a train immediately behind an occupied locomotive unit or immediately ahead of an occupied caboose:

Open end flat cars loaded with poles, pipe, lumber or other lading which might shift and protrude beyond the car ends;

Open top cars or bulkhead flats loaded with similar lading that extends above the car ends or beyond the car sides; or

Flat bed or stake-body trailers loaded with similar lading when the open end is toward the locomotive or caboose or when the lading extends above the end toward the locomotive or caboose.

(e). Movement of wreck-damaged or disabled rail cars, or parts of such cars loaded on flat cars or in open-top cars, when lading extends above or beyond the car sides, must be confined to locals, shifters, work or wreck trains, unless authorization for movement in other trains is secured from General Manager Transportation for each individual car.

Before such equipment is handled in any train, it must be inspected by a Mechanical Department employe who will authorize its movement and designate any speed restriction required for its safe handling.

(f). WELDED RAIL TRAINS

Equipment for handling continuous welded rail, or continuous lengths of bolted rail, consists of 15 or more flats or gondolas permanently coupled with a buffer car at each end.

When LOADED, the following instructions apply:

Except for cars related to the welded or continuously jointed rail, such as unloading cars, no other equipment will be handled in this type train.

Two groups of cars loaded with continuous welded rail or continuous lengths of bolted rail may be handled as one train.

A speed of 30 miles per hour must not be exceeded.

Speed through turnouts and crossovers is restricted to 10 miles per hour.

When practicable to do so, these trains will not be operated through main track turnouts or crossovers or through passing sidings.

When EMPTY, this equipment must be handled on the rear of trains and, when pusher service is required, must be handled behind pusher.

(f-1). WELDED RAIL CARS

Because cars equipped to handle lengths of continuous welded or bolted rail have had all the buff and draft coupler travel blocked out, they must NOT be humped and are so stenciled. When flat switching these cars, they must NOT be cut off while in motion.

In addition, the following groups of cars, coupled together and equipped to pick up and to unload strings of welded or bolted rail, are not to be separated account possible damage to the hydraulic hose connections between the cars:

N&W 516813	N&W 516802	N&W 527769	N&W 527896
N&W 516814	N&W 527897	N&W 527776	N&W 527909
N&W 516815			
N&W 516816			

(g). When a single trailer only is to be carried on an 85-ft. or 89-ft. flat, such trailer will, wherever practicable, be attached to the end hitch with the trailer wheels nearest the center of the car.

10. Locomotives moving dead-in-tow, when not handled as trail units in the locomotive consist, must be placed and handled within the head ten cars of the train, unless specific instructions are received from the Motive Power Department to handle on the rear.

In addition, a locomotive unit not equipped with alignment control draft gear when moving dead-in-tow in the locomotive consist or train, must not be coupled to another unit which does not have alignment control draft gear.

N&W diesel units in the following series do not have alignment control draft gear:

10—49	2800—2864
250—258	3120—3495
2011—2572	3725

These units can be further identified by a yellow or white stripe painted beneath the unit number on the outside of the cab. Road units also have a similar stripe painted across the short hood door inside the cab.

11. When the locomotive consist includes more than one unit that does not have alignment control draft gear (see previous rule for unit numbers), extreme caution must be exercised when applying locomotive or dynamic brake or handling the throttle in back-up or shoving movements, to prevent units from jackknifing.

13. The maximum tractive effort of a locomotive consisting of five four-axle units is close to the designed strength of a car coupler and for this reason tonnage of any one train must not exceed the slow freight rating for five four-axle units. However, for the purpose of balancing power, a maximum of six units may be used under power in a locomotive consist with multiple unit control, provided care is exercised to see that the maximum tractive effort used does not exceed that of five four-axle units.

15. Train dispatchers, yardmasters, and employes in train and yard service must provide themselves with a copy of and be governed by "Rules for Equipment Operation and Handling", Form G-66, effective September 16, 1973.

17. Instructions for operating dual-control switch machines are posted inside the telephone box near each of these machines. The machines must not be operated until the instructions are clearly understood.

18. Cars must not be run over live rails on scale track except when actual weighing operations are being performed. Engines must not be operated over live rails on scale track at any time, except in case of emergency. This does not apply to weigh-in-motion scales at Prichard.

21. Note Rule 299, Book of Rules

Name is changed to "Inspect Train Signal", and Rule 34, Book of Rules, applies.

The following method will be used when determining the location in a train of a car or cars on which defects have been indicated.

The person scanning the tape will give the location in relation to the NEARER end of the train. If for any reason the location of such car or cars from the opposite end is needed, the person who is to inspect them will ask for the location in relation to that end.

The tape is to be used to determine the location. To guard against error, it should not be calculated from the reported number of cars in the train.

When trouble is indicated and its location in the train is given, a thorough inspection of the designated car or cars will be made, and if no apparent defects are found, FIVE cars immediately ahead of and behind the designated car or cars will be inspected.

Inspect Train Signals shall normally display their most restrictive indication, and shall be cleared only after it has been determined that there is no evidence of defective equipment on the train for which the signal is cleared.

Rule 299, Book of Rules, modified accordingly.

23. Note Rule 584, Book of Rules. Flagging equipment on engines will consist of a red flag, torpedoes and fuses.

24. When a train is stopped to receive a pusher, it will, when possible, be stopped at a point that will permit the engineman on the head end to have a clear view of the next signal ahead affecting the movement of his train before starting train.

25. When the head trainman is riding on the locomotive in control of a freight train, he must occupy, when provided, a seat in the cab from which the locomotive is being operated.

26. The second paragraph of Rule M, Book of Rules, is modified to read as follows:

"Train and engine service employes must not occupy the roof of a freight car or caboose under any circumstances. Other employes whose duties require them to occupy the roof of a car or caboose may do so only when equipment is standing."

27. Rules 19, 19(a), and 19(b), Book of Rules, are changed to read as follows:

"19. To indicate the rear of trains, the following signals will be displayed on the rear:

"(1) Lighted red electric marker lights by day and night on engines and cars so equipped, or

"(2) A reflectorized disc or reflectorized markers displaying red to the rear by day and night, or

"(3) Marker lamps, not lighted by day, lighted by night and displaying red to the rear.

"19(a). If a train is not equipped to display the prescribed signals, or if the prescribed signals are not available, a red flag will be used to indicate the rear.

"19(b). Trains of other railroads, when operating on this railroad, may display signals to indicate the rear as required by their rules."

28. Maximum speed for track motor cars is 25 miles per hour, Rule 693, Book of Rules, is modified accordingly.

29. Employes whose duties are prescribed by the Operating Rules must provide themselves with Booklet of Radio Rules, effective August 1, 1977, and be governed by the instructions contained therein.

30. When there is no operative speed indicator or radio, or if any of this equipment is damaged or missing, on the controlling unit of a locomotive in a train, the fact must be reported to the train dispatcher in addition to noting it on Form M.P. 60.

32. The following paragraph is added to Rule 12, Book of Rules:

"At night, or when visibility is impaired, a green light must be used to give hand signals to an engine handling a derrick car at point of work. Enginemen must not accept a hand signal to move given with other color lights."

34. Note Rule 694, Book of Rules.

The following additional instructions govern the movement of NON-INSULATED on-track work equipment over railroad crossings at grade:

At MANUALLY CONTROLLED (Including Remote Control) interlockings:

Motor car operator, or person in direct charge, must secure permission from the control operator for movement through interlocking limits. If there is more than one unit of work equipment, the number of units must be specified. After all of the equipment has moved through interlocking limits, it must be reported clear to the control operator by the person who asked for permission to make the move.

At AUTOMATIC interlockings:

Motor car operator, or person in direct charge, will observe signal governing movement over the crossing for the track and direction the equipment is moving. If signal displays an indication to proceed, equipment may proceed over the crossing, if the movement is immediately made.

If signal does not display an indication to proceed, motor car operator, or person in direct charge, will observe indicator lamp at emergency release box stencilled "N&W" located at the crossing. If lamp is lighted, which indicates signals for crossline movements indicate STOP, he may hand signal equipment to proceed over the crossing if the movement is to be immediately made.

If indicator lamp is not lighted, or not provided, movement over the crossing must not be made until flag protection against crossline movements has been provided.

NON-INSULATED on-track work equipment must not be stopped and permitted to stand within home signal limits of an interlocked railroad crossing at grade unless full protection against crossline movements is provided.

37. Note Rule 209(a), Book of Rules.

In train order offices where duplicating machines are available, such machines may be used for reproduction of train orders when sufficient copies cannot be made at one writing.

38. When M of W forces are seen or known to be working on a track adjacent to that upon which trains or engines are operating, either on line of road or in the yard, enginemen will sound the engine whistle and ring the engine bell while approaching and when passing these forces.

When practicable to do so, concerned trains and engines will be notified by train order or otherwise of the presence of such M of W forces.

39. Whenever a motor car (as defined on Page 124, Book of Rules) is granted permission by the train dispatcher or control operator to make a specific run or to occupy the track at or between specific points, the train dispatcher or control operator will make a record of it, and other information called for, on form provided for this purpose. This record will be retained.

When a train dispatcher or control operator is relieved, he will transfer to the person relieving him record of any motor car movements which have been authorized and which have not been completed.

Rules 515, 615, 697 and 700, Book of Rules, are supplemented accordingly.

41. The conduct of any employe leading to conviction of any felony, or of any misdemeanor involving the unlawful use, possession, transportation or distribution of narcotics or dangerous drugs, or of any misdemeanor involving moral turpitude is prohibited.

42. Rule "G", Book of Rules, is changed to read as follows:

"The use of alcoholic beverages, intoxicants or narcotics by employes subject to duty, or their possession or use while on duty or on Company property is prohibited."

43. The second paragraph of Rule A-6(d), Form G-66, is modified to read as follows:

"When using 26-L brake equipment, leave brake pipe cutout cock in "cut out" position until equalizing reservoir pressure has been reduced to five pounds below brake pipe pressure, and then move the cutout cock to "cut in" position and continue the reduction to a full service reduction. When the service exhaust stops blowing, return the cutout cock to "cut out" position until remainder of tests are completed and it is desired to release the brakes."

