

SAFETY

IS OF

FIRST IMPORTANCE

BE CAREFUL
THINK - LOOK
AND
LIVE



AVOID DAMAGE
SWITCH CUSTOMER'S CARS
CAREFULLY

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

THE CHESAPEAKE AND OHIO RAILWAY COMPANY

Central Region

CINCINNATI-CHICAGO DIVISION

TIMETABLE No.

149

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

Sunday, April 24, 1960.

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

DESTROY ALL TIMETABLES OF
PREVIOUS DATE

Read the Instructions

FOR INFORMATION OF EMPLOYEES ONLY

Trains west of Cheviot run on Central Time

Trains east of Cheviot run on Eastern Time

R. VAWTER,
Regional Manager.

P. L. KOEHLER,
Superintendent, Cincinnati-Chicago Division.

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

G. C. PHILLIPS,
Superintendent Transportation.

TIMETABLE ABBREVIATIONS AND SYMBOLS

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

SCHEDULE PAGES

EEDT for East End Double Track
WEDT for West End Double Track

SPECIAL INSTRUCTION PAGES

ARFE for Asst. Road Foreman of Engines
ATM for Asst. Trainmaster
ATM for Asst. Term. Trainmaster
CTD for Chief Train Dispatcher
Div for Division

RFE for Road Foreman of Engines
Term for Terminal
TTM for Terminal Trainmaster
TM for Trainmaster

SPEED TABLE

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

DIVISION OFFICERS

DIV.	OFFICER	TITLE	TERRITORY	DIV.	OFFICER	TITLE	TERRITORY
Cincinnati-Chicago Div.	E. B. Miller.....	Asst. to Supt...	Covington, Ky.	Cincinnati-Chicago Div.	J. P. Charters.....	Asst. Supt.-TM	Peru, Ind.
	E. P. Whitfield.....	TM.....	Covington, Ky.		C. E. Sampson.....	ATM.....	Peru, Ind.
	S. D. Brown.....	RFE-ATM.....	Stevens, Ky.		D. M. Snyder.....	RFE-ATM.....	Peru, Ind.
	W. E. McCoy.....	ARFE.....	Stevens, Ky.		L. H. Lain.....	RFE-ATM.....	Peru, Ind.
	K. B. Robertson.....	TM.....	Cinti. Term., Stevens, Ky.		C. B. Riggle.....	CTD.....	Peru, Ind.
	E. C. StGeorge.....	TM.....	Cheviot SD, Cheviot, O.				
	P. T. Lawson.....	ATM.....	Covington, Ky.				
	W. H. Richardson.....	CTD.....	Covington, Ky.				
	D. F. Apple.....	Div. Eng.....	Covington, Ky.				
	J. H. Barksdale.....	Asst. Div. Eng.	Covington, Ky.				

CINCINNATI-CHICAGO DIVISION CINCINNATI SUBDIVISION

WESTWARD

EASTWARD

FIRST CLASS		SUPPLEMENT "A" TO TIMETABLE No. 149. In Effect 12:01 A. M., Sunday, October 30, 1960. STATIONS	FIRST CLASS	
3 Daily	1 Daily		2 Daily	4 Daily
L P M L	A M		A P M A	A M
1 15	5 12	N. J. Cabin 7.6	8 32	1 48
s 1 30	s 5 21	South Portsmouth 5.2	s 8 24	s 1 40
1 35	5 27	G. N. Cabin 7.3	8 14	1 14
1 41	5 33	Garrison 9.0	8 08	1 09
f 1 52	c	Vanceburg (30) 11.2	d	1 02
2 03	5 51	C. D. Cabin 0.6	7 50	12 53
.....	.....	Concord (20) 17.9	.....	.....
s 2 32	s 6 15	Maysville (15) 4.4	s 7 33	s 12 37
2 37	6 19	B. H. Cabin 6.3	7 26	12 19
.....	.....	Dover (30) 2.4	.....	.....
2 44	6 26	Stoney Point 4.1	7 19	12 14
f 2 53	s 6 32	Augusta (25) 14.9	f 7 15	.....
3 06	6 46	Carntown 16.7	7 01	11 57
3 21	7 02	C. S. Cabin 0.6	6 48	11 45
.....	.....	Stevens 1.5	.....	.....
3 23	7 04	Coney 6.2	6 46	11 43
.....	.....	Dayton (20) 2.2	.....	.....
s 3 37	s 7 17	Newport 1.6	s 6 35	s 11 34
3 39	7 21	K. C. Junction 1.1	6 31	11 31
f 3 45	s 7 26	Covington 2.3	s 6 29	f 11 29
4 00	7 40	CINCINNATI	6 20	11 20
A P M A	A M		L P M L	P M
3 Daily	1 Daily		2 Daily	4 Daily

c-No. 1—Vanceburg, let off revenue passengers from Charlottesville or beyond, pick up revenue passengers for Newport or beyond.

d-No. 2—Vanceburg, let off revenue passengers from Newport, Ky., or beyond, pick up revenue passengers for Charlottesville or beyond.

f—Flag stops.

TAYLOR: Westward local freight will stop daily and determine whether there are cars to handle from that point. Eastward local freight will wait at Taylor as much as one hour if necessary for loads from that point. When requested to wait for such loads the Conductor shall communicate with the Dispatcher, advising him of the prospective delay.

STATIONS, OFFICE HOURS, PASSING SIDINGS, DISTANCES

WESTWARD

EASTWARD

Distance from Stevens	Distance from N. J. Cabin	Passing Siding Capacity in Cars (41 ft.)	CINCINNATI SUBDIVISION	OFFICE HOURS		Distance from Cincinnati	Distance from Bridgetown
				From	To		
0.0			N. J. Cabin	C	C	123.1	130.4
7.6			South Portsmouth	11 45A	8 45 P	115.5	122.8
12.8		e183 w176	G. N. Cabin			110.3	117.6
20.1		c196 y	Garrison	* 8 00A	5 00 P	103.0	110.3
29.1			Vanceburg (30)			94.0	101.3
40.3		c192	C. D. Cabin			82.8	90.1
40.9			Concord (20)			82.2	89.5
47.9			Trinity			75.2	82.5
53.0			Springdale			70.1	77.4
58.8		Yard	Maysville (16)	C	C	64.3	71.6
63.2		e147 w120	B. H. Cabin			59.9	67.2
67.2			South Ripley			55.9	63.2
69.5			Dover (30)			53.6	60.0
71.9		c193	Stoney Point			51.2	58.5
76.0			Augusta (25)			47.1	54.4
81.7			Wellsburg			41.4	48.7
87.9			Foster			35.2	42.5
90.9			Carntown			32.2	39.5
99.4			New Richmond			23.7	31.8
107.6			C. S. Cabin	C	C	15.5	22.8
108.2			Stevens			14.9	22.2
1.5	109.7		Coney			13.4	20.7
7.7	115.9		Dayton (20)			7.2	14.5
9.9	118.1		Newport	C	C	5.0	12.3
11.5	119.7		K. C. Junction	C	C	3.4	10.7
12.6	120.8	Yard	Covington			2.3	9.6
12.7	120.9		O. B. Cabin			2.2	9.5
13.2	121.4		M. D. Cabin	C	C	1.7	9.0
13.7	121.9		C. T. Jct.			1.2	8.5
14.9	123.1		Cincinnati Union Station	C	C	0.0	7.3
13.7	121.9		C. T. Jct.				8.5
13.8	122.0		B. & O. Jct.				8.4

WESTWARD		CHEVIOT SUBDIVISION	EASTWARD	
14.6	122.8	Cincinnati Jct.	1.1	7.6
15.7	123.9	C. & O. Jct.	0.4	6.5
16.1	124.3	Brighton	3.7	6.1
19.8	128.0	Cheviot (EST)	0.7	2.4
20.5	128.7	Y. D. Cabin (CST)		1.7

WESTWARD

EASTWARD

Distance from Initial Station	Passing Siding Capacity in Cars (41 ft.)	MIAMI SUBDIVISION	OFFICE HOURS		Distance from Initial Station
			From	To	
0.0		Y. D. CABIN (CST)			154.4
1.3	Yard	Mulligan			152.1
1.7		Bridgetown			150.7
3.9	98	Dent			150.5
8.5	84	Miami			145.9
11.7		Willey's			142.7
13.1		Fernald			141.3
16.4	171	Shandon			138.0
19.9		Okeana			134.5
24.4	79	Newkirk			130.0
27.0		Peoria			127.4
30.0		Raymond			124.4
32.9	143	Bath			121.5
38.9	80	Cottage Grove	C	C	115.5
44.8		Kitchell			109.6
46.9		Witts			107.5
48.8	146 y	Boston			105.6
54.2	77	Elkhorn			100.2
55.8		South Richmond			98.6
56.9	Yard	Richmond (40)	9 00A	6 00 P	97.5
57.6		Mt. Auburn			96.8
57.9		Crosley			96.5
61.4	143	Wayne			93.0
62.9		Webster			91.5
67.8	96	Williamsburg			86.6
73.5	97	Economy			80.9
80.4	156 y	Losantville			74.0
84.3		Blountsville			70.1
86.4	87	Henry			68.0
90.6	143	Medford			63.8
95.4	y	South Muncie			59.0
97.0	Yard	Muncie (30)	C	C	57.4
99.0	139	Drew			55.4
99.4		Delser			51.5
107.5	198	Gaston			46.9
112.3		Janney			42.1
114.9	152	Fowlerton			39.5
119.9	155	Grey			34.5
121.2		Jonesboro (25)			33.2
123.5		Deer Creek			30.9
126.3		Marion (30)			28.1
127.9	156 *	Phoenix			26.5
131.9	151	Sweetser			22.5
133.9		Mier			20.5
137.6		Converse			16.8
140.7	144	Amboy			13.7
146.6	158	Santa Fe			7.8
154.4	Yard t	Peru	C	C	0.0

