



Western Region

Lake Division

Effective Sunday, December 9, 1990

**12:01 A.M. Central Standard Time
1:01 A.M. Eastern Standard Time**

Timetable Number

1

For The Government of Employees Only

BUFFALO DISTRICT—WESTWARD

MILE POST	STATIONS	T.O. STATION	INTERLOCKINGS	RAILROAD CROSSINGS	SIDINGS	INFORM
B 2.0 B 2.4	T—Buffalo Jct. C—CP Draw A—					Yard
	} via CR } Two YL			C		
B 3.3 B 6.9 B 22.3 B 32.2	B/S—Tift Yard } GB } Tracks Angola Silver Creek			*C	B&S	19674
B 41.1 B 54.8	AK/Dunkirk Pomfret			*C	CR	21865
B 58.2 B 66.1 B 74.4	T—Westfield Ripley North East					16099
B 86.0 B 90.8	C—Dean Cascade					7092 5152
B 96.3 B102.9 B102.9 B112.3 B113.0 B115.0 B115.9 B116.2	Swanville Wallace Jct. Girard East CT P. A. Siding Woodworth Chestnut Conneaut					7534 6585 13900 Yard

*At B&S crossing, GB, M.P. 6.9, and at CR crossing, AK, M.P. 41.1, when the Home signal indicates Stop, in addition to securing permission from the dispatcher to pass the signal, crew members will also be governed by instructions posted at the crossing.

Cleveland District—Westward

MILE POST	STATIONS	T.O. STATIONS	INTERLOCKINGS	CROSSINGS RAILROAD	SIDING IN FEET
B115.9	Chestnut				Yard
B116.2	Conneaut				
B117.2	Parrish				
B119.0	Conneaut Siding				14500
B120.8	Reed				
B128.0	KG				
B129.2	NP		*C	CR	
B130.0	Ashtabula Siding				10560
B131.3	Sanborn				
B141.5	Unionville				
B142.0	Madison Siding				11900
B143.8	West MA				
B148.8	Perry				6562
B155.2	Painesville				6459
B160.5	Mentor				6288
B163.7	Danels				
B165.0	Willoughby				6250
B169.1	Wickliffe				6976
B172.0	UD				Yard
B182.2	East 55th St.				
B183.0	East 37th St.				
B184.5	Clev Drawbridge				
B185.6	Cloggsville				
B192.5	Rocky River				
B197.2	Bay Village				
B206.0	Sheffield				4587-E
B210.2	Drawbridge (RU)	DN	C	CSXT	
B210.5	Lorain				
B212.2	Leavitt				
B217.1	Oak Point				
B218.6	KM				
B222.0	GC				
B226.8	Forence				
B232.0	Shinrock				6793
B236.3	Avery				6789
B240.2	Kimball				
B242.1	RT99				
	Signal 243.4				
	Start Runner				
B244.7	Rt 4				
B246.0	Bragg Road				
B247.8	Mini Plant				
B248.2	Bellevue Tower				
B248.8	Southwest Street				
B249.1	New Connection				
B254.0	Colby				

*Notes: At CR crossing, Ashtabula, M.P. 129.3, Timetable Rule 3-A will also govern.

—At Drawbridge, Cleveland, M.P. 184.5, Timetable Rule 126 (d) will also govern.

—At Cloggsville, M.P. 185.6, Controlled interlocking in effect on eastward track only. Timetable Rule 124(b) applies.

—For operation on South Lorain Connection Track, see Timetable Rule 2-B-(2).

—*RT99 to Signal 243.4 on westbound departure is TC

Note: All movements between Kimball and Colby (on signaled track) are under the authority of RT4 control operator.

—Between the following locations the north track (right track when moving west), is designated as track two (2) and the south track is designated as track one (1).

Kimball (Mile Post B240.2) to Route 99 (Mile Post 242.1).