44. When a train or engine is moving against the current of traffic on a track not signaled for movement in both directions, it must approach all facing point switches at restricted speed unless advised that such switches have been spiked for main track movement.

45. Note Rule 413, Book of Rules.

When trains pass each other or when a train passes a standing train, and radio communication is available, crew members on both the head end and the rear end will exchange information as to whether or not any defects have been noted in the train passing or being passed.

46. Rule 34, Book of Rules, is changed to read as follows:

"Employes located in the operating compartment of an engine must communicate to each other in an audible and clear manner the name or aspect of each signal affecting movement of their train or engine, as soon as the signal is clearly visible or audible. It is the responsibility of the engineman to have each employe comply with these requirements, including himself.

It is the engineman's responsibility to have each employe located in the operating compartment maintain a vigilant lookout for signals and conditions along the track which affect the movement of the train or engine.

Crew members not located in the operating compartment of the engine, who are in a position to see or hear signals affecting the movement of their train or engine, must do so, and if other crew members are present, must communicate to them, in an audible and clear manner, the name or aspect of each such signal.

If a crew member becomes aware that the engineman has become incapacitated or should the engineman fail to operate or control the train or engine in accordance with the signal indications or other conditions requiring speed to be reduced, other crew members must communicate with him at once, and if he fails to properly control the speed of the train or engine, they must take action necessary to ensure the safety of the train or engine, including operating the emergency valve."

47. Operating Rule 26 and Safety Rule 1302 are changed to read as follows:

26 (Safety Rule 1302) Protection of Workmen

Note: As used in this rule:

"Workmen" means employes assigned to inspect, test, repair or service railroad rolling equipment (locomotives and/or railroad cars).

"Blue Signal" means a clearly distinguishable blue flag or blue light by day and a blue light at night. When attached to the operating controls of a locomotive, it need not be lighted if the inside of the cab area of the locomotive is sufficiently lighted so as to make the blue signal clearly distinguishable.

"A switch providing access" means a switch which if traversed by rolling equipment could permit that rolling equipment to couple to the equipment being protected.

(a) A blue signal indicates that workmen are on, under, or between rolling equipment; that the equipment must not be coupled to; and that the equipment must not be moved except as provided in paragraphs (h) and (i). Other rolling equipment must not be placed on the same track so as to block or reduce the view of the blue signals except as provided in paragraphs (h) and (i) or when a derail is used as provided in paragraph (k)(2).

(b) When a blue signal is displayed at the entrance to a track, rolling equipment must not enter that track.

(c) When workmen are on, under or between a locomotive or rolling equipment coupled to a locomotive, a blue signal must be attached to the controlling unit of the locomotive at a location where it is readily visible to the engineman or operator at the controls of that locomotive. When a blue signal is displayed on the brake valve of the controlling unit, the brakes must not be applied or released.

(d) Blue signals must be displayed and effective locking devices must be applied by each craft or group of workmen; they may be removed only by the same craft or group.

(e) When emergency repair work is to be done on, under, or between a locomotive or rolling equipment coupled to a locomotive, and a blue signal is not available, the engineman or operator at the controls of the locomotive must be notified and effective measures must be taken to protect the employes making the repairs.

(f) A locomotive must not enter a locomotive servicing area track unless blue signal protection governing entry is removed. The locomotive must stop short of coupling to another locomotive.

(g) A locomotive must not leave a locomotive servicing area track unless blue signal protection is removed from that locomotive and from the area departure switch in direction of movement.

(h) Within a locomotive servicing track area protected by blue signals, a locomotive may be repositioned by an authorized employe under the direction of the employe in charge of the workmen, after blue signal has been removed from the controlling unit and workmen on the affected track have been warned of the movement.

(i) In a car shop repair track area protected by blue signals, rolling equipment may be repositioned with a car mover when operated by an authorized employe under the direction of the employe in charge of the workmen, after the workmen on the affected track have been warned of the movement.

(j) When workmen are on, under or between rolling equipment on a MAIN TRACK, the following protection must be provided:

(1) A blue signal must be displayed at each end of the rolling equipment; and

(2) If the rolling equipment to be protected includes one or more locomotives, a blue signal must be displayed as specified in paragraph (c).

(k) When workmen are on, under or between rolling equipment on ANY TRACK OTHER THAN A MAIN TRACK, one or more of the following forms of protection must be provided:

(1) Each manually operated switch providing access to the track must be lined against movement to that track and secured by an effective locking device. A blue signal must be placed at or near each such switch.

(2) A derail capable of restricting access to that portion of track where work will be performed, must be locked in derailing position with an effective locking device, and:

- Positioned at least 150 feet from the rolling equipment to be protected; or
- Positioned at least 50 feet from the end of a locomotive in a locomotive servicing track area, or from the end of rolling equipment in a car shop repair track area, where speed is limited to 5 miles per hour. A blue signal must be displayed at each derail.

(3) Where remotely controlled switches provide access to the track, the person in charge of the workmen must arrange for protection of those switches by the control operator before the work is begun. The control operator must line each such switch against movement to that track and secure the controls in that position, maintaining this protection until notified by the person in charge of the workmen that the work is completed and protection may be removed.

The control operator must record:

- Date, time, name and craft of person requesting the protection;
- Name or designation of the track involved;
- Date and time he provided the protection;
- Date, time, name and craft of person authorizing removal of the protection.

These records must be maintained for 30 days.

(4) If rolling equipment requiring blue signal protection as provided for in this paragraph is on a track equipped with one or more crossovers, both switches of each crossover must be lined against movement through the crossover, and the switch of each crossover that provides access to the rolling equipment must be protected in accordance with the provisions of item (1) or (3) of this paragraph, unless a derail is being used as provided in item (2) of this paragraph.

48. The following is added to the third paragraphs of Rule 413, Book of Rules, and Safety Rule 1013:

“When radio communication is available, crew members on the head end must notify crew members on the rear whenever they observe employes along the track in position to inspect their passing train.”

49. Rule 2, Book of Rules, is changed to read as follows:

“Employes in train, engine and yard service, Maintenance of Way Foremen, signal and telephone maintainers and such other employes as may be designated, must, while on duty, have a reliable railroad grade pocket watch or wristwatch of a type authorized by special instructions, which must not vary more than 30 seconds from correct time.

“It is the responsibility of employes to have their watches maintained in proper operating condition.”

Note—Authorized wristwatches are:

- Ball—“Official Railroad Standard”
- Ball—“Automatic-Trainmaster”
- Bulova—“Accutron-Railroad Approved”, including Calendar model and Quartz model
- Elgin—“B. W. Raymond”
- Hamilton electric—“Railroad Special”
- Seiko Quartz—“Railroad Approved”
- Wyler—“Incaflex-Railroad Approved”

50. Note Rule 700, Book of Rules, and General Timetable Rule 39.

When a control operator grants a motor car operator, or person in direct charge, permission and protection to make a run in Traffic Control territory or at manually operated interlockings, the control operator will inform him that his motor car movement has been entered on the prescribed form and that the necessary blocking devices have been applied to the control machine. If the control operator fails to give him this information, the motor car operator, or person in direct charge, will ask for and obtain it before the movement is begun.

NOTE: The term “motor car(s)” applies to all on-track work equipment except that which can be immediately removed from the track by hand and that upon which employes cannot and do not ride.

51. Rule 353, Book of Rules, is changed to read as follows:

“When a train or engine has passed a signal permitting it to proceed and is delayed in the block, it must proceed at restricted speed to the next signal.

“EXCEPTION: When it is seen, positively, that the track is clear to the next signal, and that the next signal indicates proceed, train or engine may proceed in accordance with the indication of the last signal passed.”

52. Safety Rule 1053 is changed to read as follows:

“Employes must not work or stand on a track while a train, locomotive or car is passing on an adjacent track which is 25 feet or less from the track where work is being performed. Where roadway machines are working, machines must stop work and employes clear the track except that machine operators may remain seated in operating position on their machines.

“EXCEPTION: When positive protection against approaching movements on the track on which employes are working or standing is being provided, and movement on adjacent track is limited to 15 miles per hour or less, the above does not apply.

“When MW forces and machines are working on a track adjacent to that upon which movements are being made, in addition to a lineup of train movements, constant lookout must be maintained for approaching movements. When an approaching movement is noticed, warning devices on all MW machines so equipped must be sounded continuously until the leading end of the movement has passed the force.”

53. Rule 93, Book of Rules, is changed to read as follows:

“Yard limits will be designated in timetable or special instructions and the limits will be indicated by yard limit signs.

“Within yard limits the main track may be used, clearing the time an approaching first class train is due to leave the nearest station where time is shown. Protection against other trains and engines is not required. In case of failure to clear the time of first class trains, protection must be provided as prescribed by Rule 99, except where movements are governed by automatic block signal indication.

“All trains and engines within yard limits, except first class trains, must move prepared to stop within one-half the range of vision but not exceeding 20 miles per hour, unless the main track is known to be clear by automatic block signal indication. This restriction also applies to first class trains when moving against the current of traffic.

“Trains and engines entering the main track within yard limits must be protected against movements on the main track unless it is known that there are no approaching movements.

“Except within interlocking limits or in Traffic Control territory, movements against the current of traffic within yard limits must not be made unless authorized and protected by train order, yardmaster or other designated official.”

54. Rules 99 and 99(a), Book of Rules, are changed to read as follows:

“99. Except as provided in Rule 93 and Rule 99(a), flag protection must be afforded as indicated below.

"When a train is moving on main track at less than one-half the maximum authorized timetable speed for any train at that location, a crew member must drop single lighted fuses at intervals that do not exceed the burning time of the fusee.

"When a train is moving on main track at one-half or more than one-half the maximum authorized timetable speed for any train at that location, under circumstances in which it may be overtaken, crew members responsible for providing protection must consider grade, track curvature, weather conditions, sight distance, and speed of the train relative to following trains, when deciding if lighted fusees should be dropped.