WESTWARD		WABASH SUBDIVISION	EASTWARD		
0.0	Yard t	PERU (20) (12)	C	C	117.0
2.1	135	C. W. Tower	C	C	114.9
5.5		Vicord			113.9
9.1	85	Hoover			107.9
13.6		Twelve Mile			103.4
19.5	140	Fulton			97.5
28.9	127	Kawanna			88.1
33.2		Lake Bruce			83.8
41.8	91	Beardstown			75.2
48.8		Park			68.2
52.4	102	North Judson (40)	C	C	64.6
56.7		English Lake			60.3
61.6	168 y	La Crosse	10 00A	7 00 P	55.4
62.5	90	Wade			54.5
70.0	115	Malden			47.0
79.1	109	Beatrice			37.9
87.8	112	Merrillville			29.2
92.8	230 y	GRIFFITH	C	C	24.2

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

CINCINNATI-CHICAGO DIVISION

SPECIAL INSTRUCTIONS

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

SUB-DIVISION	TRACK SECTION BETWEEN	TRACK
Cheviot.....	West End of Liberty Street Yard and Mile Post 8.2	Single Track.
Miami.....	M. P. 8.2 and Peru	
Wabash.....	Peru and Shops	
Wabash.....	C. W. Tower and E. J. & E. Interlocking at Griffith	
Cincinnati..	N. J. Cabin and K. C. Jct.	Two Tracks.
	O. B. Cabin and Wood St., Cincinnati	
	M. D. Cabin and 5th and Baymiller Sts., Cincinnati	
Cheviot.....	5th and Baymiller Sts., and Cincinnati Jct. (via B. & O.)	Two Tracks.
	Cincinnati Junction and West End of Liberty Street Yard (Outside Tracks)	
Wabash.....	Shops and C. W. Tower	Four Tracks.
Cincinnati..	K. C. Junction and O. B. Cabin	

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

SUB-DIVISION	BETWEEN	RAILROAD
CINCINNATI..	Newport and Point Isabella, Cincinnati and beyond.....	L. & N. and Penna. R. R.
	K. C. Junction and B. & O. connection 5th and Baymiller Streets, Cincinnati.....	C. & C. E. R. R. & T. & B. Co.
	Wood St., Cincinnati and beyond..	N. Y. C. R. R.
	B. & O. connection 5th and Baymiller Streets, Cincinnati, and Cincinnati Junction.....	B. & O. R. R.
CHEVIOT.....	C. T. Junction and C. & O. Junction	C. U. T. Co.
MIAMI.....	Muncie: Between west end Joint Track and White River Bridge and the New Castle Division connecting track.....	N. K. P. R. R.
	E. J. & E. Interlocking, Griffith, and State Line Interlocking.....	Erie R. R.
CHICAGO TERMINAL...	State Line Interlocking and Pullman Jct.....	Chicago & Western Indiana.
	Pullman Jct. and 80th Street.....	Belt Rwy. of Chicago or Chicago & Western Indiana.
	80th Street and Rockwell Street...	Belt Rwy. of Chicago.

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

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

STATION	LOCATION CLOCK	LOCATION FORM CDT-43
Maysville.....	.....	Telegraph Office
	Hump Yard Office.....	Hump Yard Office
	Roundhouse Foreman's Office.	Roundhouse Foreman's Office
Stevens.....	Clerk's Office, East End Yard 4.....	Clerk's Office, East End Yard 4
	Switch Tender's Office.....	Switch Tender's Office
Coveington.....	Crew Caller's Office.....	Crew Caller's Office
Cincinnati Union Terminal....	Roundhouse Register Room...	Roundhouse Register Room
	Telegraph Office.....	Telegraph Office

30-1.—Concluded.

STATION	LOCATION CLOCK	LOCATION FORM CDT-43
Cheviot.....	Roundhouse.....	Roundhouse
	Yard Office.....	Yard Office
Richmond.....	Telegraph Office.....	Telegraph Office
Muncie.....	Yard Office.....	Yard Office
	Roundhouse.....	Roundhouse
Peru.....	East End Yard Office.....	East End Yard Office
	West End Yard Office.....	West End Yard Office
Burnham.....	Yard Office.....	Yard Office
Rockwell Street	Yard Office.....	Yard Office
	Diesel House.....	Diesel House

30-2.—Bulletin and Notice Books:

STATION	LOCATION
Maysville.....	Telegraph Office
	Roundhouse Foreman's Office
Stevens.....	Hump Yard Office
	Clerk's Office, East End Yard 4
Coney.....	Switch Tender's Office
Coveington.....	Crew Caller's Office
Cincinnati Union Terminal.....	Roundhouse Register Room
	Telegraph Office
Cheviot.....	Yard Office
	Roundhouse
Richmond.....	Telegraph Office
Muncie.....	Yard Office
	East End Yard Office
Peru.....	Roundhouse
	West End Yard Office
Burnham.....	Yard Office
Rockwell Street....	Yard Office
	Diesel House

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

BETWEEN	PASSENGER TRAINS	FREIGHT TRAINS	
		TIME	OTHER
	MPH	MPH	MPH
N. J. Cabin and C. S. Cabin.....	75	55	50
C. S. Cabin and K. C. Junction.....	60	45	35
K. C. Junction and West End C. & C. Bridge...	30	30	30
West End C. & C. Bridge and C. T. Junction ...	20	20	20
West End C. & C. Bridge and Wood St., Cincinnati	15	15	15
C. T. Junction and 5th and Baymiller Sts., Cincinnati.....	15	15	15
Cincinnati Junction and Cheviot.....	20	15	15
Cheviot and Peru.....	60	60	40
Peru and Griffith.....	60	60	40

40-1.—SPEED RESTRICTIONS:

LOCATIONS AND CONDITIONS	PASSENGER TRAINS	FREIGHT TRAINS	
		TIME	OTHER
		MPH	MPH	MPH
Between N. J. Cabin and C. S. Cabin:			
Trains in excess of 7,000 tons or 160 cars.....		50	45
Trains in excess of 11,000 tons or 120 cars.....			35
Trains in excess of 14,000 tons or 160 cars.....			
Trains running against current of traffic:			
Between N. J. Cabin and Carntown.....	50	35	35
Between C. S. Cabin and N. X. Cabin (see Instructions 930-2(d)).			
Entering or leaving sidings and through crossovers Cheviot Subdivision.....	10		10
Through turnouts in main tracks at west switch Liberty St. and B. & O. Crossing, and 8th St. Cincinnati.....	10		10
Over street crossing between Mile Post 61 and Mile Post 62, South Richmond.....	30	30	30
Through turnout at end of double track, C. W. Tower.....	30	25	25
Through turnouts at ends of passing sidings and all main track crossovers except where movement is governed by interlocking or automatic block signal indications, Cincinnati, Miami and Wabash Subdivisions.....	20	15	15

40-2.—Concluded.

Equipment—Concluded	PASSENGER TRAINS	FREIGHT TRAINS		
		TIME	OTHER	
		MPH	MPH	MPH
Trains handling C&O tool car derrick with boom trailing.....		40	40	
Trains handling C&O tool car derrick with boom in forward position (see 40-4).....		30	30	
Trains handling other derrick cars, power shovels, cranes, ditchers and similar pivoted machinery moving on their own wheels (see 40-4)		On tangents.....	20	20
		On curves.....	15	15
Trains handling non-revenue shipments of derricks, power shovels, cranes, ditchers and similar pivoted machinery loaded on cars (see 40-4)...		On curves.....	30	30
CHEVIOT SUBDIVISION:				
Trains handling C&O tool car derrick, other derrick cars, power shovels, cranes, ditchers and similar pivoted non-revenue machinery moving on own wheels (see 40-4).....		15	15	

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

GENERAL:	PASSENGER TRAINS	FREIGHT TRAINS				
		TIME	OTHER			
		MPH	MPH	MPH		
Engines:						
Engines pushing cars.....	30	25	25			
Permissible speeds for diesel engines used in passenger or freight service, except speed must not be in excess of Maximum Authorized Speed Table 40 or Speed Restriction Tables 40-1 and 40-2 when such speeds are lower:						
Series Nos.						
95-98	}	80	60			
101-108						
4001-4009						
4500-4523						
4000, 4002-4008	}	75	60			
4010-4030						
80-85	}	65	60			
1834-1847						
5600-5601						
5700-6263						
6700-6709						
6800-6811						
7000-7093	}	60	60			
7500-7546						
8000-8015						
8500-8506						
5114-5115				}	60	60
5528-5595						
10-11	}	50	50			
57-62						
1850-1856						
5000-5093						
5100-5113	}	50	50			
5200-5298						
6500-6501						
6600-6601						
1.....	37	37	37			
Rail Cars 9060-9062, 9080-9082.....	80	60	60			
Equipment						
Trains handling ditcher spreader cars.....		30	30			
Trains handling air dump cars.....		30	30			
Trains handling scale test cars (see 40-4 (k)).....		25	25			
Trains handling Clearance Car X-1836 when pushed ahead of engine (see 40-4(1)).....		30	30			
Trains handling Clearance Car X-1836 when pulled in train (see 40-4(1)).....		35	35			

40-3.—ENGINE RESTRICTIONS:

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

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

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

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

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

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

S. D.	STATION	TRACK	DIESEL ROAD NUMBERS	RESTRICTION
Cincinnati		Distiller's Spur track 1634 feet east of MP 603	All Engines	Must not move over one car length beyond derail.
	Maysville...	Maysville Brick Company Spur	All Engines	Must not go beyond sign reading "Engines Not Allowed Beyond This Point", located 1044 feet east of main track switch.
	Melbourne...	American Marietta Company	All Engines	Must not move beyond a point 860 feet east of main track switch and end of track.