Mini Plant (Mile Post B247.8) to Colby (Mile Post B254.0)

FOSTORIA DISTRICT BELLEVUE TO FORT WAYNE — WESTWARD

MILE POST	STATIONS	T.O. STATIONS	INTERLOCKINGS	CROSSINGS RAILROAD	SIDING IN FEET
B244.7	Bellevue Rt. 4				
B246.0	Bragg Rd.				
B247.8	Mini Plant				
B248.2	Bellevue Tower				
B254.0	Colby				
B259.7	Green Springs				
B265.1	Old Fort				
B269.0	Narlo				
B269.4	Maple Grove		A	IHRC	
B275.5	Ilers				
B279.0	Blair				4465-E
B280.4	Fostoria		C	*CSXT	
B282.0	FS				
B285.8	DA (Arcadia)				
B293.1	North Findlay		A	CR	6848-E 6725-W
B300.8	McComb				
B305.7	Townwood				
B308.0	Yellow Creek				26701
B310.6	Leipsc Jct.		A	CSXT	
B311.4	Leipsc		A	GTW	
B318.7	Miller City				7353
B325.8	Continental				7981-W 7102-E
B331.3	Oakwood				
B339.5	Broughton				
B341.8	Latty				13401
B344.6	Briceton				
B349.6	Payne				6822
B354.0	Edgerton				
B358.3	Dawkins				6820
B360.0	Casad				
B363.3	New Haven				6048
B365.4	NE				
B366.3	East Wayne Yard	DN	C	NS	
B367.2	Four Mile Road				

At North Findlay, the westward siding is north of the main track. At Continental, the westward siding is south of the main track.

*Two CSXT crossings at Fostoria. Former C&O crossing at M.P. B-279.9, and former B&O crossing at M.P. B-280.4.

Between the following locations the north track (right track when moving west), is designated as track two (2) and the south track is designated as track one (1).

Colby (Mile Post B-254.4) to Bellevue (Mile Post B-247.7)

Old Fort (Mile Post B-264.2) to Green Springs (Mile Post B-259.7)

DA (Mile Post B-285.8) to FS (Mile Post B-282.0)

Leipsc Jct (Mile Post B-310.6) to Townwood (Mile Post B-305.7)

Chicago District Fort Wayne To Chicago — Westward

MILEPOSTS	STATIONS		T.O.	INTER-URBAN	PASSENGER	SCHEDULE													
B363.3 B365.4 B366.3 B367.2 B371.6 B372.7	T C A B S	New Haven	YL	DN	C	NS													
B377.4 B381.9 B386.9 B389.9		Hadley					Two Tracks	C	CR	6048									
B397.2 B403.3 B410.9 B415.9 B419.8		South Whitley									A	CR	6771						
B420.8 B431.0		Clemer												C	NS	6757			
B438.9 B451.5		Hibbard															7720-E	7715-W	8786
B463.0 B468.0 B473.9 B480.7		Thomaston																	
B488.3	Hobart	DN	C	EJE															
B497.9 B500.5 B503.8	Van Loon				C	IHB	4500-E												
B504.7 B505.9 B507.9 B510.0 B510.5	State Line							C	CSXT	IHB									
B512.3 B515.7 B515.8	Pullman Jct.										C	CRL	BRC						
	81st Street													YL	C	BRC			
	80th Street																YL	C	BRC

At Argos and Hobart, westward siding is north of the main track.

Note: Single track over Cummings Drawbridge, M.P. 507.9

Between the following locations the north track (right track when moving west), is designated as track two (2) and the south track is designated as track one (1).

Hadley (M.P. B377.4) to Runnion (M.P. B372.5)

81st Street (M.P. B515.7) to Pullman Jct. (M.P. B512.3)