"When a train stops on main track, protection against following trains on the same track must be provided as follows:

"A crew member must go back immediately with flagging signals* at least the distance prescribed by timetable or other instructions for the territory, place two torpedoes on the rail not less than 100 feet apart and place a lighted fusee. If no following train is seen or heard, he may return one-half the distance to the rear of his train where he must remain until he has stopped a following train or is recalled. When recalled and no following train is seen or heard, he must leave a lighted fusee, and while returning to train must leave lighted fusees at intervals that do not exceed the burning time of the fusee.

"When the train departs, a crew member must leave a lighted fusee and drop single lighted fusees at intervals that do not exceed the burning time of the fusee until train attains a speed not less than one-half the maximum authorized timetable speed for any train at that location.

"When rules require protecting the front of the train, a crew member with flagging signals* must immediately go forward at least the distance prescribed by timetable or other instructions for the territory, place two torpedoes on the rail not less than 100 feet apart, display a lighted fusee, and remain at that location until recalled.

"A crew member providing flag protection must not permit other duties to interfere with the protection of his train.

"*As prescribed by Rule 35, to include a minimum of six torpedoes and six fusees.

"99(a). Flag protection against following trains is not required when:

- (1) Rear of train is protected by at least two automatic block signals;
- (2) Rear of train is protected by an absolute block;
- (3) Rear of train is within interlocking limits; or
- (4) A train order specifies that flag protection is not required."

55. Safety Rule 1111(j) is changed to read as follows:

"Do not lift, kick or jump on a switch lever with your feet. It is permissible to use a foot to apply final pressure to the switch lever to align or latch it."

56. When a car exceeding 60 feet in length is moving through a turnout or crossover, employes must not ride the side of it which is next to equipment on an adjacent track.

Operating Rule M and Safety Rule 1081 are supplemented accordingly.

57. Rule L-232, Form G-66, **Rules for Equipment Operation and Handling** is modified by the following:

"When the temperature is expected to fall below 10° F while the locomotive is left with the engine running, the diesel engine should be placed in Notch 2 to prevent freezing of the cab heater lines.

"Place the reverser in neutral position with the lever left inserted therein, place the selector handle, when equipped, in motoring position, open generator field switch or circuit breaker on each control stand, place the isolation switch in RUN position, and place the throttle in Position 2."

LOCAL

60. Agents will caution shippers and consignees to see that mechanical refrigerator motor compartment door latches are properly secured before the car is moved.

61. Note Rule 21, Book of Rules.

The use of white signals on extra trains is not required on branch lines.

62. Note Rule 266, Book of Rules. Hand-operated switches at the following locations are not equipped with electric lock and trains and engines must not clear on these tracks:

Kenova District:

J. D. Wescott Siding (Ready Mix), MP N-470.6
Feuchtenberger Bakery, MP 471.5
Sycamore Coal Company (Goodman), MP N-473.7
Borderland Storage, MP N-474.8
Armen Spur, MP N-476.1
Nolan House, MP N-477.4
Kermit Coal Co., MP Na-6.3
Stonecoal Bad Order, MP Na-8.3
Crum Team, MP Na-11.2
Bull Spur, MP Na-13.6
Sloan Spur, MP Na-14.6
Webb Hot Box Track, MP Na-18.2
Glenhayes House Track, MP Na-24.5
Haverhill Team, MP N-587.9
Wolf Creek Branch, Bad Order Track, MP WC-19.4

Sandusky District:

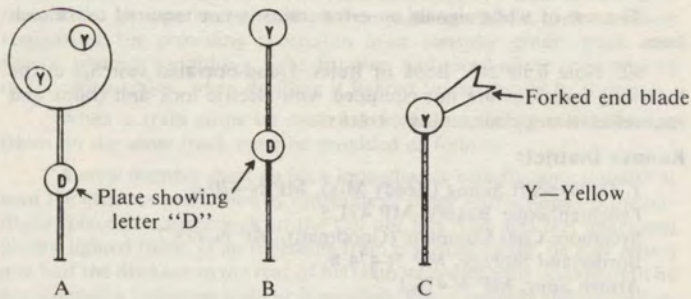
Lag Industry, MP 4.3
National Biscuit, MP 4.5
Columbus Stove, MP 4.6
Z & L Lumber, MP 7.9
Olentangy Spur, MP 27.8
Popcorn Siding, MP 31.4
Blanks Agra Service, MP 43.3
Simm's Junk Yard, MP 43.4
Baldauf Lumber, MP 43.8
Monnette Elevator, MP 55.8
American Machine, MP 62.4
Crawford County Farm Bureau, MP 63.9
Attica Coal, MP 81.6
Attica Elevator, MP 81.6
Omar Elevator, MP 86
Frank Elevator, MP 90.4
Flat Rock Elevator, MP 93.6
Weyers Elevator, MP 104.5

Cincinnati District:

Book, MP C-103.2
Macon, MP C-52.7
Kibler Milling Co., MP C-42.6
Eastwood, MP C-37.1
Cincinnati Milacron, MP C-30.2 and C-30.4
Carter-Jones Lumber Co., MP C-29.8
Senco Products, Inc., MP C-13.4

63. Additional aspect as shown below is authorized:

RULE 285-A

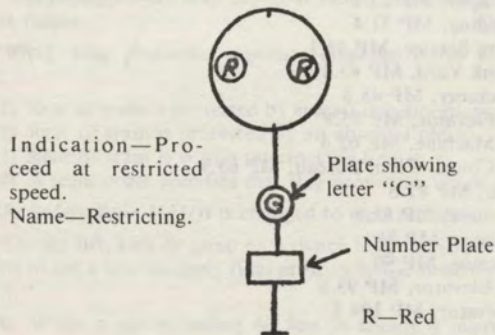


INDICATION—Proceed preparing to stop at next home signal.
NAME—Approach distant.

Note: Signal does not afford automatic block protection.

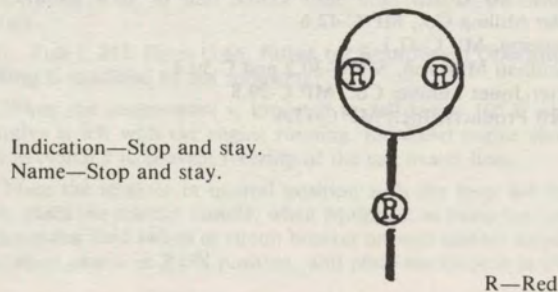
63(a) Note Rule 290, Book of Rules.

Additional aspect as shown below is authorized:



63(b) Note Rule 292, Book of Rules.

Aspect "A" is changed to that shown below:



65. Defective Equipment Detectors and Inspect Train Signals

Location of Detectors	Scans	Location of Inspect Train Signals
Kenova District:		
Chattaroy, MP N 473.7	Eastward trains, either track	None
		MP Na-10—south side— for EW trains EW track
		MP Na-10—north side— for EW trains WW track
MP Na-13.1, west of Tunnel 4	Either direction	MP Na-17.6—north side— for WW trains WW track
		MP Na-17.6—south side— for WW trains EW track
MP Na-27.9, west of Glenhayes	Either direction, eastward track	MP Na-24.3—south side— for eastward trains
		MP Na-30.9—south side— WW trains EW track
MP Na-27.9, west of Glenhayes	Westward trains, westward track	MP Na-30.9—north side— WW trains WW track
Prichard, MP Na-47.7	Either direction, eastward track	MP Na-43.5—south side— for eastward trains
		MP Na-52.5—south side— WW trains EW track
MP Na-52, west of Cyrus	Westward trains, westward track	MP Na-55—north side— for westward trains
Ironton, MP N-579.4	Either direction, either track	MP N-574.5—south side— for eastward trains
		MP N-584.4—north side— for westward trains
Wheelersburg, MP N-598.8	Westward trains, westward track	None
Cincinnati District:		
East of Plum Run, MP C-75.9	Either direction	MP C-79, for eastward trains
		MP C-72.9, for westward trains
East of Mt. Oreb, MP C-42.7	Either direction	MP C-46.9, for eastward trains
		MP C-38.1, for westward trains
Perintown, MP C-18.1	Either direction	MP C-21.6, for eastward trains
		MP C-14.6, for westward trains
Cincinnati and Columbus Districts:		
Vera, MP N-607.7	Eastward trains, eastward track	None
Columbus District:		
Higby, MP N-645.4	Either direction	South side east end Waverly, for EW trains
		MP N-642—north side— for westward trains
Ritts, MP N-680.3	Either direction, either track	MP N-674.3—south side— for eastward trains
		MP N-685.4—north side— for westward trains

65. Defective Equipment Detectors and Inspect Train Signals

Location of Detectors	Scans	Location of Inspect Train Signals
Sandusky District:		
Delaware, MP 25.7	Either direction	MP 22—north side—for eastward trains MP 29.7—north side— WW trains either track
Monnette, MP 56	Either direction	MP 52.1, for eastward trains MP 60.6, for westward trains
East of Frank, MP 88	Either direction	MP 83.8, for eastward trains MP 92.3, for westward trains

65(a) When a train is operated over a track which causes it to by-pass a defective equipment detector it normally would pass over, or when the crew of a train is notified that a proper and complete reading was not received on the tape for a detector it did pass over, the train will be stopped for a visual inspection by its crew members unless a visual inspection of both sides of the train is to be or can be made by other employes located in the near vicinity.

65(b) Note Rule 299, Book of Rules, and General Timetable Rule No. 21.

After inspection has been made for the defective condition indicated, a crew member of the train stopped will furnish results of the inspection to the proper dispatcher or operator.