40-3 (g)—Continued.

S. D.	STATION	TRACK	DIESEL ROAD NUMBERS	RESTRICTION	
Cincinnati	Cincinnati....	Vogt Transfer Company track	All Engines	Due to curvature of track, single unit diesel engines only must be used.	
		Water Street Yard, Tracks 5 and 6	5528-5595 6800-6811	Must not use.	
Cheviot	Cheviot.....	Radell Concrete Products Co., (Consumers Material Co.)	All Engines	Account excessive curvature, engines entering track must not handle cars on west end of engine while placing cars on this track.	
		Barney Bunke track	All Engines	Engines must not be permitted to operate over any part of track scales.	
	Brighton.....	Barrett	All Engines	Engines must not go beyond sign reading: "ENGINES NOT ALLOWED BEYOND THIS POINT."	
		8th St. Yard..	Buckeye Warehouse Co.	All Engines	Due to curvature of track, single unit diesel engines only must be used.
Miami	Miami.....	Camp car track	All Engines	Must not use.	
	Willeys.....	Ohio Gravel Company track	All Engines	Must not move under tipple.	
		Barret			
	Webster.....	Spur track	1, 10-11, 57-62, 80-85, 95-98, 101-108, 1834-1847, 1850-1856, 4000-4030, 4500-4523, 5000-5057, 5100-5115, 5200-5298, 5528-5529, 5533-5595, 5600-5601, 6500-6501, 6700-6709, 6800-6811, 7000-7093, 7500-7546, 8000-8015, 8500-8506.	Must not operate beyond point protected by signs reading: "ENGINES MUST NOT PASS THIS POINT."	
					Muncie.....	Silver Plate track
	Converse.....	Snake Track	1, 10-11, 57-62, 1850-1856, 5000-5057, 5060-5093, 5100-5115, 5200-5298, 5570-5595, 6500-6501.	May be operated to end of track as single or multiple units.	
				80-85, 95-98, 101-108, 1834-1847, 4000-4030, 4500-4523, 5528-5569, 6800-6811.	Must not go beyond point protected by sign reading "UNITS COUPLED MUST NOT PASS THIS POINT."

40-3 (g)—Concluded.

S. D.	STATION	TRACK	DIESEL ROAD NUMBERS	RESTRICTION
Miami	Converse.....	Snake track	5600-5601, 5700-6263, 6700-6709, 7000-7093, 7500-7546, 8000-8015, 8500-8506.	Units operated in multiple must not go beyond point protected by sign reading: "UNITS COUPLED MUST NOT PASS THIS POINT" but may be operated to end of track as single unit.

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

S. D.	STATION	BRIDGE, TRESTLE OR STRUCTURE	DIESEL ROAD NUMBERS	RESTRICTION	
Cincinnati	Newport.....	Weingartner Coal and Supply Company trestle	6800-6811	Must not use.	
	Dayton.....	R. Breitenstein & Sons trestle	All Engines	Must not use. Protected by sign reading: "ENGINES NOT ALLOWED BEYOND THIS POINT."	
	Cincinnati....	Richter Concrete Company trestle (8th Street)			
	Cincinnati....	Kineon Viaduct		1, 10-11, 57-62, 80-85, 95-98, 101-108, 1834-1847, 1850-1856, 4000-4030, 4500-4523, 5000-5057, 5060-5093, 5100-5115, 5200-5298, 5600-5601, 5700-5719, 5730-5797, 5800-5808, 5810-6263, 7000-7093, 7500-7546, 8000-8015, 8500-8506.	Not more than one unit may be operated on.
	Cheviot	Brighton.....	Barney Bunke (scales)	All Engines	Must not use. Protected by sign reading: "ENGINES NOT ALLOWED BEYOND THIS POINT."
		Cheviot.....	Brockamp Builders Supply Company trestle		
	Miami	Bridgetown...	Hamilton County Spur tracks	All Engines	Must not use. Protected by sign reading: "ENGINES NOT ALLOWED BEYOND THIS POINT."
		Miami.....	Fageley Spur trestle		
		Richmond....	Gas House Spur trestle Sera Coal Company trestle		
Marion.....	Bell Coal trestle				

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

40-4.—EQUIPMENT RESTRICTIONS:

Rotating Machinery

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

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

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

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

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

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

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

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

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

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

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

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

Cars

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

40-4 (n)—Concluded.

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

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

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

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

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

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

EQUIPMENT	SUBDIVISION, LOCATION OR STATION	TRACK, BRIDGE OR STRUCTURE	RESTRICTION
	All Stations	Station Platforms	Move with caution, avoid platforms when possible.
Ditcher Spreader Cars BS-2 and BS-3	All Subdivisions	Industrial tracks and yard tracks	Move with caution.
	Stevens (Hump)	Car retarder tracks	Must not be operated on east side of Hump over tracks on which retarders are located.
		All bridges and trestles on industrial tracks	Must not be moved over bridges and trestles.
Engine Tenders: 12,000-16,000, 18,000-21,000 and 23,000 gallon capacity.	All Subdivisions	Any track	When loaded with coal or water, must not be moved, unless separated from engine by at least two cars.
	Cincinnati	Kineon Viaduct	Must not be moved over Kineon Viaduct, unless completely emptied of coal and water.
B&LE 90-ton and VGN 105-ton capacity cars.	Cincinnati	Kineon Viaduct	Must not be operated.
		Between MP-0 and MP-5	Must not be moved unless completely emptied of coal and water.
Engine Tenders: 21,000 and 23,000 gallon capacity	Cheviot.....	Between MP-5 and MP-3.2	When loaded with coal or water must not be moved unless separated from engine or another tender by at least two cars. When attached to C&O 120 or 150 ton wrecking crane the tender and crane must be separated from engine or another tender by at least two cars.

40-4 (p).—Concluded.

EQUIPMENT	SUBDIVISION, LOCATION OR STATION	TRACK, BRIDGE OR STRUCTURE	RESTRICTION
Tool Car Derrick WC-20	Cincinnati	N. Y. C. Ditch tracks	Will not clear bridges in the N. Y. C. Ditch tracks between Wood St. and Harriett St., both inclusive.

GENERAL:

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

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

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

190-1.—MARKERS.

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

190-1 (b).—REFLEX MARKERS.—Reflex markers may be used on the Cincinnati-Chicago Division between NJ Cabin and Griffith.

310.—USE OF ENGINE WHISTLE AND BELL.

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

DIV.	S. D.	STATION	INSTRUCTION
CINCINNATI-CHICAGO	Cincinnati	Maysville.	Passenger trains stopping at Maysville Station and freight trains stopping in that immediate vicinity will not sound engine whistle for flagmen to protect train or to recall flagman. This will not relieve members of the crew from promptly and properly affording flag protection in accordance with Rule 99, or prevent enginemen from recalling flagman when any unusual delay occurs requiring flagman to go out beyond rear of train to provide proper protection. Eastward and westward trains approaching "Slaughter House Crossing", 2700 feet west of MP-602 will sound road crossing whistle signal 14 (1).

MOVEMENT OF TRAINS

830.—TRAIN CLEARANCE.

830-1.—TRAIN REGISTER STATIONS: (None.)

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

SUB-DIVISION	STATION	TRAINS AND CONDITIONS
Cheviot...	Cheviot...	Eastward trains originating at Cheviot Yard
Wabash...	Shops.....	Westward trains originating at Shops
Chicago Term....	Rockwell St.....	Eastward Wabash S. D. Trains

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

DIV.	STATION	LOCATION	TRAINS
CINN.-CHICAGO	Cheviot . .	Cheviot	Eastward trains originating west of Cheviot.
	Peru	CW Tower	Westward.
	Griffith . .	Telegraph Office	Eastward.

830-3 (b).—Eastward train order signal at C. S. Cabin will not apply to eastward trains originating at Stevens Yard.

830-3 (c).—Conductors of westward trains called at Peru will call at telegraph office for instructions before leaving.

830-3 (d).—Trains originating at C. U. T. will get C. U. T. Clearance Form 13 instead of C&O Clearance Form A.

840.—STARTING TRAIN.

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

930.—YARDS.

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

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

DIV.	SUBDIVISION	STATION	RULES IN EFFECT
CINCINNATI-CHICAGO	Cincinnati	Maysville	93(b), 93(d)
		CS Cabin—NX Cabin (Newport)	
		Wood St.—MD Cabin	
	Cheviot	Cincinnati Jct.—Liberty St.	93(a), 93(c)
		NX Cabin (Newport) 5th and Baymiller Sts.	93(b)
	Miami-Wabash	Liberty St.—Bridgetown	
		Muncie	
Peru (except Broadway—Shops)			
	Peru Broadway—Shops	93(a), 93(c)	

930-1 (a).—Yard engines will display headlight to front and rear by night as prescribed by the first and second paragraphs of Rule 18-B.

Third paragraph of Rule 18-B, reading: "Headlight on end coupled to cars, may be extinguished." is cancelled.

930-1 (b).—Yard and transfer engines will display markers when making extended movements on main track between Stevens and Cheviot. (See Rule 19-B)

930-1 (c).—GENERAL.