BETWEEN CHICAGO AND ORLAND PARK — FOREST DISTRICT

SOUTHWARD		NORTHWARD	
FIRST CLASS		FIRST CLASS	
Daily Except Saturday, Sunday and Holidays		Daily Except Saturday, Sunday and Holidays	
STATIONS		STATIONS	
11	P.M. d 6 45 7 08	16*	P.M. a 6 20 X
7	P.M. d 5 30 5 53	8	A.M. a 8 35 8 13
5	P.M. d 4 57 5 20	6	A.M. a 8 02 7 40
3	P.M. d 4 30 4 53	4	A.M. a 7 27 7 05
1*	A.M. d 6 35 X	2	A.M. a 6 30 6 08
7	P.M. s 5 58 s 6 01 s 6 06 s 6 10	4	A.M. s 6 54 s 6 52 s 6 46
5	P.M. s 5 25 s 5 28 s 5 33 s 5 37	2	A.M. s 5 57 s 5 55 s 5 49
3	P.M. s 4 58 s 5 01 s 5 06 s 5 10	6	A.M. s 7 29 s 7 27 s 7 21
1*	A.M. s 6 35 X	8	A.M. s 8 02 s 8 00 s 7 54
7	P.M. s 5 58 s 6 01 s 6 06 s 6 10	6	A.M. s 7 17 s 7 14 s 7 10
5	P.M. s 5 25 s 5 28 s 5 33 s 5 37	4	A.M. s 6 42 s 6 39 s 6 35
3	P.M. s 4 58 s 5 01 s 5 06 s 5 10	2	A.M. s 5 45 s 5 42 s 5 38
1*	A.M. s 6 35 X	6	A.M. s 7 05 s 7 05 d 6 26
7	P.M. a 7 45 P.M.	4	A.M. d 6 26 A.M.
5	P.M. a 5 30 P.M.	2	A.M. d 5 29 A.M.
Chicago (Union Station)		Chicago (Union Station)	
W.I. Jct. (Not Station Stop)		W.I. Jct. (Not Station Stop)	
Belt Jct.		Belt Jct.	
Forest Hill		Forest Hill	
Wrightwood (Landers)		Wrightwood (Landers)	
Ashburn (93rd at Cent. Park)		Ashburn (93rd at Cent. Park)	
Oak Lawn (98th at Cook)		Oak Lawn (98th at Cook)	
Chicago Ridge (103rd at Ridgeland)		Chicago Ridge (103rd at Ridgeland)	
Worth (111th St.)		Worth (111th St.)	
Palos Park (123rd St.)		Palos Park (123rd St.)	
Orland Park (143rd St.)		Orland Park (143rd St.)	
Orland Park (153rd St.)		Orland Park (153rd St.)	
Brisbane		Brisbane	
Manhattan		Manhattan	
End of Track		End of Track	

W.I. Junction is not a station stop or pick-up point. Time is shown for employee reference only.

* Trains No. 1 and No. 16 are deadhead moves only and do not stop nor pick up passengers between Orland Park and Chicago Union Station.

**DETROIT AND HUNTINGTON DISTRICTS
DETROIT TO PERU — WESTWARD**

MILE POST	STATIONS	T.O. STATIONS	INTERLOCKINGS	CROSSINGS RAILROADS	SIDINGS IN FEET
	DETROIT DIST.				
D 4.4	Detroit				
D 5.2	Delray			CR-CSXT	
D 5.6	Bridge		C		
D 7.0	Ecorse Jct.		C	CR	
D 8.7	Oakwood				
D 8.7	Oakwood Jct.	Two Tracks	C	GTW	
D 19.0	Romulus		C	CSXT	4231-E
D 23.2	Belleville				
D 26.6	Rawsonville Spur				
D 33.4	Whittaker	Two Tracks			
D 37.3	Milan	YL	C	AA	2671-W
D 39.8	West Milan				
D 46.7	Britton				
D 54.8	Raisin Center	Two Tracks			
D 58.8	Adrian		A	LC	2672-W
D 59.8	Page				
D 61.2	Stan				
D 68.4	Leaf				
D 73.2	North Morenci				8738
D 79.5	Munson				
D 85.7	Alvordton				9128
D 93.7	Mode				
D 97.4	Montpelier	Two Tracks			19542
	HUNTINGTON DIST.				
D 97.4	Montpelier				
D104.4	Blakesley				4848
D114.9	Butler		C	CR	8160
D122.7	St. Joe		C	CSXT	
D125.3	Spencerville				5784
D130.6	Grabill				5397
D140.5	NE Snake Track	Two YL Tracks	C	NS	
D142.8			C		
D146.0	Mike		C	CR	
D149.2	Hugo		C	NS	
D157.3	Roanoke				
D157.3	Siding				17745
D157.3	Roanoke				
D161.7					
D165.8	Mardenis				15685
D170.4	Huntington				
D176.2	Andrews				
D183.2	Lagro				14341
D188.8	Wabash				
D200.2	Junction	Two YL Tracks			
D202.5	Peru				

Between the following locations the north track (right track when moving west), is designated as track two (2) and the south track is designated as track one (1).

Stan (Mile Post D-61.2) to Raisin Center (Mile Post D-54.2)
Mode (Mile Post D-93.7) to Montpelier (Mile Post D-97.4)