67. Radio base stations.

Location	Attended	Channels
Scioto Division		
Kenova	Continuous	1 & 2
Ironton	6A-11P	1
Portsmouth-KM Office	Continuous	1 & 2
Portsmouth-GS Tower	"	1 & 2
Portsmouth-East Yard Ofc.	"	1 & 2
Portsmouth-West Yard Ofc.	"	1 & 2
Portsmouth-Call Office	"	2
Portsmouth-Dispatcher	"	1
Circleville	8A-6P Mon., 8A-11P Tue., Wed., Thurs. & Fri., 8A-4P Sat. 7A-4P Ex. Sat., Sun & Hol.	1
Chillicothe	8A-4P Sat.	1
Columbus-CW Tower	Continuous	1 & 2
Columbus-Bannon Tower	"	2
Columbus-Joyce Ave. Yard	"	1 & 2
Columbus-Watkins Yard Ofc.	"	2
Marion-AC Tower	"	1
Sandusky-Yard Office	"	2
Clare-Yard Office	"	1
Berry-Yard Office	"	1
Pocahontas Division		
Williamson-East Yard Ofc.	Continuous	2
Williamson-West Yard Ofc.	"	2
Williamson-Operator	"	1
Bellevue Terminal		
Bellevue Tower	Continuous	1
East Yard-Yardmaster	"	2
West Yard-Yardmaster	"	2
Ranger Tower	"	1 & 2
Hump-Yardmaster	"	1 & 2
Route 4-Operator	"	1 & 2

67(a). Dispatcher Wayside radio stations. They are attended continuously and will operate on channel one:

KENOVA DISTRICT

MP N-474	MP Na-14	Kenova
MP N-482	Glenhays	Ironton
Naugatuck	Fort Gay	Union
MP Na-5	Hewlet	Portsmouth
MP Na-11	Prichard	

WOLF CREEK BRANCH

MP WC-5	MP WC-10	MP WC-17	MP WC-22
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COLUMBUS DISTRICT

Portsmouth	MP N-644	Columbus
MP N-624	Chillicothe	
Waverly	Circleville	

SANDUSKY DISTRICT

Columbus	Marion	Attica
Worthington	Colsan	Bellevue
Troyton	Carothers	Sandusky

CINCINNATI DISTRICT

Portsmouth	Peebles	Afton
McDermott	MP C-62	MP C-19
MP C-91	MP C-53	Clare
Rarden	MP C-43	Norwood

68. Rule 438, Book of Rules, is supplemented as follows:

Conductor must make record in his train book of the caboose gauge pressure when leaving terminals and approaching Stonecoal, Kenova, Glen Jean, Peebles, Mt. Zion, Sardinia, Eastwood and Afton.

69. Empty automobile rack cars, empty 85-feet long or longer flat cars, and such flat cars when loaded with empty trailers or containers or loaded with only one trailer or container, must not have more than the following tonnage trailing them when operated in trains:

Cincinnati District—5,000 tons.

Kenova District—Eastward—4,500 tons. (EXCEPT run-through eastward trains destined beyond Williamson—4,000 tons.)

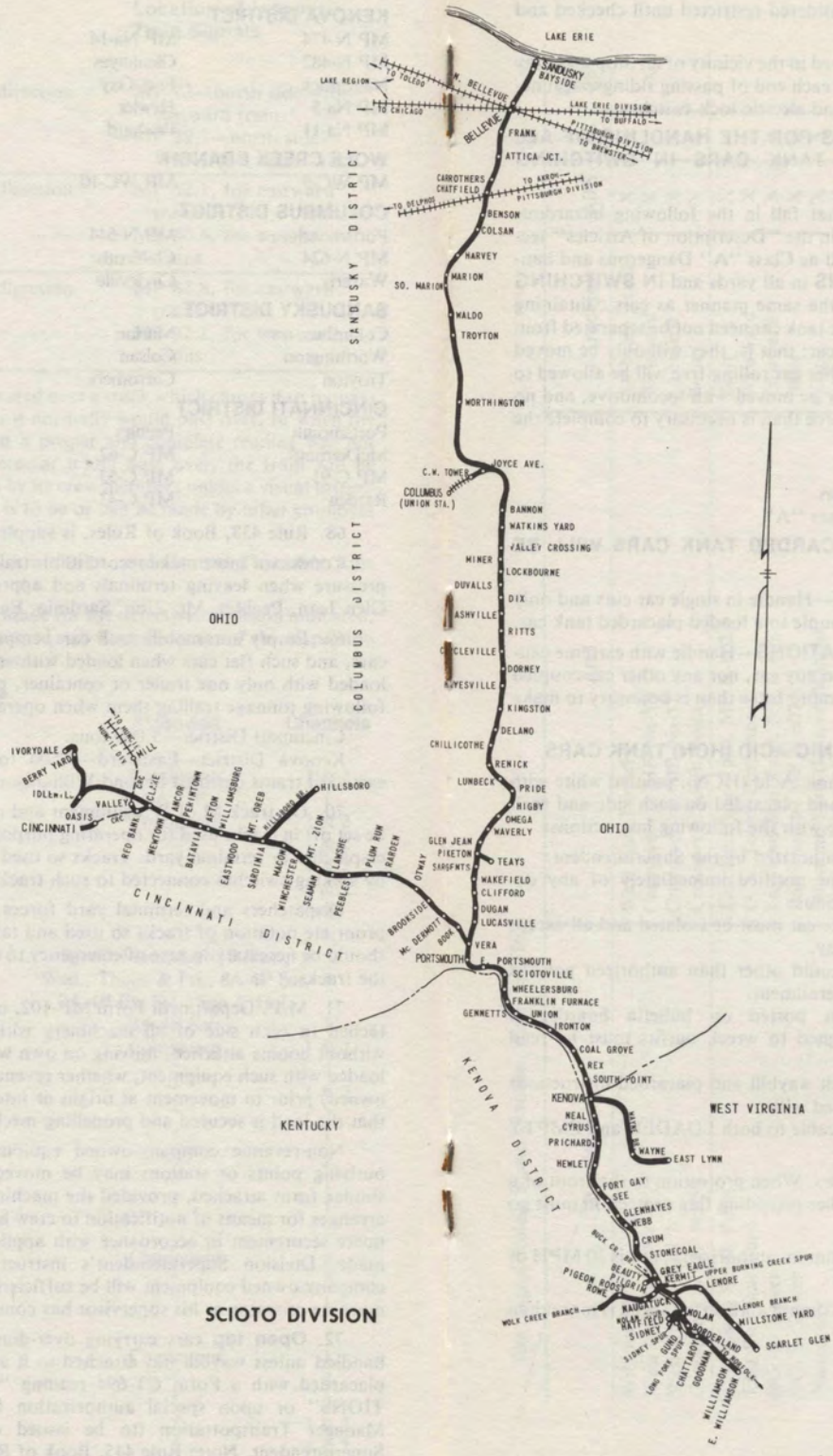
70. On-track M of W equipment and occupied camp cars must not be set off in tracks used for operating purposes without first notifying the dispatcher or terminal yard. Tracks so used must be taken out of service by spiking switches connected to such track.

Dispatchers and terminal yard forces so notified must make appropriate notation of tracks so used and taken out of service in event it should be necessary in case of emergency to remove such equipment from the tracks.

71. M.P. Department Form MP-102, or a similar form, must be attached to each side of all machinery with rotating portions, with or without booms attached, moving on own wheels, or on each side of car loaded with such equipment, whether revenue, non-revenue or company-owned, prior to movement at origin or interchange. This form certifies that the load is secured and propelling mechanism disengaged.

Non-revenue company-owned equipment to be moved between outlying points or stations may be moved without Form MP-102 or similar form attached, provided the machine operator or his supervisor arranges for means of notification to crew handling that proper and adequate securement in accordance with applicable loading rules has been made. Division Superintendent's instructions to move non-revenue company-owned equipment will be sufficient notice to the effect that the machine operator or his supervisor has complied with these instructions.

72. **Open top** cars carrying over-dimensional loads must not be handled unless waybill has attached to it and both sides of the car are placarded with a Form CT-694 reading "OK WITHOUT RESTRICTIONS" or upon special authorization from the office of General Manager Transportation (to be issued over signature of Division Superintendent. Note: Rule 445, Book of Rules).



SCIO TO DIVISION

All concerned will be on lookout for open top cars carrying loads which appear to be over-dimensional. Such cars, which do not bear the placard Form CT-694 are to be considered restricted until checked and determined to be otherwise.

73. Outside telephones are located in the vicinity of all Stop and Stay signals and Inspect Train Signals; at each end of passing sidings, at junction points, main track crossovers and electric lock switches.

74. SPECIAL INSTRUCTIONS FOR THE HANDLING OF ALL LOADED PLACARDED TANK CARS IN SWITCHING OPERATIONS

Loaded placarded tank cars that fall in the following hazardous materials classification as indicated in the "Description of Articles" section of the waybill will be designated as Class "A" Dangerous and handled **IN SWITCHING OPERATIONS** in all yards and **IN SWITCHING OPERATIONS** on line of road in the same manner as cars containing Class "A" explosives, except that the tank car need not be separated from the locomotive by a non-placarded car; that is, they will only be moved with the locomotive attached. No other car rolling free will be allowed to couple to any such car, but will only be moved with locomotive, and no couplings will be made with more force than is necessary to complete the coupling:

- Flammable Gas
- Flammable Compressed Gas
- Poison Gas or Liquid—Class "A"

ALL OTHER LOADED PLACARDED TANK CARS WILL BE HANDLED AS FOLLOWS:

IN HUMPING OPERATIONS—Handle in single car cuts and only a single cut car will be allowed to couple to a loaded placarded tank car.

IN FLAT SWITCHING OPERATIONS—Handle with extreme caution. Such cars will not be coupled to any car, nor any other car coupled to a loaded placarded tank car with more force than is necessary to make the coupling.

75. HANDLING HYDROCYANIC ACID (HCN) TANK CARS

Tank cars containing Hydrocyanic Acid (HCN), painted white with horizontal and vertical red stripes and placarded on each side and each end, must be handled in accordance with the following instructions:

1. To be handled only when authorized by the Superintendent.
 2. The Superintendent must be notified immediately of any occurrence that may be hazardous.
 3. In case of suspected leakage, car must be isolated and all except authorized persons kept away.
 4. Under no circumstances should other than authorized persons get close to car in case of derailment.
 5. The placarded instructions posted on bulletin boards, in cabooses, and in cars assigned to wreck outfits must be read carefully.
 6. Instructions attached to each waybill and placarded instructions on each car must be complied with.
 7. These instructions are applicable to both LOADED and EMPTY cars.
76. Note Rule 99, Book of Rules. When protection to the front of a train is required by rule, crew member providing flag protection must go out:
- At least one (1) mile where maximum authorized speed is 30 MPH or less.
 - At least two (2) miles where maximum authorized speed is more than 30 MPH.