Between the points designated below, the Yardmaster instead of the Train Dispatcher will supervise train and engine movements on main tracks, in accordance with the rules and special instructions in effect:

S. D.	BETWEEN	YARDMASTER	RULES IN EFFECT
Cincinnati	CS Cabin and NX Cabin	Yardmaster at Middle Yard Office	D-251-D-254
	NX Cabin and OB Cabin	Yardmaster at KC Junction	271-278
	OB Cabin and MD Cabin	Yardmaster at MD Cabin	271-278
	MD Cabin and Wood St.	Yardmaster at MD Cabin	D-251-D-254
Cheviot	Cincinnati Jct. and Liberty St.	Yardmaster at Cheviot	D-151
	Liberty St. and YD Cabin	Yardmaster at Cheviot	271-278
	YD Cabin and Eastbound Absolute Block Signal 2350 Feet West of YD Cabin	Yardmaster at Cheviot	271-279(b)
Miami-Wabash	Wayne and Broadway Sts., Peru.	Yardmaster at Peru	271-279(b)
	Broadway St. and Shops	Yardmaster at Peru	93(a), 93(c)
	Shops and East Interlocking Limits CW Tower	Yardmaster at Peru	271-279(b)

930-1 (d).—ALL YARDS.

TRACK	INSTRUCTIONS
All tracks	(1) Detached caboose cars must not be permitted to stand on any track unless hand brakes are set.

930-2.—STEVENS—NEWPORT.

TRACK	INSTRUCTIONS
Main	(a) CROSSOVER MOVEMENTS.—Rule D-252(b) is modified to permit trains or engines to cross over through hand-operated switches upon hand signal from employe handling switch, who must secure authority of Yardmaster at Middle Yard Office for movement.
	(b) ENTERING MAIN TRACK.—Coney: Rule D-252(c) is modified to permit trains or engines to enter main track on hand signal from employe handling switch, who must secure authority of Yardmaster at Middle Yard Office for movement.
	(c) THE NORMAL POSITION OF THE WEST LEAD SWITCH, governing movements from the west lead to the westward main track, west end Stevens Yard is for westward movement from lead to westward main track. Unless otherwise directed by the Yardmaster, it is the responsibility of the switchtender to know the west lead switch is lined for movement on main track at least ten (10) minutes before a westward passenger train is due to leave CS Cabin.
	(d) MOVEMENT AGAINST CURRENT OF TRAFFIC.—Rule D-151 is modified to permit movements against the current of traffic between CS Cabin and NX Cabin by authority of the Yardmaster at Middle Yard Office and then only after full flag protection has been provided by a member of the crew preceding the train running against the current of traffic.
	(e) Trains or engines having work to do at intermediate points must clear the time of first-class trains ten (10) minutes.
	(f) Enginemen of trains operating on eastward track will sound engine whistle signal 14 (1) and ring bell approaching the Hump Office.

TRACK	INSTRUCTIONS
Main	<p>(g) <i>Coney.—Approach Indicators.</i>—Green light displayed indicates no train or engine approaching. No light displayed indicates train or engine approaching.</p> <p><i>Electrically Locked Switches.</i>—After proper authority per Rules D-252(b) or D-252(c) has been obtained from Yardmaster at the Middle to cross over or enter main track, the electric lock appliance will be unlocked when green approach indicator light is displayed and switches may be lined for movement.</p> <p>When approach indicator does not display green light a train or engine is approaching. To obtain unlock remove padlock, then operate push button and wait until expiration of time limit for unlock. The operation of the push button on approach indicator located south of westward main track at west yard lead switch actuates westward absolute block signal to display Stop indication. The operation of the push button on approach indicator located south of eastward main track, at east yard lead switch, actuates eastward absolute block signal to display Stop indication. The operation of the push button on approach indicator located south of eastward main track at crossover between eastward and westward main track actuates eastward and westward absolute block signals to display Stop indication.</p>
	<p>(h) <i>Newport.</i>—When westward light signal located on south side of eastward main track 1100 ft. east of L. & N. Railroad Crossing displays lunar white indication, trains destined for Pennsylvania Railroad via Newport will cut off caboose east of L. & N. Crossing.</p>
Yard 1, Tracks 1 to 10	<p>(i) Trains arriving in Yard 1 at Stevens from the east must clear the leads and ladder tracks so that entrance to Tracks 1 to 10, inclusive, will not be blocked.</p>
Yard 1, No. 5 track	<p>(j) Trains routed into Track No. 5 must not block No. 5 track east of switch leading to No. 6 track except that Yardmaster may authorize the occupancy of No. 5 track between the switch leading to No. 6 track and the switch leading to the caboose track.</p>
No. 11 Thoroughfare track	<p>(k) May be used in either direction between Coney and Planing Mill upon authority of Tower Yardmaster.</p>
Yard 4	<p>(l) Cars must not be dropped from Hump at Stevens behind caboose cars in Yard 4.</p> <p>(m) When engine is attached to train in east end of Yard 4, the head brakeman must see that hand brakes are released on four head cars of train.</p>
Eastbound Departure Yard	<p>(n) The rear brakeman of eastward freight trains leaving Stevens are required to go to the head end and come over the train to see that hand brakes are released. When the engineer does not have information that the rear brakeman has completed this work and reached caboose, trains will not exceed a speed of six (6) miles per hour in pulling out of yard to enable rear brakeman to inspect train and board caboose.</p>
Various	<p>(o) Westward freight trains arriving Stevens will not exceed a speed of 6 miles per hour passing Middle Yard Office.</p>
Hump	<p>(p) Color-light humping signal mounted on pole on south side at apex of Stevens Hump with repeater signal mounted on pole on south side of No. 10 Track near west end of Yard 3, governing hump engine movements, displays following aspects and indications:</p> <p>RED —STOP FLASHING RED—PULL WEST YELLOW —HUMP NORMAL GREEN —HUMP FAST</p>

TRACK	INSTRUCTIONS
Hump	<p>(q) Trimmer Signal located on east side of Stevens Hump is equipped with two signal units located on north and south side of signal mast. Signal unit on north side governs westward movements from Tracks 1 to 7, inclusive. Signal unit on south side governs westward movements from Tracks 8 to 15, inclusive.</p> <p>Signal Aspects and Indications:</p> <p>YELLOW —MOVE WEST RED —STOP</p> <p>(r) Color-light switching signal located on pole just west of Middle Yard Office with repeater signal mounted on pole near east end of Yard 1 covering switching movements into Yard 2, displays following aspects and indications:</p> <p>NORMALLY DARK —YARD ENGINE WORKING ON HAND SIGNALS</p> <p>RED —STOP YELLOW —MOVE WEST SLOW GREEN —MOVE WEST FAST FLASHING YELLOW—MOVE EAST SLOW FLASHING GREEN —MOVE EAST FAST</p>
Weingartner Lbr. Co. and Wiedemann Brewing Co.	<p>(s) The following single unit diesel engines may operate on Weingartner Lumber Company spur track and Wiedemann Brewing Company spur track, Newport, Kentucky without the use of reachers at a speed not to exceed 4 miles per hour:</p> <p>1, 10,11, 57-62, 1850-1856, 5005, 5093, 5100-5115, 5200-5298.</p> <p>Trains or engines must not clear on these tracks.</p>
Newport Coal	<p>(t) Hand-operated switch of Newport Coal track is equipped with electric lock controlled by operator at N. X. Cabin. This track may be used to clear for trains or engines.</p>
All	<p>(u) An electric horn located on south side of eastward main track, between crossovers, Licking River, 2100 feet east of Mile Post 662 is in service for use of the operators at N. X. Cabin, for calling employes on telephone. Any employe hearing one sound of this horn will immediately call the operator at N. X. Cabin.</p>

930-3.—NEWPORT—O. B. CABIN.

Main	<p>(a) <i>Protecting Cars Left on Main Tracks.</i>—When cars are set off on Tracks 1, 2, 3 or 4, between K. C. Jet. and O. B. Cabin, a red flag by day and a red light by night will be placed on both ends of the cut, unless another train crew immediately takes charge. When cars are set off at 4:00 P. M. or later, red light in addition to red flag will be placed on both ends of the cut.</p> <p>When cars are picked up with such flags or lights displayed (lanterns extinguished) will be placed in boxes equipped with both C. & O. and L. & N. switch locks, located at the following points: Between tracks 2 and 3 beneath signal bridge just east of O. B. Cabin.</p> <p>On south side of tracks at telephone on signal bridge just east of 12th Street Viaduct. Crews of trains setting cars off will obtain the red flag or red light from these boxes. Boxes must be kept locked with switch locks.</p>
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930-3.—NEWPORT—O. B. CABIN—Concluded.

TRACK	INSTRUCTIONS
L&N Main	(b) Westward absolute block and interlocking signal, located on north side of L&N Northbound Main Track at KC Jct., has dummy doll on cantilever attachment to indicate the signal governs westward movements from L&N Northbound Main Track to KC Interlocking.

930-4.—O. B. CABIN—WOOD ST.—5TH & BAYMILLER.

Main	(a) CROSSOVER MOVEMENTS.—Rule D-252(b) is modified between Wood St. and MD Cabin to permit trains or engines to cross over through hand-operated switches upon hand signal from employe handling switch, who must secure authority of Yardmaster at MD Cabin for movement.
	(b) MOVEMENT AGAINST CURRENT OF TRAFFIC.—Rule D-151 is modified to permit movements against the current of traffic between Wood St. and MD Cabin on authority of Yardmaster at MD Cabin who must know full protection has been provided before authorizing the movement.

930-5.—LIBERTY ST.—CHEVIOT.