**NEW CASTLE DISTRICT
CLARE (CINCINNATI) TO FORT WAYNE - WESTWARD**

MILE POST	STATIONS	T.O. STATIONS	INTERLOCKINGS	CROSSINGS RAILROADS	SIDINGS IN FEET
CV110.7	Clare	Two Tracks			
CV111.9	Red Bank		C	NS	Yard
CV112.3	Valley				
CF 7.5					
CF 10.1	W. Oakley	Via CR			
CF 10.6	E. Oakley				
CF 16.4	Mill				
CF 20.4	Crescentville				7979
CF 26.7	Moseler				
CF 30.8	Butler St.				
	(via CSXT)		C		
CF 33.1	New River Jct.	Two Tracks			
CF 37.2	Seven Mile				9917
CF 49.5	Camden				8020
CF 59.8	Eaton				
CF 64.4	Campbellstown				10565
CF 73.0	Richmond				8013
CF 95.6	Millville				8000
CF 99.5	New Castle				
CF101.9	Cast East End				
CF104.2	Cast West End				
CF116.0	Noell				8020
CF119.9	Sixth St.				
CF120.3	Walnut St.		C	CR	
CF122.0	Muncie East Yd.				Yard
CF127.7	Royerton				8520
CF148.7	Montpelier				9925
CF158.6	Bluffton				
CF169.0	Kingsland				8741
CF179.0	Winter Rd.				
	Ferguson (Baer Field)				Yard
CF179.7					
CF184.1	Hugo		C	NS	
CF185.8	Junction		C	CR	
CF186.0	CR Park		C	CR	
CF186.0	Runnion Ave.				
CF186.5	(West Wayne)				

Note: Operation between Walnut Street and Muncie East Yard is on Frankfort District. Frankfort District mile post location is MP SP-173.9 for Walnut St., and MP SP-172.2 for Muncie East Yard. At Muncie, CR also crosses Frankfort District connection track at Elliott Street. Controlled interlocking in service.

CINCINNATI DISTRICTS—WESTWARD

MILE POST	STATIONS	TO STATION	INTERLOCKINGS	RAILROAD CROSSINGS	BIDINGS	IN FEET
CT 106.2	Portsmouth . . .		C			
CT 105.0	Vera . . .		C			
CT 96.8	McDermott . . .					
CT 94.0	Brookside . . .					6160
CT 82.0	Rarden . . .					5554
CT 71.9	Peebles . . .					
CT 67.0	Lawshe . . .					6099
CT 60.5	Mt. Zion . . .					6016
CT 47.4	Sardinia . . .					5964
CT 30.6	Afton . . .					5999
CT 24.0	Batavia . . .					3961
CT 12.1	Ancor . . .					6898
CT 9.0	Clare . . . YL		C	NS		Yard

CLARE TO GEST STREET VIA CSXT—WESTWARD

MILE POST	STATIONS	TO STATION	INTERLOCKINGS	RAILROAD CROSSINGS	BIDINGS	IN FEET
CV110.7	via TC { Clare . . . } Two YL		C	NS		Yard
CV111.9	NS { Red Bank . . . } Tracks					
CV112.3(7.5)	via { Valley . . . }					
OB 10.1	CR { W. Oakley . . . }					
OB 10.6	via { W. Norwood . . . }					
OB 11.1	NS { E. Norwood . . . }		C	CSXT		
.....	via CSXT { Gest Street . . . } YL					

Note 1 - Control Points at Valley, W. Oakley, W. Norwood and E. Oakley are controlled by Conrail Control Station, Indianapolis, Indiana. Conrail rules, timetable and special instructions govern.

Note 2 - Interlocking at E. Norwood is controlled by CSXT Control Station, E. Norwood, CSXT rules, timetable and special instructions govern.

Note 3 - Between the following locations the north track (right track when moving west) is designated as two (2) and the south track is designated as track one (1).

Clare M.P. CT-110.7 and Red Bank M.P. CT-111.9

COLUMBUS DISTRICT—WESTWARD

MILE POST	STATIONS	TO STATION	INTERLOCKINGS	RAILROAD CROSSINGS	BIDINGS	IN FEET
COLUMBUS DIST.						
N602.1	Star Yard . . .		C			
N603.9	West Avenue . . .	YL				Yard
N605.0	Portsmouth Yard . . .					Yard
N605.9	Gallia St. . .		C			
N607.1	Portsmouth . . .		C			
N608.5	Vera . . .		C			
N617.4	Lucasville . . .	Two				
N626.6	A Sargents . . .	Tracks				
N630.8	B Piketon . . .					
N635.0	S Glen Jean . . .		C			
N636.0	Waverly . . .					
N642.0	Omega . . .					
N652.0	T Lunbeck . . .	Two				
N655.1	C Renick . . .	Tracks	C	CSXT		
N656.0	Chillicothe . . .					
N657.0	Scioto . . .					
N666.1	Kingston . . .					
N673.0	Dorney . . .					10694
N675.7	Circleville . . .					
N678.5	A Ritts . . .					
N684.5	B Ashville . . .	Two				
N692.0	S Miner . . .	Tracks				
N696.7	Valley Crossing . . .		C	CSXT		Yard
N698.8	Bannon . . .		C	CR		Yard
N704.3	T Joyce Avenue . . .					Yard
N704.6	C C. W. Tower . . .		C	CR		Yard

Between the following locations the north track (right track when moving west), is designated as track two (2) and the south track is designated as track one (1).