100. Signal Rules, Scioto Division, Rules in effect:

Between	And	Track(s)	ABS	TC	Rule 251
Williamson West End Tunnel 7 West End Tunnel 7 Crossovers at MP Na-57	West End Tunnel 7 Crossovers at MP Na-57 Crossovers South Point	All Main Tracks Westward Eastward Both	X X X X	X X X X	X
*Crossovers South Point East End Star Yard @G. S. Tower @G. S. Tower Nauvattuck Wolf Creek Branch Junction	East End Star Yard, MP N-602.1 G. S. Tower Portsmouth East End Star Yard, MP N-602.1 Portsmouth, MP N-607.1 Millstone Yard (Lenore Branch) Mile Post WC-22.4	Both Westward Eastward Both Single Single	X X X X X X	X X X X X X	
Portsmouth Vera Vera Clare	Vera Portsmouth Clare Bond Hill Interlocking	Westward Eastward Single Single	X X X X	X X X X	

Note: For movements on Lenore Branch west of Millstone, Buck Creek, Wayne, and Hillsboro Branches, and Nolan, Long Fork, and Sidney Spurs, see Timetable Rule No. 2.

ABS—Automatic Block Signal System. TC—Traffic Control.

*Traffic Control in effect on Eastward track only between west end of Union MP N-587 and Haverhill MP N-589.

@ Within Traffic Control limits on eastward main track between east end Star Yard MP N-602.1 and G. S. Tower and on eastward and westward main tracks between G. S. Tower and Portsmouth, MP N-607.1, permission must be secured from the operator at G. S. Tower before reversing any hand-operated switch or removing padlock from an electric lock.

Between	And	Track(s)	ABS	TC
Vera West End D. T. Omega East End D. T. Lunbeck West End D. T. Renick East End D. T. Chillicothe	West End D. T. Omega East End D. T. Lunbeck West End D. T. Renick East End D. T. Chillicothe C. W. Tower Joyce Avenue	Both Single Both Single Both	X X X X X	X X X X X
C. W. Tower Joyce Avenue Powell Road MP 26 Troyton Troyton	Powell Road MP 26 Troyton MP 26 South Marion	Both Single Westward Eastward Single	X X X X X	X X X X X
South Marion Harvey Chatfield North Carrothers	Harvey Chatfield North Carrothers Bayside	Both Single Both Single	X X X X	X X X X

Note: For movements on Teays and Atomic Spurs, see Timetable Rule No. 2.
 ABS—Automatic Block Signal System.
 TC—Traffic Control.

101. YARD LIMITS

Yard Limit signs, at other than terminal yards, are located at:
 Millstone Coal Grove
 Neal Ironton
 Kenova Watkins Yard Chillicothe

102. SPRING SWITCHES

Kenova District: Location Normal Position

*Union, east and west ends passing siding and crotch switches at east and west ends of passing siding Movement on main tracks, eastward movement siding to eastward main track and westward movement siding to westward main track.

Columbus District:

Ritts, west end middle track Movement on main track.

Sandusky District:

Sandusky, west end old main, east of Venice Road Movement on new main track.

Cincinnati District:

Clare Yard, westward pull out switch Movement on pull out track.
 Idlewild Junction switch For westward movement.
 Idlewood switch west end double track near Mentor Avenue For eastward movement.
 Idlewild Crossover switches east of Dana Ave. For eastward movement.
 Idlewild switch leading from westward track to CR For westward movement.

*When a train or engine moving against the current of traffic encounters a stop indication on the dwarf signal governing movement over spring switch at the east or west end of Union, it must not proceed until permission to pass the signal has been obtained from the train dispatcher.

KENOVA DISTRICT

105. To avoid unnecessarily blocking Slater Street (Swimming Pool) Crossing, near MP N-471, West Williamson, when the eastward signal west of Slater Street displays an approach or more restrictive aspect, crew members of eastward trains which will not clear between this crossing and the eastward home signal at Armour's Crossing will contact Yardmaster at Williamson by radio or telephone to ascertain whether or not to proceed east of Slater Street Crossing.

When stopped west of Slater Street Crossing under these circumstances, crew members must keep in contact with Williamson Yard.

106. When Scioto Division crews are required to take trains to the storage tracks on Pond Creek Branch, they will secure permission from Yardmaster at Williamson.

107. Account clearance restrictions, both open deck and enclosed multi-level automobile rack cars, either loaded or empty, must not be moved through Williamson Tunnel at MP N-471.58, at a speed in excess of 25 MPH.

Unless crew members know that their train does not include any such cars, this speed restriction must be complied with.

108. Eastward block signal No. 10 located at MP 1, Nolan Spur, is an inoperative approach signal and does NOT afford automatic block protection. Note Timetable Rule 63.

109. Normal position of Sidney Spur junction switch is for movement on Long Fork Spur.

110. Engines are not permitted to operate under the loading facility on D.R.T. Coal Co.'s operation track at Swinge Camp, Long Fork Spur of Nolan Spur.

COLUMBUS DISTRICT

125. Movements against the current of traffic must approach the following crossings prepared to stop, and not proceed over them until it is known the automatic protection is operating or the crossing is protected by an employee:

- Circleville, on either track.
- Valley Crossing, on either track.

126. The west leg of the wye track at Teays Junction at Piketon is designated a storage track and crews desiring to use the west leg of the wye will expect to find it occupied. One hundred (100) feet of the west leg of the wye sixty (60) feet from the derail has been leased to Balkelee Lumber Company for loading cars.

Crews leaving cars on the west leg of the wye at Teays Junction must notify the Train Dispatcher.

127. At Glen Jean, N&W will use DT&I main track from N&W eastward main track switch to the main track switch leading to the south end of the DT&I interchange track to pick up their cars. All N&W and DT&I trains and engines will approach and move over this portion of main track with caution, expecting to find N&W and DT&I trains or engines moving unprotected in either direction.

128. Hand-operated switches must not be thrown nor crossover movement made at Waverly without first securing permission from the Dispatcher at Portsmouth.

129. At Renick, Nos. 1 and 2 tracks in B&O yard are designated as interchange tracks for receipt of N&W deliveries. Westward trains having deliveries for B&O at Renick and receiving "Restricting" indication on signal at Southern Avenue, will stop and make cut so as to leave rear of train clear of Southern Avenue, then pull around east leg of wye to B&O yard, contacting N&W dispatcher for instructions before fouling B&O main track. Road crossing near the middle of Nos. 1 and 2 tracks must be cut if necessary.

Movement of N&W trains and engines in B&O Renick Yard will be governed by B&O Rule No. 105, which reads as follows:

"Unless governed by block signal displaying an indication more favorable than Restricting or by special instructions, trains and engines using other than main track must proceed prepared to stop within one-half the range of vision."

130. At Chillicothe, crews serving track of Rubbermaid, Inc. must protect against the possibility of B&O movements on the same track.

131. The main tracks of the Norfolk and Western and the CR between Columbus and CW Tower, Joyce Avenue, are used jointly as a section of double track; west or southward trains approaching Columbus use the Norfolk and Western track; east or northward trains leaving Columbus use the CR track. Yard engines will keep clear of passenger trains on double track, and protect themselves while using crossovers.

SANDUSKY DISTRICT

135. Manual shortarm gate control boxes located at Lincoln and Weber Roads must be locked after use to prevent outsiders from tampering with them and causing malfunction of the gates.

136. To minimize blocking of farm crossing at MP 27.2, and in order to stop clear of such crossing when necessary, crew members of eastward trains will contact dispatcher to ascertain amount of delay involved if it appears they will be held at MP 26.

137. BELLEVUE TERMINAL

(a) One color light type dwarf signal located just east of Center Street will govern eastward train or engine movements over power operated switches (westward for Scioto Division trains).

One color light type dwarf signal located just east of No. 1 track switch (west end) will govern westward train or engine movements over power operated switches (eastward for Scioto Division trains).

111. At Martiki Coal Co., MP WE-8.5, Pontiki Coal Co., MP WC-12.8, and Martin County Coal Co., MP WC-14.2, Wolf Creek Branch, crews moving cars under tippie for flood loading of coal will use radio at tippie to direct movement. Conductor will record starting and ending times, furnishing such information to Agent at Williamson.

112. Prichard. Weigh-In-Motion Scales.

(a). Trains routed through Prichard middle track are restricted to four (4) MPH over the scales.

(b). Two lunar white indicators, mounted back to back, are on a metal pole located between the eastward main track and the middle track at MP Na-45.6. When indicators are illuminated, proceed for weighing. When not illuminated, stop and contact dispatcher for instructions.

(c). A series of fourteen lunar white indicators, mounted back to back, are on wooden poles at seven locations between MP Na-46 and MP Na-48, north side of westward main track. When indicators are burning steady, speed for weighing is proper; when flashing, speed must be reduced. When not burning, speed is too fast, cars are not being weighed, and crew must promptly contact dispatcher concerning the possible necessity of reweighing entire train.

113. When shifting movements are made over Center Street crossing Wheelersburg, MP N-598 plus 2500 feet, movements must approach the crossing at restricted speed and must not enter the crossing until it is protected by a member of the crew.

114. At Sciotoville, eastward movements on westward track must approach Harding Ave. Crossing (MP N-601.1) prepared to stop, and will not proceed over it until it is known the automobile protection is operating or the crossing is protected by an employee.

PORTSMOUTH YARD

116. All Kenova District westward trains using;

Westward main track—unless otherwise instructed will stop clear of crossover leading into Empire Detroit Steel Co., at signal No. 6037;

Storage tracks Nos. 1 and 2—will stop clear of dwarf signals located at the west end of these tracks;

Eastward main track—will stop short of crossover from eastward main track to No. 2 storage track (Cyrus Turn Crossover).

All trains will be yarded beyond these points only on instructions from the yardmaster at West Yard or other proper authority. In the absence of radio communication a member of the crew will contact the yardmaster on either the intercom or telephone (both are located in the immediate vicinity of signal No. 6037) for train yarding instructions. Yardmaster's telephone extensions are 222 or 248.