Main, Liberty St. Yard	(a) CROSSOVER MOVEMENT.—Between Cincinnati Jct. and Liberty St. trains or engines may cross over through hand-operated switches upon hand signal from employe handling switch, who must secure authority of Yardmaster at Cheviot for movement.
	(b) MOVEMENT AGAINST CURRENT OF TRAFFIC: Rule D-151 is modified to permit movements against the current of traffic between Cincinnati Jct. and Liberty St. on authority of Yardmaster at Cheviot who must know full protection has been provided before authorizing movement.
	(c) The normal position of the switch at the west end of the two-track section at Liberty St. is for movement over eastward main track.
	(d) When cars are set off on eastward or westward main tracks between Cincinnati Jct. and West end Liberty St. Yard, Cincinnati, a red flag by day and a red light by night will be placed on both ends of the cut, unless another train crew immediately takes charge. When cars are set off at 4:00 P. M. or later a red light in addition to a red flag will be placed on both ends of the cut. Train crews picking up cars will remove the red flag or red light and return them to Yardmaster's office Liberty St. or operator's office at Gest St.
Main	(e) ABSOLUTE BLOCK SIGNAL.—Eastward absolute block signal, located on south side of track at clearance point at east end of Brighton Passing Siding, 2800 feet east of MP-2, has dummy doll on cantilever attachment to indicate the signal governs eastward movements on main track.
Main, Cheviot Yard	(f) Trains or engines using main track between eastward Absolute Block Signal at Y. D. Cabin and westward Absolute Block Signal at east switch Cheviot Yard, will proceed expecting to find main track occupied without flag protection.
	(g) When trains are made up on main track at Cheviot yard, crew placing the train on the main track must place a red flag by day and a red light by night on both ends of the cut. When road engine is coupled to train, head brakeman of road crew will remove the red flag or red light and place in box located along side of track for this purpose. When caboose is placed on train, yard brakemen will remove red flag or red light.

930-5.—LIBERTY ST.—CHEVIOT—Concluded.

TRACK	INSTRUCTIONS
Main, Cheviot Yard	(h) A track number displayed for eastward movement by yard track indicator located just west of YD Cabin authorizes use of track, in compliance with Rules 104 and 105. When letter "M" is displayed, trains or engines will proceed on main track to Cheviot Yard Office, in accordance with block signal indication displayed, observing Special Instruction 930-5(f). When numeral or letter "M" is not displayed, eastward trains and engines approaching Cheviot Yard will stop and get instructions for further movement before proceeding beyond entrance switch to yard.
	(i) Unless otherwise directed, westward trains and engines approaching Cheviot Yard will stop and get instructions for further movement before proceeding beyond entrance switch to yard.
	(j) AIR BRAKE TEST.—Engineman of eastward passenger trains will make running test of air brakes passing Cheviot, reducing speed to not more than 10 miles per hour; and if necessary to know that the air is working, will stop.
	(k) USE OF RETAINING VALVES.—The use of retainers by eastward freight trains between Cheviot and Brighton as applied to grades of less than one and one-half per cent is permitted, except that when in the judgment of the engineer the use of retainers are necessary they will be turned up at Cheviot after brakes are tested and turned down at Brighton or Liberty Street.
All Tracks, 8th St. Yard	(l) Account excessive curvature of tracks, crews switching at this location will not exceed eight (8) miles per hour.
Allied Chemical and Dye Corp. Spur	(m) A gate located 210 feet east of switch point, secured with a switch lock, is in service on track serving Allied Chemical and Dye Corporation, Barrett Division at Brighton. Gate must be secured after work is completed.
Thoroughfare track	(n) The head brakeman on westward Miami Subdivision road engines will call the Yardmaster at Cheviot and obtain authority for movement over Thoroughfare Track to west end of Cheviot Yard. This authority must not be requested until road engine is ready to leave Ready Track. Telephone is located at west end of Ready Track.

930-6.—RICHMOND YARD.

Main	(a) <i>Protecting Movement of Motor Cars.</i> —Conductors of yard engines will, before making an extended move, call the Operator and inform him as to what movements he will make so that the Operator can furnish this information to Motor Car Operators.
Crosley Spur	(b) The inside switch of the crossover between Crosley Spur and the main track is bolt locked with the main track switch in a manner which requires the main track switch to be set for the crossover before the inside switch can be operated. The inside switch must be restored to normal position before the main track switch can be restored.

930-7.—MUNCIE YARD.

Main	(a) <i>Protecting Movement of Motor Cars.</i> —Conductors of yard engines will, before making an extended move, call the Operator and inform him as to what movements he will make so that the Operator can furnish this information to Motor Car Operators.
Joint Track (N. K. P.- C. & O.)	(b) Chesapeake and Ohio engines may use N. K. P. New Castle Division Main track between west end Joint Track and White River Bridge, and the New Castle Division Connecting Track, under N. K. P. Rules and permission of the N. K. P. yardmaster at Muncie.

930-7.—MUNCIE YARD—Concluded.

TRACK	INSTRUCTIONS
Joint Track (N. K. P.- C. & O.)	(b)—Concluded. The Joint Track will be used under Chesapeake and Ohio Rules and permission of the operator at NU Cabin. The above tracks must not be occupied until proper permission has been secured. Movements on joint track approaching Broadway and Hackley Streets will not exceed 5 miles per hour.

930-8.—PERU YARD.

Main	(a) Westward trains arriving at Peru will receive track number on track indicator located just East of Broadway. When indication is displayed for main track movement, westward trains will, unless otherwise instructed, come down No. 1 yard lead and head into main track at crossover from No. 1 yard lead to main track. If no track indication is displayed trains must stop East of Broadway and call Yardmaster for instructions.
Various	(b) The switches at the west end of Peru yard designated below will not be restored by crews of freight and passenger trains, but will be left in the position last used: (1) Switch leading south from main track to No. 1 and No. 2 yard tracks. (2) Switch leading south from the main track to yard lead. (3) Switch at east end of double track. (4) The switches at east end of Peru yard, except the main track switch at the east end of No. 1 yard lead, will not be restored by crews of departing freight and passenger trains, but will be left in the position last used.
	(c) Normal position of switch on Main track just west of Peru passenger station leading to No. 1 Yard Lead is for movement on No. 1 Yard Lead.
	(d) Trains and engines will approach above switches expecting to find them lined against thier movement.

930-9.—BURNHAM.

C.W.I.R.R.	(a) Trains and engines moving from north end of yard to northbound C. W. I. R. R. passing siding or main track will not pass Stop board located at clearance point of Wabash track and yard lead, without permission of the operator at Burnham Tower.
No. 1 Yard Track	(b) Trains out of Rockwell Street Yard, picking up at Burnham Yard, will head in No. 1 Yard track unless otherwise instructed.

980.—JUNCTIONS AND CROSSINGS.

S. D.	STATION	JUNCTION OR CROSSING	INSTRUCTION OR RULE GOVERNING
CINCINNATI	N. J. Cabin....	Junction of Cincinnati Subdivision and Russell Division.	271.
	Maysville.....	Junction of Cincinnati Subdivision and L. & N. Railroad. (Paris Division.)	98, D-251.
	Newport.....	Crossing of Cincinnati Subdivision and L. & N. Railroad.	605 (a).
	K. C. Junction.	Junction of Cincinnati Subdivision and L. & N. R. R. (K. C. Division).	

980.—Continued.

S. D.	STATION	JUNCTION OR CROSSING	INSTRUCTION OR RULES GOVERNING
CINCINNATI	Wood Street...	Junction of Cincinnati Subdivision and C. C. C. & St. L. Railway (Ditch).	Movement from C. C. C. & St. L. Ry. to C. & O., governed by Rule D-251.
	B. & O. Jet. (5th & Baymiller Sts.)...	Junction of Cincinnati Subdivision and B. & O. R. R.	Movement from B. & O. R. R. to C. & O. governed by Rule 605 (a).
	C. T. Jet.....	Junction of Cincinnati Subdivision and Cincinnati Union Terminal Co.	605 (a).
	Cincinnati Jct.	Junction of Cheviot Subdivision and B. & O. R. R.	Rule 98. (Target diagonal for C. & O. trains to proceed and in addition trains will receive hand signals from B. & O. switch-tender before fouling any opposing track.)
	C. & O. Jct....	Junction of Cheviot Subdivision and Cincinnati Union Terminal Co.	271, 605 (a).
MIAMI	Gest Street....	Crossing of Cheviot Subdivision and C. N. O. & T. P. Ry. (930 feet west of 8th Street Viaduct).	Rule 98. (All trains and engines come to stop at "Stop" board located there before occupying this crossing and proceed only on hand signal given by yellow flag by day or yellow light by night when target on fixed signal 45 feet west of this crossing on north side of C. & O. tracks is vertical.)
	Cottage Grove.	Crossing of Miami Subdivision and B. & O. R. R.	605 (a).
	Losantville....	Crossing of Miami Subdivision and C. C. C. & St. L. Ry.	271 and TTSI-2710-2.
	Muncie.....	Crossing of Miami Subdivision and N. K. P. R. R.	271-279 (b) and TTSI-2710-2.
	Drew.....	Crossing of Miami Subdivision and P. R. R.	
WABASH	Deer Creek....	Crossing of Miami Subdivision and C. C. C. & St. L. Ry.	271 and TTSI-2710-2.
	Phoenix.....	Crossing of Miami Subdivision and N. K. P. Belt R. R.	
	Peru.....	Junction and Crossing of Wabash Subdivision and N. K. P. R. R.	271-279 (b) and TTSI-2710-2.
	C. W. Tower...	Crossing of Wabash Subdivision and Wabash Ry.	605 (a).
WABASH	Hoover.....	Crossing of Wabash Subdivision and P. R. R.	
	Kewanna.....	Crossing of Wabash Subdivision and P. R. R.	271 and TTSI-2710-2.