Gallia St. (M.P. N605.9) and Portsmouth (M.P. N607.1)

Lunbeck (M.P. N652) to Chillicothe (M.P. N655.8)

Between M.P. N703.1 and C. W. Tower M.P. N704.6

Traffic Control in effect:

(1) On eastward track between east end Star Yard, M.P. N602.1 and Gallia Street. ABS in effect on westward track.

(2) On both tracks between Gallia Street and Portsmouth.

(3) On eastward track between Portsmouth and Vera. ABS in effect on westward track.

(4) Between M.P. N642.1, Omega, and M.P. N657.0, Scioto.

(5) On westward track between Bannon Interlocking and C.W. Tower, M.P. N704.6. ABS in effect on eastward track between Bannon Interlocking and M.P. N703.1.

(6) On Eastward track between M.P. N703.1 East End Joyce Ave., and M.P. N704.6.

SANDUSKY DISTRICT—WESTWARD

MILE POST	STATIONS	T O S T A T I O N	I N T E R L O C K I N G S	R A I L R O A D	C R O S S I N G S	S I D I N G S	I N F E E T
S 1.1	C.W. Tower Fields Worthington Powell Road Lewis Center	Two Tracks	C	CR	CR		
S 2.1							
S 8.6							
S 13.6							
S 16.0							
S 23.4	Delaware M.P. 26 Troyton Waldo South Marion Marion (AC Tower)	Two Tracks	C	CR	CR		
S 26.0							
S 31.2							
S 36.0							
S 43.0	Harvey Colsan Benson Chatfield	Two Tracks	C	CR	CR	13203	
S 45.2							
S 51.2							
S 62.9							
S 66.0	North Carrothers Attica Junction Frank Flat Rock Bellevue Tower Potter Road Bayside Sandusky	Two Tracks	C	CSXT	NS	10029 8035	
S 73.7							
S 78.1							
S 83.1							
S 90.3							
S 95.6							
S 96.2							
S 98.3							
S105.9							
S109.3							

Traffic Control in effect on WESTWARD track only between M.P. S26 and Troyton. ABS in effect on eastward track.

Between the following locations the north track (right track when moving west), is designated as track two (2) and the south track is designated as track one (1).

CW Tower (M.P. S1.1) to Powell Road (M.P. S13.6)

South Marion (M.P. S45.2) to Harvey (M.P. S51.2)

Chatfield (M.P. S73.7) to North Carrothers (M.P. S78.1)

TOLEDO DISTRICT—EASTWARD

MILE POST	STATIONS	T O S T A T I O N	I N T E R L O C K I N G S	R A I L R O A D	C R O S S I N G S	S I D I N G S	I N F E E T
T 2.1	Toledo (Manhattan Jct.)	YL			*AA		
T 2.5	Summit St.						
T 2.8	Drawbridge		C				
T 5.4	Ironville		DN	C	CSXT		
T 6.5	Homestead						
T 13.6	Williston						4282
T 26.0	Oak Harbor						
T 37.7	Fremont						
T 41.1	Green Creek						6370
T 46.8	Clyde						
T 50.7	Klines						Yard
T 53.0	Mad River Conn.						
T 54.7	Yeomans						

TOLEDO MAUMEE CONNECTION—EASTWARD

MILE POST	STATIONS	T O S T A T I O N	I N T E R L O C K I N G S	R A I L R O A D	C R O S S I N G S	S I D I N G S	I N F E E T
12.6	Gould						
10.6	Nasby				C	CR	
9.7	Hill Ave.						
9.1	Vulcan					*CR	
5.0	NS						
4.6	Temperance						
3.1	Tower K				C	CR	
2.1	Hallett				C	AA	
3.73	AA Conn. Trk.						
1.7	Boulevard						
0.0	Manhattan Jct.						

* Vulcan: Stop Signs

NOTE: Operation on Toledo Maumee Connection

All trains and engines must stop clear of CR Crossing. When making "Statutory Stop at Vulcan," eastward trains must occupy Dorr Street (M.P. 9.2) and westward trains must occupy Douglas Road (M.P. 9.0) before stopping. Trains and Engines must not proceed until it is safe to do so.