117. The assigned direction of traffic on storage tracks Nos. 1 and 2 is westward.

Movements in the opposite direction on these tracks east of the dwarf signals located at MP 603.7 must not be made without permission of the operator at GS Tower who must arrange for protection against opposing movements before granting such permission.

118. Westward freight trains yarding trains on westward main track will, unless otherwise instructed, stop clear of crossover located at west end of overhead bridge leading from lead track to westward main track.

119. Eastward and westward trains and engines approaching West Avenue crossing must receive proceed signal with green flag by day or green light by night from crossing watchman before proceeding over crossing.

120. Dwarf signals governing use of underpass at coal hump yard will remain in stop position until activated by engines occupying approach track circuit. If restricting signal indication is not received track is occupied. Hand thrown switch at west end of underpass is connected to approach circuits and must be restored to normal position lined for running lead after use.

121. Location of spring switches.

Junction of approach tracks east end underpass at coal hump yard. Normal position lined for time freight yard approach track.

If, after accepting and passing a restricting signal indication, it is found that an improper route is lined, train or engine must stop and communicate with the Control Operator for instructions.

Power operated switches must not be thrown by hand without receiving permission from Control Operator. After throwing switches by hand, the switch points may be left in either normal or reverse position.

A reverse movement over power operated switches, or a forward movement after making a reverse movement, must not be made without proper signal indication or permission from the Control Operator.

All trains arriving Bellevue Terminal must not proceed into any yard track until given instructions to do so.

(b) No train engine or yard engine movements are permitted in the area between Bragg Road and Ranger Tower on any tracks without authority of yardmaster in Ranger Tower. Trains arriving or departing from Bellevue Yard must have route authorized before moving through this territory. Bowl engines working on or from "L" tracks may be authorized to work and make movements into this territory without interruption.

(c) Electrically powered switch machines are in service at the east end of A Tracks in the vicinity of BK, on west end of A Tracks, 7 through 11 and associated crossovers approaching Hump and on the Duck-under Track.

These switch machines are equipped with local station and may be operated manually when authorized by Hump Yardmaster or TC operator. The three-position lever must be left in "A" position when not in use. When authorized, hand-throw lever may be moved to "L" or "R" position which will move switch points to line desired route and indicator light will indicate accordingly. If indicator fails to light, switch points must be examined to determine that movement may be made safely. See Rule 104(b), Book of Rules.

(d) Trains and engines must not enter leads at west end of A Tracks without authority of Hump yardmaster or TC operator.

(e) Dwarf signals are in service on both east and west ends of W Tracks (W-1 to 5 inclusive) for the purpose of indicating blue signal protection.

A yellow light displayed indicates use of track permitted. A flashing blue light indicates workmen on, under or between equipment, and Timetable Rule 47 applies.

(f) Track No. 20, old West Yard, is running track under jurisdiction of East Yard yardmaster. Trains or engines using 20 Track to or from W-Yards or Westbound Runner will use the new extension, unless otherwise instructed by the Ranger Tower Yardmaster.

Tracks No. 21 East Yard, No. 1 East Yard, and Old Main in West Yard are designated as running tracks.

(g) North Duck-under lead and east and west legs of Wye track are governed by automatic dwarf signals which will clear for northward movement on approach if route is clear. Power switch located just north of underpass dividing east and west leg of wye is under control of TC operator for southward movement.

(h) Lock must not be removed from electric locked switch at west end of switching lead switch, B Yard, located on eastward main track between eastward home signal east of Bragg Road and Route 4, without obtaining permission from TC Operator. Switch is equipped with dual lock, a "WLE" and an "N&W".

138. SANDUSKY YARD

When the home signal governing movement over the CR crossing at Bay Junction displays other than a proceed aspect, permission must be obtained from the CR dispatcher at Toledo before the signal is passed.

139. At locations indicated by close clearance signs, employes must not ride west side of equipment on Scott Paper Co. track leading northward out of joint N&W-B&O track.

CINCINNATI DISTRICT

140. To avoid damage to engines from falling crusher dust, they must not be permitted to move under the tipple of Plum Run.

141. At Afton, account of close clearance employes are prohibited from riding the sides of equipment in the area adjacent to the dock, located on the north side of Track No. 4, Ford Motor Co. Chip Disposal Building.

142. Close clearance on west truss span of Bridge 2080 over Miami River at Clare.

143. The track between Clare, Idlewild and Ivorydale is operated as a block for all trains and engines, controlled by Operator at Berry, under direction of Assistant Superintendent Terminal.

144. Train and enginemen operating over the CR, L&N, Sou and B&O tracks must provide themselves with and be governed by their timetables and Book of Rules.

145. On Hillsboro Branch, account close overhead clearance, employes must not ride top of moving rail equipment on main track at MP S-18.8 (leased to Highland Landmark, Inc.). Warning signs are erected.

400. Non-Train Order Stations will be open, except as noted, daily except Saturdays, Sundays and holidays, as follows:

Peebles7:00 A.M. to 4:00 P.M.
Sardinia8:00 A.M. to 5:00 P.M.

SCIOTO DIVISION

TONNAGE RATINGS Per Locomotive Unit

From	To	Units	Time		Slow-Empties		
			Normal	Maximum	Slow-Loads	Normal	Maximum
Kenova District:							
Williamson	Portsmouth	4-axle	2400	3600	6000	1800	3200
		6-axle	3600	5400	9000	2700	4800
Portsmouth	Williamson	4-axle	2250	3200	4000	1800	2800
		6-axle	3375	4800	6000	2700	4200
Columbus District:							
Portsmouth	Columbus	4-axle	2000	3400	5000	1800	3000
		6-axle	3000	5100	7500	2700	4500
Columbus	Portsmouth	4-axle	2000	3100	3750	1800	2700
		6-axle	3000	4650	5625	2700	4050
Sandusky District:							
Columbus	Bellevue or Sandusky	4-axle	2000	3300	5000	1800	2900
		6-axle	3000	4400	7500	2700	4350
Sandusky or Bellevue	Columbus	4-axle	1700	2600	3000	1800	2700
		6-axle	2550	3900	4500	2700	4050
Cincinnati District:							
Portsmouth	Clare	4-axle	1350	1350	1450	1300	1300
		6-axle	2025	2025	2175	1950	1950
Clare	Lawshe	4-axle	1600	1600	1700	1500	1500
		6-axle	2400	2400	2550	2250	2250
Lawshe	Portsmouth	4-axle	1300	1300	1350	1230	1230
		6-axle	1950	1950	2025	1845	1845
Wolf Creek Branch:							
From	To	Service	4-Axle	6-Axle			
				SD-40 SD-45 C30-7	Other		
Pevler	Rowe	Loads	2600	4300	4000		
Wolf Ck. Jct.	Rowe	Empties	2375	3750	3500		
Rowe	Pevler	Empties	1140	1900	1710		

TIME

Normal—Rating for time freight trains based on maintaining scheduled time.

Maximum—Rating for similar trains based on maintaining minimum continuous speed on ruling grade.

SLOW-LOADS—Rating for trains consisting of 75% or more of bulk commodities such as coal, ore and grain based on maintaining minimum continuous speed on ruling grade.

SLOW-EMPTIES

Normal—Rating for trains consisting of 75% or more of empty equipment when sufficient power is available.

Maximum—Rating for similar trains based on maintaining minimum continuous speed on ruling grade.

Additional tonnage may be handled over certain portions of the various operating districts when necessary.

When a train is to be operated over several tonnage rating territories without changing the locomotive consist, the most restrictive territory will govern the amount of power to be used on the train.

Three of the following series of 6-axle units are the equivalent of five 4-axle units for tonnage rating purposes:

EMD SD-40 Series 1580-1652 and 6073-6188

EMD SD-45 Series 1700-1814

GE C-30-7 Series 8000-8082

When ambient temperature is 34 degrees or less, train length should not exceed that shown in "Table of Maximum Train Lengths" in this timetable.

TABLE OF MAXIMUM TRAIN LENGTHS

When Ambient Temperature is 34° or Less, Train Length Should Not Exceed that Indicated Below.

TRAINS WITH HEAD END BRAKE PIPE SUPPLY ONLY

Ambient *Maximum Number of Cars
Temp. °F (Based on 50-ft. Cars)

35° and up	Full Train and Tonnage
32° to 34°	195
29° to 31°	180
26° to 28°	170
20° to 25°	155
15° to 19°	145
10° to 14°	135
5° to 9°	125
0° to 4°	115
-1° to -5°	105
-6° to -10°	95
-11° to -15°	85
-16° to -25°	75

***NOTE:** Long cars such as bi-level, tri-level, piggyback, or hi-cube to be counted as two 50-foot cars in the above train lengths.