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

DIV.	S. D.	STATION AND HIGHWAY OR STREET	LIMITS	SPEED APPROACHING CROSSING
CINCINNATI-CHICAGO	Miami	Richmond: South "O" St.	1050 feet west of crossing	15 MPH for eastward movement.
		South "N" St.	1050 feet west of crossing	13 MPH for eastward movement.
	Wabash	Phoenix: Miller Ave.	600 feet west of crossing 850 feet east of crossing	Eastward and westward movements stopped or delayed in these limits on Phoenix PASSING SIDING must stop with leading wheels on the street side of the insulated joints at the crossing until it has been ascertained that the flashers are working.
		LaCrosse: Main St. (St. Rd. 8)	400 feet west of crossing 450 feet east of crossing	Eastward and westward movements stopped or delayed in these limits on LaCrosse PASSING SIDING must stop with leading wheels on the street side of the insulated joints at the crossing until it has been ascertained that the flashers are working.

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

CINCINNATI SUBDIVISION

STATION AND STREET	INSTRUCTIONS
Maysville: Slaughterhouse Crossing,	(a) Eastward trains having over 55 cars, when stopping to do work, must leave their trains west of the Slaughterhouse crossing.
Commerce St.	(b) Westward freight trains stopping at Maysville must not block Commerce Street crossing.
Augusta: All Street Crossings	(c) Trains must not block any public crossing or street in the city of Augusta, Ky.; this is to comply with city ordinance, which, if violated, will result in prosecution and fines.
So. Portsmouth: Main St. Court St.	(d) Eastward freight trains stopping to set-off or pick-up cars must leave train west of Court Street crossing just west of MP-551, to avoid blocking Ferry, Main and Court Street crossings.
East End Depot	(e) Freight trains must not block crossings at east of depot.
G. N. Cabin: St. Paul's Crossing	(g) Trains occupying westward passing siding must cut road crossing at St. Paul station.

WABASH SUBDIVISION

Griffith: Main Street	(h) Engines switching Mapes industrial track when making eastward move to eastward main track will stop before fouling Main Street Crossing and then proceed over crossing not exceeding 4 miles per hour only when highway traffic is protected by a member of the crew properly stationed at the crossing.
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S. D.	STATION	JUNCTION OR CROSSING	INSTRUCTION OR RULE GOVERNING
WABASH	North Judson..	Crossing of Wabash Subdivision and Erie R. R.	605 (a).
		Crossing of Wabash Subdivision and N. Y. C. R. R.	
	LaCrosse.....	Junction of Wabash Subdivision and LaCrosse Branch.	271.
	Wade.....	Crossing of Wabash Subdivision and Monon R. R.	271 and TTSI-2710-2.
	Griffith.....	Junction of Wabash Subdivision and Erie R. R.	Erie R. R. Rule 605.
	Crossing of Wabash Subdivision and G. T. Ry., M. C. R. R., and E. J. & E. Ry.		

1006.—AIR BRAKES AND HANDLING TRAINS ON GRADES.

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

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

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

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

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

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

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

DIV.	SUBDIVISION	LOCATION	HIGHWAY OR STREET
CINCINNATI-CHICAGO	Cincinnati...	South Shore....	State Route 7
		Hydro-Carbon..	Biggs Road
		Rome.....	State Route 8
		Carrs.....	State Route 8
			Commerce St.
			Poplar St.
			Lexington St.
			Walnut St.
		Maysville.....	Union St.
			Wood St.
			Main St.
			Broadway St.
			Carmel St.
		Augusta.....	Upper St.
			6th St.
		Dayton.....	Walnut St.
	Vine St.		
	Thornton St.		
	Cincinnati.....	Mill St.	

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

CINCINNATI SUBDIVISION

STATION AND STREET	INSTRUCTIONS
Augusta: Upper St.	(1) A sign indicating beginning of crossing gate circuit is located south of the eastward main track approximately 2500 feet west of crossing. To prevent gates being down unnecessarily, eastward trains having work to do or cutting this crossing must not leave a portion of their train between the sign and east side of crossing.
Dayton: 6th St.	(2) When block signal No. 6583, located east of Sixth Street Crossing, Dayton, displays other than clear indication, freight trains of more than 50 cars, will stop at signal and a member of the crew will call the operator at N. X. Cabin, over telephone located at signal, and ascertain whether preceding trains are being delayed between Dayton and Newport. In order to avoid blocking street crossings in Dayton, following trains will not proceed from signal No. 6583 until advised by the operator at N. X. Cabin that the preceding trains are moving. (3) Westward trains backing over at 6th Street crossover should back east of Sixth Street Crossing, Dayton, so crossing gates will clear up. Signs reading: "Beginning Crossing Gate Circuits" are located on south side of eastward main track 282 feet east of Mile Post 659 and north side of westward main track 462 feet east of Mile Post 659. Trains doing work between these signs and 6th Street, Dayton, should not consume more time than necessary to do their work account holding the gate down and delaying street traffic.
Cincinnati: Mill St.	(4) Rule 103(d)-(1) will apply to trains or engines stopped or delayed within 700 feet of Mill Street crossing instead of 2500 feet. (5) Trains or engines on westward "Ditch" main track or C. & O. freight house track must stop in clear of clearance posts unless immediate movement is to be made over crossing. (6) Westward trains or engines on eastward "Ditch" main track must stop in clear of clearance posts unless immediate movement is to be made over crossing.

1030-4.—When necessary to cut train to permit highway traffic to cross, such crossing will be protected by a member of the crew when train is being recoupled.

Rule 1256 is modified accordingly.

1050.—USE OF SIDINGS AND SPECIFIED TRACKS.

CINCINNATI SUBDIVISION:

1050-1.—(a) CENTER PASSING SIDING.—Center passing sidings at Stoney Point, C. D. Cabin and Garrison must not be used without permission of the train dispatcher. The conductors of trains holding main tracks between center passing siding switches for the purpose of running another train through the center passing siding will obtain permission for and properly protect the movement. They will notify trains using passing siding that proper permission has been obtained. Take siding signal indication (Rule 294), does not relieve conductor or enginemen from obtaining permission to enter passing siding.

1050-1.(b) —GARRISON.—When trains are setting off cars, they must leave both legs of wye track clear so that the wye may be used.

MIAMI SUBDIVISION:

1050-1 (c).—FERNALD.—Trains or Engines handling cars to the Virginia-Carolina Corp. track will shove car or cars into the track and will not detach from the car or cars until they have come to rest.

1070.—APPROACHING PASSENGER STATION.

1070-1.—Trains or engines approaching passenger stations designated below, in complying with Rule 107, will be governed as follows:

SOUTH PORTSMOUTH.—When westward freight trains arrive at South Portsmouth, Ky., on the scheduled time of eastward passenger trains and do not have train order indicating that such passenger trains are late, they will stop at the telephone located at the crossover east of South Portsmouth Station and call the operator to determine whether they have sufficient time to pull train by the station without causing delay to eastward passenger trains, unless they receive a proceed signal given by operator with yellow flag by day and yellow light by night during hours that telegraph office is open.

MOVEMENT BY BLOCK SIGNALS

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

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

SUB-DIVISION	BETWEEN
CINCINNATI.	N. J. Cabin and Carntown.
	C. S. Cabin and N. X. Cabin (Newport)
	Wood St. and M. D. Cabin (Cincinnati)

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

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

S. D.	RULES	BETWEEN	TRACK
CINCINNATI	271-278	Carntown and C. S. Cabin	No. 1 and 2.
	271-278	Newport and K. C. Junction	
	271-278	K. C. Junction and O. B. Cabin	No. 1, 2, 3 and 4
	271-278	O. B. Cabin and east interlocking limits M. D. Cabin	No 1 and 2.
CHEVIOT	271-278	East End Cheviot Yard and westward absolute block signal at Liberty Street Yard	
	271-279 (b)	Westward absolute block signals at Y. D. Cabin and eastward absolute block signal at Bridgetown	
MIAMI	271-278	Westward absolute block signal at Bridgetown and eastward absolute block signal at west end Elkhorn passing siding	Single.
	271-279 (b)	Westward absolute block signals at west end Elkhorn passing siding and eastward absolute block signal at west end Richmond Yard Limits	
	271-278	Westward absolute block signal at west end Richmond Yard Limits and eastward absolute block signal just west of Mile Post 100	
	271-279 (b)	Westward absolute block signal just west of Mile Post 100 and westward absolute block signal at west end Drew Passing Siding	
	271-278	Westward absolute block signals at west end Drew Passing Siding and eastward absolute block signals at Wayne Street, Peru	
	271-279 (b)	Eastward absolute block signals at Wayne Street, Peru, and eastward absolute block signals located just west of Broadway, Peru	Main and No. 2 Yard Lead
WABASH	271-279 (b)	Westward absolute block signals at Shops and east end Interlocking Limits at C. W. Tower	No. 1 and 2.
	271-278	West Interlocking limits at C. W. Tower and eastward absolute block signals at east end Griffith passing siding	Single.
	271-279 (b)	Eastward absolute block signal at east end of Griffith Passing Siding and east end of EJ&E Interlocking limits	

Main tracks are numbered from North to South.

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

2710-2.—RAILROAD CROSSINGS.—Before a train or engine moves over railroad crossing shown below, when absolute block signal governing movement over crossing displays Stop-indication, in addition to complying with Rules 509-A or 509-B the movement must be protected against movement on the other railroad in compliance with instructions posted in telephone booths:

- Losantville.....CCC&StL Ry.
- Muncie.....NKP RR
- Drew.....PRR
- Deer Creek.....CCC&StL Ry.
- Phoenix.....NKP RR
- Peru.....NKP RR
- Hoovers.....PRR
- Kewanna.....PRR
- Wade.....Monon RR

5010.—AUTOMATIC BLOCK SIGNAL SYSTEM.