Trains or engines moving on the Toledo Maumee Connection, in either direction between M.P. 5 and M.P. 12.6 must obtain permission from Ironville Control Station Operator before proceeding on Toledo Maumee Connection and must notify Ironville Control Station Operator when movement is clear of this trackage. Yard Limits are in effect, NS Operating Rule 93 applies. Trains or engines must not proceed onto CSXT at M.P. 5 or M.P. 2.1, without permission from CSXT Toledo Terminal Dispatcher and must be governed by CSXT Operating Rules.

Trains or engines must not proceed onto the Ann Arbor at M.P. 3.73 or M.P. 0, without permission from Hallett Tower Operator. NS Operating Rule 93 applies.

Maximum authorized speed on Toledo Maumee Connection is 10 MPH.

**LIMA AND FRANKFORT DISTRICTS
DA (ARCADIA) TO FRANKFORT — WESTWARD**

MILE POST	STATIONS	T O S T A T I O N	I N T E R L O C K I N G S	R A I L R O A D	C R O S S I N G S	S I D I N G S	I N F E E T
SP 48.4 SP 54.3 SP 57.6	LIMA DIST. DA (Arcadia) Weidlers Findlay		C		CR	6898	
SP 59.6 SP 66.5 SP 69.2 SP 73.6 SP 79.7	T C Evans Rawson Mt. Cory Bluffton Beaver Dam					6883	
SP 87.4 SP 88.8 SP 90.5	A B S Morris Lima MO Tower (via CSXT) South Lima Two Tracks		A C C		GTW CR CR	5391	
SP 90.5 SP 91.5 SP 93.0 SP 101.0	FRANKFORT DIST. South Lima South Lima Yard Adgate Buckland		A		CSXT	16761	
SP 110.1 SP 118.4 SP 119.9 SP 130.0 SP 137.5 SP 145.8 SP 156.7	St. Marys Rose Celina Oakland Hales Portland Red Key		A		CR	6790 4282	
SP 164.0 SP 172.2	T C Ayers Muncie East Yd.					6800 Yard	
SP 173.9 SP 174.3 SP 176.2 SP 184.4 SP 189.9 SP 196.2	Walnut St. Elliott St. Vernon Gilman Alexandria Wallace		A		CR	6824 7144	
SP 204.4 SP 209.3 SP 210.3	Hobbs Tipton ZA Siding		C		INRD	6864 6997	
SP 219.2 SP 222.9 SP 225.1 SP 228.0	Kempton Scircleville Hillisburg Boyleston					6849 6849	
SP 234.2 SP 234.7	Frankfort Frankfort Yard		A		CR-CSXT		

MILE POST	STATIONS	T O S T A T I O N	I N T E R L O C K I N G S	R A I L R O A D	C R O S S I N G S	S I D I N G S	I N F E E T
PA 0.0 PA 2.5 PA 5.8 PA 8.0 PA 8.8	FAIRPORT BRANCH (Westward) Perry YL Lane Hardy Fairport End of Track						

Dispatcher must not allow two crews to work without first assuring that crews will protect against each other.

A crew that originates on the branch must confer with the dispatcher prior to making any moves.

On-track equipment must get permission prior to occupying any track.

Dispatcher must inform any crew on the branch prior to authorizing on-track equipment and must insure protection.

Speed - Yard speed; not to exceed 20 MPH between M.P. PA-0.0 and M.P. PA-5.5, 15 MPH M.P. PA-5.5 and M.P. PA-8.8. All other tracks not to exceed 10 MPH.

MILE POST	STATIONS	T O S T A T I O N	I N T E R L O C K I N G S	R A I L R O A D	C R O S S I N G S	S I D I N G S	I N F E E T
CB 0.0 CB 0.7 CB 1.0 CB 1.6 CB 1.8 CB 2.2 CB 2.6 CB 2.7 CB 6.2 CB 8.3	CLEVELAND BELT LINE BRANCH (Eastward) Mahoning Road . . . West 3rd Street . . . Belt Jct. CV Crossing CV Crossing WE Campbell Rd . . . Jennings Redd Knobb (Ridge Rd.) . . Cloggsville Conn. . .						

* See Item 3

No train, engine or on-track equipment may enter the main track of the Cleveland Branch Belt Line without permission from the NS Cleveland Yardmaster.

All switches between Cloggsville, M.P. CB-8.3 and Campbell Road Yard, M.P. CB-2.2 must be left lined for main track movement.