SCIOTO DIVISION SURGEONS

Location	Name and Address	Telephone Number
Roanoke, Va.	Dr. W. R. Whitman, Jr. System Surgeon Lewis-Gale Clinic 1802 Braeburn Dr. Residence	989-0369 774-7134
Williamson, W. Va.	Dr. R. A. Salton Williamson Memorial Hospital Residence	235-2500 235-2779
	Dr. F. J. Burian Cinderella Bldg. Residence	235-3555 237-1301
Fort Gay, W. Va. ...	Dr. G. P. Carter Louisa General Hospital Lock Ave., Louisa, Ky. Residence	638-4595 638-4572
Ceredo, W. Va.	Dr. Sidney Schnitt 272 Main St.	453-2431
Huntington, W. Va.	Dr. T. J. Holbrook Neurosurgeon 708 First Huntington National Bank Bldg. Residence	522-8266 523-2567
	Dr. C. R. Jarrell 1509 6th Ave. Residence	697-7222 762-2559
	Dr. L. C. Smith Consulting Psychiatrist 1309 16th St.	697-7036
	Dr. Sidney Schnitt 1120 Fifth Ave.	525-0508
	Dr. R. A. Herms Dr. R. R. Turner Orthopedists 1 Mercy Medical Plaza	353-1151
Portsmouth, Ohio ...	Dr. A. L. Berndt 1304 Gallia St. Residence	353-4400 353-0311
	Dr. R. A. Adams Southern Hills Med. Bldg. 723 Eighth Street	354-5695
	Dr. F. W. Gillig Ophthalmologist 1404 Offnere St.	353-4680
	Dr. S. W. Miller Radiologist 1735 Waller St.	353-5860
	Dr. C. H. Allen 1405 Offnere St. Residence	353-6570 353-8405
	Dr. W. H. Stone Dental Surgeon 65 National Bank Bldg.	353-1740
	Dr. J. R. Sheets 1712 27th St. Residence	353-2148 353-7606
	Dr. G. N. Spears 1610 28th St. Hillview Center	354-1286

SCIOTO DIVISION SURGEONS—Continued

Location	Name and Address	Telephone Number
Hillsboro and Winchester, Ohio ...	Dr. R. C. Wenrick 330 N. High Residence	393-1753 393-2415
Cincinnati, Ohio ...	Dr. H. E. Wedig, Jr. 3405 Church St. Newtown, Ohio	561-5757
	Dr. F. H. Mayfield Neurosurgeon 506 Oak St. Residence	221-1100 321-6062
Chillicothe, Ohio ...	Dr. Taylor Asbury Ophthalmologist 250 William Howard Taft Rd	961-8121
	Dr. Donald H. Jansen Dr. C. M. Smith Ophthalmologists 9030 Montgomery Road	891-0444
	Dr. C. O. Carothers Orthopedic Surgeon 409 Broadway St. Residence	621-4483 871-2378
Chillicothe, Ohio ...	Dr. Rudolph Zodikoff 3814 West Street	271-1285
	Dr. E. H. Artman 36 N. Walnut	773-2271
Circleville, Ohio ...	Dr. R. H. McCoy 125 North Pickaway Street	474-2174
Columbus, Ohio ...	Dr. R. W. Zollinger 683 E. Broad St. Residence	224-1475 221-3266
	Dr. W. T. Paul 1300 Dublin Rd. Residence	225-5362 221-3266
	Dr. R. H. Kuhn Dr. R. R. Williams 3341 E. Livingston Ave. If no answer call	231-4555 221-3266
Columbus, Ohio ...	Dr. J. R. Thompson Ophthalmologist 327 East State Street	224-9328 279-7821
	Dr. D. M. Murphy 1142 Independence Ave. Residence	382-1133 382-5069
Bellevue, Ohio ...	Dr. J. B. Ball 113 W. Main St.	483-7820
	Firelands Med. Clinic Route 4	483-6460
	Dr. D. R. Irons Firelands Med. Clinic Route 4	483-6460
	Dr. Roy E. Harvey 185 B W. Aigler Blvd.	483-5085

SCIOTO DIVISION SURGEONS—Continued

Location	Name and Address	Telephone Number
Sandusky, Ohio	Dr. W. P. Skirball 1218 Cleveland Rd.	626-1313
	Residence	626-1382
	Dr. L. G. Parker 110 West Madison	626-0514
	Residence	625-3663
	Dr. F. O. Fry 1218 Cleveland Rd.	625-1583
	Residence	626-2284

1. NAME 2. ADDRESS 3. CITY 4. STATE 5. ZIP CODE	6. OCCUPATION 7. EDUCATION 8. MARITAL STATUS 9. RELIGION 10. ETHNICITY	11. SERVICE RECORD 12. MEDICAL HISTORY 13. ALLERGIES 14. CURRENT MEDICATIONS 15. VACCINATION RECORD 16. LABORATORY TESTS 17. X-RAY RECORD 18. OTHER RECORDS	19. PHYSICIAN'S COMMENTS 20. PATIENT'S COMMENTS	21. DATE 22. SIGNATURE 23. TITLE
THIS PAGE LEFT BLANK INTENTIONALLY				

Norfolk and Western Railway		POSITION IN TRAIN OF HAZARDOUS MATERIAL PLACARDED CARS													
1. DETERMINE TYPE CAR AND PLACARD. 2. DETERMINE HORIZONTAL LINE ON CHART THAT APPLIES. 3. SYMBOL X INDICATES WORDING AT TOP OF COLUMN. 4. ○ INDICATES FOOTNOTE BELOW.		MUST NOT BE NEARER THAN THE 6th CAR FROM THE ENGINE OR OCCUPIED CABOOSE	WHEN LENGTH OF TRAIN DOES NOT PERMIT 6th CAR PLACEMENT IT MUST BE NEAR MIDDLE OF TRAIN	CAR WITH INTERNAL COMBUSTION ENGINE, AUTOMATIC REFRIGERATION OR HEATING APPARATUS IN OPERATION, OPEN FLAME HEATERS, STOVES OR LANTERNS	OPEN TOP CAR WHEN LADING PROTRUDES BEYOND CAR ENDS OR IS LIABLE TO SHIFT BEYOND CAR ENDS	ENGINE	OCCUPIED CABOOSE	OCCUPIED PASSENGER OR COMBINATION CAR	LOADED FLAT CAR	UNDEVELOPED FILM	MUST NOT BE PLACED NEXT TO:				
											CAR PLACARDED				
											EXPLOSIVES A	POISON GAS	ANY PLACARD EXCEPT COMBUSTIBLE	EMPTY PLACARDED TANK CAR	RADIOACTIVE
TYPE OF CAR	PLACARD APPLIED ON CAR														
ANY CAR	EXPLOSIVES A	X	X	X	X	X	X ^①	X ^①	X			X	X		X
TANK CAR	POISON GAS	X	X	X	X	X	X ^①	X ^①	X		X		X		X
OTHER THAN TANK CAR	POISON GAS			X	X	X	X ^①	X ^①	X		X		X		X

ANY CAR	RADIOACTIVE					X	X			X	X	X	X		
LOADED TANK CAR	ANY PLACARD OTHER THAN COMBUSTIBLE	X	X	X	X	X	X	X ^①	X ^③		X	X			X
EMPTY TANK CAR	EMPTY - OTHER THAN COMBUSTIBLE					X	X								
OTHER THAN TANK CAR	ANY PLACARD OTHER THAN COMBUSTIBLE										X	X			X
ANY CAR	COMBUSTIBLE														

NOTES: ① EXCEPT IT MUST BE NEXT AHEAD OF CAR OCCUPIED BY TECHNICAL ESCORTS OR AUTHORIZED PERSONNEL. IF EQUIPPED WITH LIGHTED HEATER OCCUPIED CAR MUST BE THE FOURTH CAR BEHIND A CAR PLACARDED EXPLOSIVES A.

② A FLAT CAR WITH PERMANENT ENDS OF RIGID CONSTRUCTION IS CONSIDERED AN OPEN TOP CAR.

③ OTHER THAN FLAT CAR IN TOFC OR COFC SERVICE OR SPECIALLY EQUIPPED FOR LOADING VEHICLES. FLAT CARS LOADED WITH LOADED FLAT BED TRAILERS OR LOADED OPEN TOP TRAILERS ARE NOT EXCEPTED.

NOTE: CARS WITH SAME PLACARDS MAY BE PLACED NEXT TO EACH OTHER.

EFFECTIVE: MAR. 1, 1977

NUMBERS FOR STATIONS AND SIDINGS

NAME OF STATION OR SIDING	Station No. or Siding
Main Line	
Williamson Yard	10451
Williamson Freight Station	
Goodman Spur, W. Va.	10456
Chattaroy Storage Siding	10456a
Chattaroy, W. Va.	10456b
Borderland Storage Siding	10458
Borderland, W. Va.	10458a
Acme Coal Co., Borderland No. 1	10458b
Armen Storage Siding	10459
Nolan, W. Va.	10460
Nolan Spur Jct.	10460a
Lizann Mining Co.	10461
Nolan Spur	
West Virginia—Kentucky State Line	
Cloverleaf Coal Co.	19301
Governor Elkhorn Coal Co.	19302
Long Fork Spur Jct.	19302a
Long Fork Spur	
CJC Coal Co.	19322
Dunavant Coal Co.	19323
Gund, Ky., Island Creek Coal Co.	19326
Sidney, Ky.	19347
Nolan Spur—Continued	
Big Creek Fuel Co.	19302b
Hatfield, Ky., Lizann Mining Corp.	19303
Brushy Mining Co.	19304
Main Line	
Maher Storage	10463
Maher, W. Va.	10464
Naugatuck, W. Va.	10467
Lenore Branch Jct.	10467a
Lenore Branch	
Naugatuck Storage Siding	19401
Blockton, W. Va.	19401a
Ajax, W. Va.	19404
Lenore, W. Va.	19404a
Tekram, W. Va.	19408
R. J. Blankenship	19412
Bias, W. Va.	19413
National Coal Mining Co.	19414a
Millstone Yard	19414
Delbarton, W. Va.	19415
Puritan, W. Va.	19416
Ragland, W. Va.	19418
Pine Rock Coals Inc., Pine Rock #24.	19419
National Coal Mining Co., National #25.	19421
Island Creek Coal Co., Oper. No. 26.	19421a
Scarlet Glen, W. Va.	19422