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

SUB-DIVISION	BETWEEN
CINCINNATI.	N. J. Cabin and Wood St., and 5th and Baymiller Sts., Cincinnati.
CHEVIOT....	East End Bridge No. 11, Liberty St. Yard and MP-8.2.
MIAMI.....	MP-8.2 and Block Signs located at Eastward absolute block signals just west of Broadway, Peru.
WABASH....	Block Signs located at Shops and at the East End of E. J. & E. Interlocking limits at Griffith.

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

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

- (1) The automatic train-stop device will not provide protection to the train and has no normal function in unequipped territory.
- (2) On engines so equipped the Engineer must be familiar with the procedure for resetting and cutting out train-stop device.
- (3) Receiver on automatic train-stop device will respond to stray iron or steel that may protrude two or more inches above top of rail, or other unusual condition, which may cause an undesired brake application. When this occurs the Engineer must recognize such application so that he will be able to re-set the device after train stops. If after receiving several undesired stops or trouble develops which prevents resetting the device the train-stop device must be cut out and the Train Dispatcher notified.
- (4) When Train Dispatcher is notified of trouble developing with train-stop device he must immediately notify the proper Mechanical Department officer so that corrective measures may be taken.

5010-7.—STOP INDICATION—NON AUTOMATIC BLOCK SIGNAL SYSTEM TERRITORY.—When STOP indication is displayed by signal governing movement into other than Automatic Block Signal System territory trains or engines will stop and secure permission of the Train Dispatcher to proceed.

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

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

6050.—INTERLOCKING RULES.

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

SUBDIVISION	INTERLOCKING STATION
CINCINNATI.....	C. S. Cabin.
	N. X. Cabin (Newport).
	K. C. Cabin (K. C. Jct.)
MIAMI.....	M. D. Cabin (Cincinnati).
	C. G. Cabin (Cottage Grove).
WABASH.....	C. W. Cabin (C. W. Tower).
	North Judson (PRR Tower).

6050-2.—Additional Instructions Governing Movement of Trains and Engines Under Interlocking Rules as designated below: (See T. T. S. I. 930-2 (s), (t) and (u))

S. D.	LOCATION	INSTRUCTIONS
CINCINNATI	K. C. Junction	(a) <i>Application of Rule 670(a).</i> —Interlocking or block signals do not authorize or protect movement over switches which are located between a train or engine and a signal ahead. Such signals protect movement over switches located within the block governed, not those located within the block in which the train or engine is occupying. Crews picking up cars from No. 2 or No. 3 track between 12th and 15th Streets, Covington, must secure permission of the operator, regardless of signal indication displayed, before making movement. The operator must not give such permission when conflicting movements are involved.

7130.—LOCATION AND USE OF SPRING SWITCHES.

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

SUBDIVISION	LOCATION	NORMAL POSITION FOR MOVEMENT ON	DESIGNATED SPEED IN NORMAL POSITION	
			FACING MOVEMENT	TRAILING MOVEMENT WHEN SPRING SWITCH
CINCINNATI	G. N. Cabin—East End Eastward Passing Siding.	Eastward Main Track	25 m.p.h...	15 m.p.h.
	G. N. Cabin—West End Westward Passing Siding.	Westward Main Track	25 m.p.h...	15 m.p.h.
	Garrison—East End Center Passing Siding.....	Eastward Main Track	25 m.p.h...	15 m.p.h.
	Garrison—West End Center Passing Siding.....	Westward Main Track	25 m.p.h...	15 m.p.h.
	C. D. Cabin—East End Center Passing Siding...	Eastward Main Track	25 m.p.h...	15 m.p.h.
	C. D. Cabin—West End Center Passing Siding...	Westward Main Track	25 m.p.h...	15 m.p.h.
	Stoney Point—East End Center Passing Siding...	Eastward Main Track	25 m.p.h...	15 m.p.h.
	Stoney Point—West End Center Passing Siding...	Westward Main Track	25 m.p.h...	15 m.p.h.

7130-2.—A member of the crew of train on double track moving from siding to main track will observe if the dwarf spring switch signal on main track displays a yellow light within 40 seconds after rear of train clears the switch. Report must be made to the Superintendent and Chief Train Dispatcher from next available point of communication of a signal not displaying a yellow light as above.

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

DIV.	ASPECT	INDICATION	INSTRUCTIONS
CINCINNATI		(a) Proceed over spring switch not exceeding designated speed.	When moving against the current of traffic and on subdivisions where Train Spacing Rules or Rule 91 are in effect fixed signals governing movement over spring switches will not indicate block condition, unless otherwise provided.
		(b) Stop. Facing movement must not be made over spring switch until it has been examined to insure that the switch is lined and facing properly.	

R—Red light Y—Yellow light

7130-4.—Spring Switch Signals are in Service as Designated below:

SUB-DIVISION	STATION	IN EFFECT
CINCINNATI.	G. N. Cabin.....	Aspects and Indications per Special Instructions 7130-3 (a) and (b) at dwarf signals on main track just ahead of spring switches (See Rule D-151).
	Garrison.....	
	C. D. Cabin.....	
	Stoney Point.....	

7150.—ELECTRICALLY LOCKED SWITCHES:

Location and use of Electrically-Locked Switches:

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

SUB-DIVISION	LOCATION	TRACK
CINCINNATI.	Carntown.....	Team Track
	Mentor.....	Team Track—Midwest Bottle Gas Co.
		Watson Coal Co.
		California	Team Track.
	New Richmond.	House Track.
		Hill Track.
	Ross.....	Team Track.
	Melbourne.....	Massey Concrete Products Co.
		Rose Brothers Co.
	K. C. Jet.....	Stewart Iron Works.
Golden Rule Track.		
MIAMI.....	Peru.....	City Light.
		Standard Cabinet.
		Russel
		Peru Elevator.
		East end of No. 1 Yard lead.
		Heating plant.

7150-2.—Other Electrically-Locked Switches:

S. D.	LOCATION	TRACK OR SWITCH	INSTRUCTIONS
CINCINNATI	G. N. Cabin	Crossover	To obtain unlock for crossover movement, trains or engines must be clear of track sections between opposing block signals.

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

12070.—EXTINGUISHING FIRE IN JOURNAL BOXES:

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

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

MOVEMENT OF MOTOR CARS

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

S. D.	TRACK SECTION BETWEEN	AUTHORITY FOR MOVEMENT
CINCINNATI	C. S. Cabin and Planing Mill, Stevens Yard	(a) Motor Car Rule MC-9 (n) is modified to permit movement of motor car without permission of yardmaster: <i>Westward From C. S. Cabin:</i> On old engine lead, through east end of No. 11 thoroughfare track to switch No. 75, thence through engine track No. 4 to old No. 11 (south track) to Planing Mill. <i>Eastward From Planing Mill:</i> On new No. 11 (north track) to switch No. 75, thence No. 11 thoroughfare and old engine lead to C. S. Cabin. Movement is to be made at a speed that will enable operator of motor car to stop within one-half of his scope of view. Motor cars must have permission of Tower Yardmaster to use No. 11 thoroughfare west of Planing Mill.
	C. S. Cabin and N. X. Cabin	(b) Verbal authority of Yardmaster at Middle Yard Office, Stevens, for movement with current of traffic only.
	N. X. Cabin and O. B. Cabin	(c) Verbal authority Yardmaster at K. C. Jet.
	O. B. Cabin and M. D. Cabin, M. D. Cabin and Wood St., M. D. Cabin and 5th and Baymiller Streets	(d) Verbal authority Yardmaster at M. D. Cabin.
CHEVIOT	Cincinnati Jet. and absolute block signal, 2350 ft. west of Y. D. Cabin	(e) Verbal authority of Yardmaster at Cheviot.
MIAMI	Yard Limits, Richmond and Muncie	(f) <i>Richmond and Muncie.</i> —Before moving through or within Richmond or Muncie Yard limits, motor car operators must call Operator to obtain information as to the location of yard engines, and when entering a block occupied by a yard engine, the movement will be made under such flag protection as may be necessary, or extreme precaution exercised and speed controlled so that car can be stopped short of obstruction or removed from track to prevent accident. (See Rules 9 (i) and 9 (n)).

MC-9.—Concluded.

S. D.	TRACK SECTION BETWEEN	AUTHORITY FOR MOVEMENT
PERU	East End Yard Office and Wayne St.	(g) Verbal authority of Yardmaster at Peru.
	East End Yard Office and CW Tower.	