Speed - Yard speed; on main not to exceed 10 MPH between MP CB-0.0 and MP CB-0.7, on main not to exceed 15 MPH between M.P. CB-0.7 and M.P. CB-8.3, all other tracks 10 MPH.

SPECIAL INSTRUCTIONS

Central Standard Time is in effect, EXCEPT Eastern Standard Time is in effect on the Columbus, Cincinnati, Sandusky, Buffalo, Cleveland, Toledo, Fostoria District east of Colby, on the New Castle District east of Mill, on Detroit Terminal east of Oakwood Jct., and on Toledo Terminal east of Delmont Jct.

1. CLOCKS SHOWING STANDARD TIME, BULLETIN BOOKS AND TRAIN REGISTER BOOKS.

Location	Office	Standard Clock	Bulletin Book	Register Book
Adrian	Depot	X	X	
Argos	Station	X	X	X
Bellevue	Rt. 4 Administration Bldg. - Lobby	X	X	
	Rt. 4 Ctrl. Stn Bragg	X	X	
	Bragg Rd.-Locker Rm	X	X	
Blair	Yard	X	X	
Brewster	Dispatcher	X	X	
Buffalo	Dormitory	X	X	
	Triple Crown	X	X	
	Buffalo Ramp	X	X	
	Buffalo Junction	X	X	
Chicago	Calumet Yd. Ofc	X	X	
	Eng. House Reg. Rm.	X	X	
	Landers		X	
Cincinnati				
Clare	Register Room		X	
Gest St.	Ready Room	X	X	
Ludlow	Ready Room	X	X	
Circleville	Crew Locker Room	X	X	
Cleveland	Yard Office	X	X	
Columbus	Watkins Yard	X	X	
Conneaut	Yard Office	X	X	
Crestline	CR Pass. Stn. & Enginehouse		X	
Detroit	Oakwood Yd. Ofc.	X	X	
	Boat Yard	X	X	
	Manifest Yard	X	X	
Ft. Wayne	E. Wayne Yd. Ofc.	X	X	
Roanoke	Yard Office	X	X	
Frankfort	Yard	X	X	X
Fremont	Office	X	X	
Lima	Depot	X	X	X
Lorain	Drawbridge	X	X	
Maumee	Depot	X	X	X
Milan	Tower	X	X	
Montpelier	Yard Office	X	X	
Muncie	East Yard	X	X	
Peru	Yd. Ofc. (Benton St.)	X	X	
Portsmouth	Yard Office	X	X	
	Dispatcher's Ofc.	X	X	
Sandusky	Yard Office	X	X	
South Lima	Depot	X	X	
South Lorain	Trainmen's Room	X	X	
Toledo	Ironville Tower	X	X	
	Homestead Yard	X	X	

X Indicates location.

1A. REGISTERING OF TRAINS.

Trains originating or terminating at registering stations will register required information in Train Register Book.

1B. CLEARANCE CARDS

1. Except as noted, trains originating at the following stations must receive a Clearance Card:

- Montpelier - Delta District only
- Maumee - Delta District only

MILE POST	STATIONS	TO STATION	INTER-ROCK ISLAND	RAILROAD CROSSINGS	SIDINGS	IN FEET
	DELTA DISTRICT—WESTWARD					
TC 1.3	Toledo					
TC 3.3	Sumner St. Yard					
TC 5.3	Walbridge Jct.					
TC 8.6	Gould					
	Wanick Jct.					
TC 9.2	Maumee	DN				
TC 10.3	Delmont Jct.					
TC 22.2	Brailey					
TC 26.3	Delta					
TC 29.4	Delta Yard					
TC 31.2	Wauseon		C	CR		
TC 42.5	Elmira				4767	
TC 49.1	West Unity					
TC 58.3	Montpelier	YL				

NOTE: See Timetable Rule 2(7)

MILE POST	STATIONS	TO STATION	INTER-ROCK ISLAND	RAILROAD CROSSINGS	SIDINGS	IN FEET
	GARY DISTRICT—WESTWARD					
TC186.6	Pine					
TC192.9	North Liberty				4891	
TC200.5	Dillon		A	NS	4436	
TC203.0	Kingsbury Wye	YL				
TC203.7	End of Track					
TC240.3	End of Track					
TC241.1	Gary					
TC243.4	Tolleston					
TC246.7	Clarke Jct.	Via YL Two Tracks	C	CR		
TC251.9	Hammond	Via CSXT				
TC252.4	State Line					