NUMBERS FOR STATIONS AND SIDINGS

NAME OF STATION OR SIDING	Station No. or Siding
Main Line	
Panco Storage	10469
Panco Siding, W. Va.	10470
Upper Burning Creek Spur Jct.	10471
Upper Burning Creek Spur	
Kermit Coal Co.	19101
End of Spur	
Main Line	
Wolf Creek Branch Jct.	10471a
Wolf Creek Branch	
West Virginia-Kentucky State Line	
Pilgrim Siding, Ky.	19201
Pilgrim, Ky., Wolf Creek Collieries	19203
Pigeon Roost, Ky. Siding	19207
Martiki, Ky.	19208
Coalpoint, Ky., Unit Coal Corp., Blue Bird Mine.	19212
Bradbury, Ky., Martin Coal Corp.	19213
Pontiki, Ky., Pontiki Coal Co.	19213a
Rowe Sdg., Ky.	19215
Toptiki Coal Co.	19215
Hot Box Spur, Ky.	19219
Pevler, Ky., Island Creek Coal Co., Pevler No. 1 Mine.	19223
Main Line	
Grey Eagle Coal Co.	10472
Virginia Gasoline and Oil Co.	10472a
Kermit, W. Va.	10472b
Buck Creek Branch Jct.	10473
Buck Creek Branch	
Rock Castle Sand Co.	19500
West Virginia-Kentucky State Line	
Kentucky Border Coal Co.	19501
Compton & Sons	19501a
A. B. Blankenship	19501b
Beauty, Ky.	19502
Main Line	
Grey Eagle, W. Va.	10473
Stonecoal Yard	10476
Buffalo Mining Co.—Mark Oper.	10477
Crum, W. Va.	10478
Bull Siding	10480
Tripp, W. Va.	10481
Sloan Siding, W. Va.	10481a
Webb, W. Va.	10485
Glenhayes, W. Va.	10491
Court Siding, W. Va.	10493
Saltpetre, W. Va.	10497
Trans American Dredging Corp.	10498
Fort Gay, W. Va.	10500

NUMBERS FOR STATIONS AND SIDINGS

NAME OF STATION OR SIDING	Station No. or Siding
Main Line	
Laval Sand Co.	10504
Hewlet, W. Va., Hewlet Coal Co.	10506
Hubbardstown, W. Va.	10508
Prichard, W. Va.	10513
Cyrus, W. Va.	10518
Docks Ck. Riv. Ter.	10522b
Neal, W. Va., Novamont Corp.	10522
Ashland Chemical Co.	10523
Kenova Belt Connecting Track Jct.	10526a
Wayne Branch Jct.	10526b
Kenova Belt Line	
Kenova, W. Va., C&O—B&O Interchange	10526c
Kenova Belt Yard (River Barge)	19653
Storage Yard (Oglebay Norton)	19654
Oglebay Norton Co.	19655
Wayne Branch	
Kenova Yard, W. Va.	10526d
Ceredo, W. Va.	19601
Buffalo Creek, W. Va.	19607
Lavalette, W. Va.	19612
County Farm Siding	19621
Wayne, W. Va.	19625
Elmwood, W. Va.	19626
Dean, W. Va.	19627
Armilda, W. Va.	19631
East Lynn, W. Va.	19632
F. B. Fry Co.	19632a
Campeo, W. Va., Cove Gap Coal Co.	19633
Main Line	
Kenova, W. Va.	10526
West Virginia—Ohio State Line	
North Kenova, O.	10527
South Point, O.	10528
Sheridan, O., Carter Jones Lbr. Co.	10531
Coal Grove, O.	10534
Ironton, O.	10537
Hanging Rock, O.	10541
Union Landing, O.	10544
Haverhill, O.	10546
Gennetts, O.	10549
Franklin Furnace, O.	10551
Wheelersburg, O.	10556
Colman Coal Sales	10558
Sciotoville, O.	10559
Carl, O.	10560
New Boston, O.	10563a
Portsmouth, O. Yard	10563

NUMBERS FOR STATIONS AND SIDINGS

NAME OF STATION OR SIDING	Station No. or Siding
Main Line	
Portsmouth Freight Station	
Vera, O.—Cincinnati District Jct.	10566
Lucasville, O.	10575
Dugan Passing Siding	10576
Clifford	10578
Wakefield, O.	10581
Standard Slag Co.	10583
New York Sales Co.	10583a
Sargents, O.	10584
Cashway Lumber Co.	10585
Van Meter Siding	10586
Teays Spur Jct.	10587
Teays Spur	
Teays, O.	10692
Main Line	
Piketon, O.	10588
Glen Jean, O.—DTI Connection	10592
Waverly, O.	10593
Omega, O.	10597
Higbys, O.	10601
Pride, O.	10604
Lunbeck, O.	10610
Renick, O.—B&O R.R. Connection	10612
Chillicothe, O.	10613
Kenworth Motor—Motor Truck Co.	10618
Delano, O.	10618a
Central States Construction Co.	10619
Kinnickinnick, O.	10620
Kingston, O.	10623
Elmwood Farm, O.	10625
Hayesville Siding	10628
Dorney, O.	10630
Circleville, O.	10633
Ritts Passing Siding, O.	10635
Cromley, O.	10639
Ashville, O.	10641
Duvals, O.	10645
Lockbourne, O.	10647
Rickenbacker Air Force Base	10649
Miner Passing Siding, O.	10649a
Industrial Siding, O.	10652
Obetz, O.	10653a
Valley Crossing, O.—C&O Conn.	10653
Southfield Park, O.	10653b
Discovery Park	10654a
Watkins Yd., O.	10654
Bannon, O.—CR Connection	10655
Columbus Yard	10660
Columbus Freight Station	

NUMBERS FOR STATIONS AND SIDINGS

Sandusky District

NAME OF STATION OR SIDING	Station No. or Siding
Main Line	
Columbus Yard	10660
Hudson Street	10663
Columbus Coal & Lime	10665
A. W. Hames	10665a
North Columbus, O.	10666
Phillippstown, O.	10666a
Morse Road, O.	10667
Worthington Tower	10668
Worthington, O.	10668a
Lewis Center, O.	10676
City Ice & Fuel Co.	10683
Delaware, O., Freight Station	10683a
Olentangy Water Station	10687
Delaware Water Co.	10688
Troyton Team Track	10691
Troyton, O.	10691a
Waldo, O.	10695
Waldo Storage Siding	10695a
Seiter, O.	10698
Marion, O., C&O, CR Connections	10705
Harvey, O.	10709
Ulmer, O.	10711
Tobias, O.	10713
Monnette, O.	10715
Bucyrus Airport Industrial Center	10722
Bucyrus, O., CR Connections	10723
Ridgeton, O.	10729
Chatfield, O., AC&Y Ry. Connections	10733
Carrothers, O.	10736a
Attica, O.	10741
Attica Jct., Interlocking Tower	10743
Omar, O.	10745
Frank, O.	10750
Flat Rock, O.	10753
Bellevue, O.	248
Parkertown, O.	10761
Sand Hill, O.	10762
Bay Jct., O.	10763
Weyers, O.	10764
Bayside, O., Block Office	10765
Sandusky, O., Yard	10767
CR Connection	10769
CR Connection	10769a
Sandusky, O., Freight Station	10770
CR Connection	10771
CR Connection	10771a
B&O RR Connection	10771b

NUMBERS FOR STATIONS AND SIDINGS

NAME OF STATION OR SIDING	Station No. or Siding
Cincinnati District	
Portsmouth Freight Station	10564
Vera, O.—Cincinnati Dist. Jct.	10566
Book Siding	10804
Rushtown, O.	10808
Roca Siding	10810
McDermott, O.	10810a
Arion, O.	10813
Brookside, O.	10814
Henley, O.	10816
Otway, O.	10820
Youngs, O.	10822
Rarden, O.	10825
Mineral Springs, O.	10828
Beaver Pond, O.	10831
Plum Run, O.	10833
Peebles, O.	10835
Lawshe, O.	10839
Seaman, O.	10845
Mt. Zion Passing Siding, O.	10846
Winchester, O.	10850
Macon, O.	10854
Hillsboro Branch Jct.	10859
Hillsboro Branch	
Mowrystown, O.	10800
East Danville Sdg., O.	10801
Shackelton, O.	10802
Carter Jones Lumber Co.	10802a
Hillsboro, O.	10803
Cincinnati District	
Sardinia, O.	10859a
White Oak, O.	10864
Cinoco Siding	10864a
Kibler Milling Co.	10864b
Mt. Oreb, O.	10866
Eastwood	10870
Williamsburg, O.	10874
Afton, O.	10876
Cincinnati Milacron Inc.	10877
Carter Jones Lumber Co.	10877a
So. Ohio Fab. Co.	10878
Batavia, O.	10883
Perintown, O.	10888
South Milford, O.	10892
Ancor, Ohio	10894
Ohio Gravel Co.	10896
Newtown, O.	10897
Clare, O.	10898

NUMBERS FOR STATIONS AND SIDINGS

NAME OF STATION OR SIDING	Station No. or Siding
Cincinnati District	
Clare, O. Yard	10898
Mariemont, O.	10899
Newburg, O.	10981
Hyde Park, O.	10982
Norwood, O.	10983
Idlewild, O.	10983a
Woodburn Avenue—Cincinnati Belt Line Junction	10984
Avondale, O.	10984a
Cincinnati Court Street Station	10987
Cincinnati Belt	
Bond Hill, O.	10992
B. & O. R. R. Connection	10992a
Berrys Yard, O.	10993
Elmwood Pl., O.	10993a
St. Bernard, O.	10993b
Ross Estate	10993c
Ivorydale, O., ConRail Connection	10994
Ivorydale, O., B&O Connection	10994a
Cincinnati Interchange	
Clare, O.	10898
Red Bank, O.
Rendcomb Jct., O.
Oasis, O., L&N Connection	10997
Front & Smith Sts., O., SOU Connection	10999

SPEED TABLE

MILES Per Hour	TIME Taken 1 Mile	MILES Per Hour
	Min. Sec.	
22.00	1 28	42.00
24.00	1 24	44.00
26.00	1 20	46.00
28.00	1 16	48.00
30.00	1 12	50.00
32.00	1 08	52.00
34.00	1 04	54.00
36.00	1 00	56.00
38.00	0 56	58.00
40.00	0 52	60.00
42.00	0 48	62.00
44.00	0 44	64.00
46.00	0 40	66.00
48.00	0 36	68.00
50.00	0 32	70.00
52.00	0 28	72.00
54.00	0 24	74.00
56.00	0 20	76.00
58.00	0 16	78.00
60.00	0 12	80.00
62.00	0 08	82.00
64.00	0 04	84.00
66.00	0 00	86.00
68.00	0 00	88.00
70.00	0 00	90.00
72.00	0 00	92.00
74.00	0 00	94.00
76.00	0 00	96.00
78.00	0 00	98.00
80.00	0 00	100.00

Compliance with
OPERATING RULES
 AND
SAFETY RULES
 GROUP
SAFE and EFFICIENT
 Operation