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

MISCELLANEOUS

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

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

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

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

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

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

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

SURGICAL STAFF

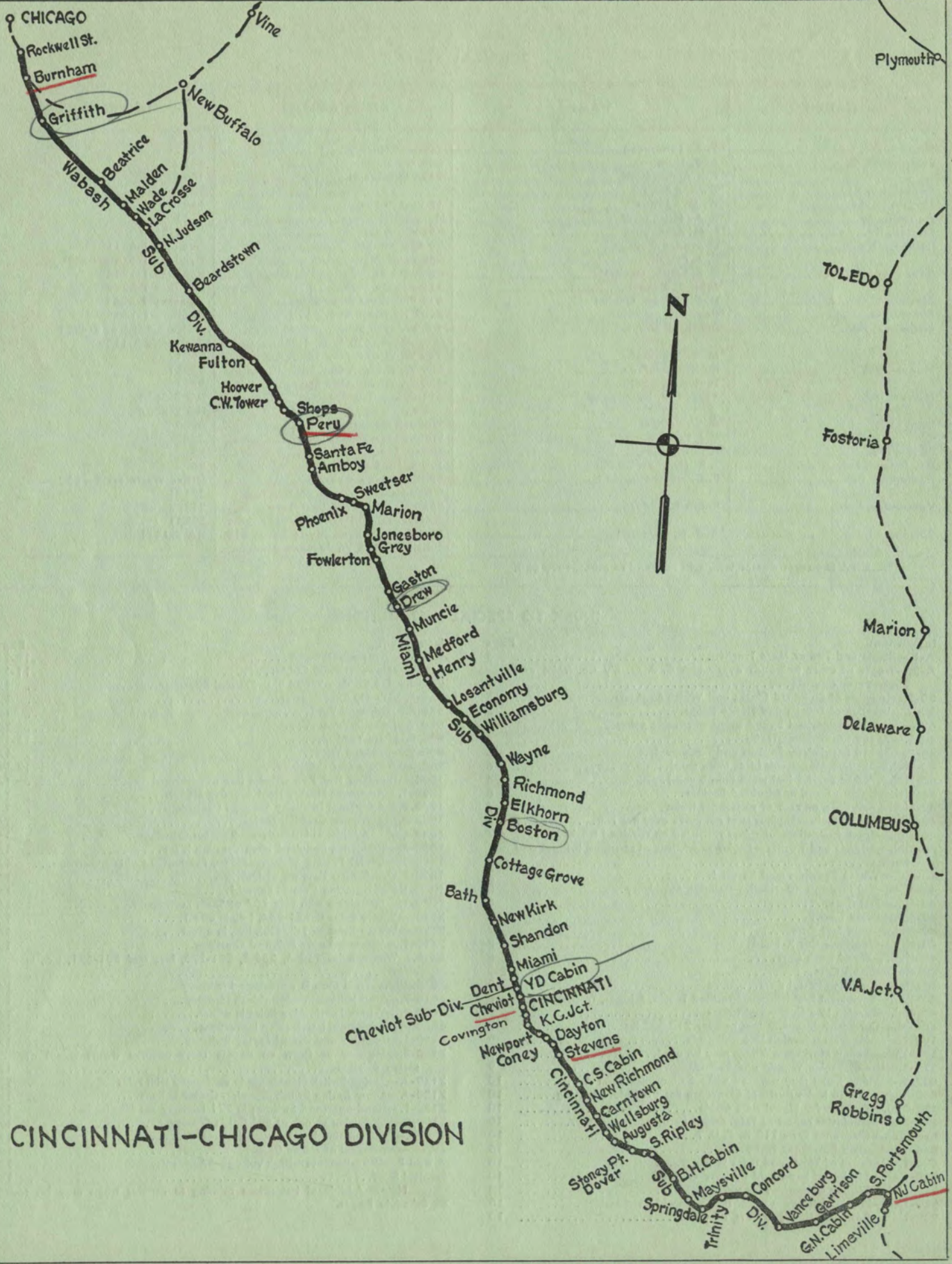
STATION	NAME	OFFICE ADDRESS	TELEPHONE No.
South Shore, Ky.	*C. A. Thompson	South Shore, Ky.	76021
Portsmouth, O.	*A. P. Hunt	836 4th St.	645
	*T. G. McCormick	1114 Offner St.	1007
Vanceburg, Ky.	*Elwood Esham		30-J
Maysville, Ky.	*W. M. Savage	16 East 3rd St.	969
Augusta, Ky.	*C. A. Marquardt	Main Street	3641
Dayton, Ky.	*E. M. Britenburg	438 6th Ave.	CO 1-2878
Newport, Ky.	*Lawrence Quill	30 East 8th St.	Hemlock 1-6311
	*C. J. Farrell	808 Scott St.	Hemlock 1-6100
Covington, Ky.	C. E. Smith, Oculist	33 E. 7th St.	Hemlock 1-1446
	*John A. Dorger	515 Coppin Bldg.	Hemlock 1-0298
Cincinnati, O.	H. G. Nelson, Oculist	915 Provident Bank Bldg.	Parkway 1-2251
Cheviot, O.	*Geo. H. Muekamp	3907 Harrison Ave.	Montana 1-1805
Richmond, Ind.	*Ralph W. Dreyer	2 S. W. 17th St. (Residence, 410 S. W. F St.)	{Office 3-2775 or 2-4091 Residence 3-1139
	*M. G. Schulhof	420 W. Washington St.	9971
Muncie, Ind.	M. H. Gustafson	808 W. Jackson St.	34901
	*Luvern C. Garling	420 W. Washington St.	9971
Marion, Ind.	*Russell W. Lavengood	511 Glassblock Bldg.	{NO 2-6500 NO 2-2337
Peru, Ind.	*D. W. Ferrara	Wabash Hospital	5200
	*S. J. Ferrara	Wabash Hospital	5200
Fulton, Ind.	*F. C. Dielman	Fulton, Ind.	52
No. Judson, Ind.	*J. R. Matthew	135 S. Lane St.	84
Hammond, Ind.	*R. G. Husted	5248 Hohman Avenue	Office Westmore 2-7800
		6 Napoleon St.	27191
Valparaiso, Ind.	Ralph C. Eades	3538 Central Ave., East Gary (Residence, 203 Jefferson St.)	21372 30541
Chicago, Ill.	*A. T. G. Remmert	209 West Jackson Blvd., Room 510. Suite 328, 166 W. Jackson Blvd.	HA 7-1421

*Asterisk indicates doctor who will respond to emergency call.

INDEX TO SPECIAL INSTRUCTIONS

Instruction:	Page	Instruction:	Page
A-1.—Single and Two or More Tracks	5	930-2.—Stevens—Newport	10-11
A-2.—Tracks of other Railroads over which C. & O. R'y Co. trains and engines may operate	5	930-3.—Newport—OB Cabin	11-12
30-1.—Location of Standard Clocks and Watch Registers	5	930-4.—OB Cabin—Wood St.—5th and Baymiller	12
30-2.—Location of Bulletin and Notice Books	5	930-5.—Liberty St.—Cheviot	12
40.—Maximum Authorized Speed between specific points	5	930-6.—Richmond Yard	12
40-1.—Speed Restrictions—Trains	6	930-7.—Muncie Yard	12
40-2.—Speed Restrictions: Engines and Equipment	6	930-8.—Peru Yard	12-13
40-3(a).—Back-up Movements (4 or more units)	6	930-9.—Burnham Yard	13
40-3(b).—Pusher Service (not more than 3 units)	6	980.—Junctions and Crossings	13-14
40-3(c).—Hauling Dead or Disabled Engines	6	1006.—Handling Trains on Grades (use of retainers)	14
40-3(d).—Rail Cars, on rear of passenger trains	6	1030-1.—Automatic Flasher Light Crossing Signals	14
40-3(f).—Scale Tracks—Engines must not move over live rail	6	1030-2.—Additional Highway Crossing Instructions	14
40-3(g).—Track Restrictions—Engines restricted on specified tracks	6-7	1030-3.—Automatic Crossing Gates	15
40-3(h).—Bridges and Trestles—Engine restrictions on specified bridges and trestles	7	1030-3(a).—Additional Instructions—Blocking Crossings	15
40-3(i).—Where Reachers must be used	7	1030-4.—Protection Required when Crossing is cut	15
40-4, 40-4(a) through 40-4(h-1).—Rotating Machinery	8	1050-1.—Center Passing Sidings—Stoney Point—CD Cabin—Garrison	15
40-4(i).—Flat Cars	8	1050-1(b).—Setting Cars off at Garrison	15
40-4(j).—Dump Cars	8	1050-1(c).—Handling Cars at Fernald	15
40-4(k).—Scale Test Cars	8	1070-1.—Complying with Rule 107 at South Portsmouth	15
40-4(l).—Clearance Car X-1836	8	2510.—Where Rules D-251-254, inc, in effect	15
40-4(m).—Wood Rack Cars	8	2710.—Where Rules 271-279(b), inc, in effect	16
40-4(n).—Camp Cars	8-9	2710-1.—Movement over Railroad Crossings	16
40-4(o).—Switching Postal Cars	9	5010.—Where Rules 250-A, 250-B, 281-296, inc, and 501-521, inc, in effect	16
40-4(p).—Equipment Restrictions—Specified Tracks, Bridges, Trestles	9	5010-3(b).—Train Stop in unequipped territory	16
40-4(q).—Foreign Line Cars—Restrictions	9	5010-7.—Stop Indication—Non-block territory	16
40-4(r).—Car Restrictions—70 tons or over 210,000 lbs	9	6050-1.—Where Interlocking Rules in effect	16
190-1(a).—Markers—Foreign Line Railroads	9	6050-2.—Additional Interlocking Instructions	17
190-1(b).—Reflex Markers—Where may be used	9	7130-1.—Location and Use of Spring Switches	17
310-1.—Use of Engine Whistle and Bell—Maysville	9	7130-2.—Member of Crew on double track observe dwarf signal at spring switches	17
830-3.—Where trains may proceed without Clearance Form A	10	7130-3.—Spring Switch Signals not in conformity with rules	17
830-3(a).—Where trains must get Clearance Form A before leaving	10	7130-4.—Other Spring Switch Signals—Center Sidings	17
830-3(b).—Train Order Signal—CS Cabin	10	7150-1.—Hand-operated Switches in 271 territory not Elec-locked	17
830-3(c).—Conductor report at Telg. Office Peru before leaving	10	7150-2.—Obtaining unlock at GN Cabin Crossover	17
830-3(d).—Clearance Form 113 at C. U. T.	10	12070.—Extinguishing Fire in Journal Boxes	18
840-1.—Starting Passenger Trains	10	MC-9.—Movement of Motor Cars	18
930-1.—Location of Yards and Rules in Effect	10	A and B.—Miscellaneous—High voltage—Accidents	18
930-1(a).—Display of head light by yard engines	10	Surgical Staff	19
930-1(b).—Display of markers by yard engines	10		
930-1(c).—Specified territory under supervision of yardmaster	10		
930-1(d).—Detached Caboose Cars, all yards	10		

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



CINCINNATI-CHICAGO DIVISION