NOTE: See Timetable Rule 2(5)

MILE POST	STATIONS	TO STATION	INTER-ROCK ISLAND	RAILROAD CROSSINGS	SIDINGS	IN FEET
	MICHIGAN CITY DISTRICT—NORTHWARD					
I109.7	Argos	YL	C	NS	3340	
I118.3	Plymouth Tower		A	CR		
I125.0	Tyner					
I131.3	Walkerton		C	CSXT	1910	
I136.9	Kingsbury				2575	
I137.3	Dillon		A	NS		
I139.6	Stillwell		C	GTW	1640	
I146.3	LaPorte		C	CR	3180	
I149.5	Belfast					
I158.2	Michigan City			CS&SE		

NOTE: See Timetable Rule 2(3) and 2(4)

MILE POST	STATIONS	TO STATION	INTER-ROCK ISLAND	RAILROAD CROSSINGS	SIDINGS	IN FEET
	MAUMEE DISTRICT—WESTWARD					
TN 78.7	Woodburn					
TN 87.0	New Haven	YL				

NOTE: See Timetable Rule 2(6)

2. OPERATION OF TRAINS

(1) TEAYS AND MOWRYSTOWN BRANCHES

Trains, engines, or on track equipment must not occupy either Teays Branch or Mowrystown Branch without permission of train dispatcher at Portsmouth.

Dispatcher must maintain absolute block when Branch is occupied.

Timetable direction on Teays Branch and Mowrystown Branch is WESTWARD from junction switch.

(2). BETWEEN SHEFFIELD AND AND SOUTH LORAIN

Trains or engines moving in either direction between south wye switch Sheffield and CR connection at South Lorain must obtain permission from operator at Lorain before proceeding and must notify control station of their arrival.

Movements between south wye switch at Sheffield and South Lorain must be made at a speed that will permit stopping within one-half the range of vision with a maximum speed of 10 miles per hour.

Distance between Sheffield and CR connection is 2.0 miles.

(3) BETWEEN ARGOS AND STILLWELL

The movement of extra trains between Argos and Stillwell will be governed by Train Register located at Argos. The first extra train registering on the above referred to track section is authorized to occupy it without protecting against other trains. When train register indicates track section is occupied by train, another train must not enter the track section without protecting against such train except when written flagging instructions are arranged between conductors of the trains concerned. When flagging instructions are made they must be in writing and the conductor must furnish each engineer a copy; where such arrangements are made by telephone they must be written out and repeated from written copy. Also, when going off duty, conductor of any train or engine operating between Argos and Stillwell will contact the Dispatcher.

(4) BETWEEN STILLWELL AND MICHIGAN CITY

Between Stillwell, MP I 139.6 and Michigan City, MP I 158.2, trains will operate by Train Order Authority. Trains will be required to report clear of the Main Track after train has cleared at Stillwell, Michigan City, or is south of Stillwell.

(5) BETWEEN DILLON, PINE, AND SOUTH BEND

LOCAL F-21 — The F-21 will operate extra, without clearance card and train orders, and have exclusive right of track on the Gary District, between the East Yard limit at Dillon, MP TC-199, AND Pine, MP TC-187.6, and on the South Bend Branch between south yard limit, South Bend, MP PO-9.5 and Pine, MP PO-0.0, between the hours of 7:00 AM and 7:00 PM daily.

LOCAL F-20 — The F-20 will operate extra, without clearance card and train orders, and have exclusive right of track on the Gary District, between the east yard limit at Dillon, MP TC-199, AND Pine, MP TC-187.6, and on the South Bend Branch between south yard limit, South Bend, MP PO-9.5, and Pine, MP PO-0.0, between the hours of 7:00 PM and 7:00 AM daily.

Upon reporting for duty and when going off duty, conductor of any train or engine operating on trackage as herein specified, will contact the dispatcher. With the exception of trains F-21 and F-20, another train or engine must not enter any of these track sections within the indicated times without train order authority and in addition, permission from the conductor of the local already occupying track section involved.

(6) MAUMEE DISTRICT

The F10 Local will operate extra without clearance card and train orders and have exclusive right of track between the East Yard limit at New Haven, Indiana and West Yard limit at Woodburn, IN, between the hours of 8:30 AM and 8:30 PM.

Another train or engine must not enter these track sections within the indicated time limits without train order authority and in addition, permission from the conductor of the local already occupying track section involved.

Also, upon reporting for duty and when going off duty, conductor of any train or engine operating on Maumee District will contact dispatcher.

(7) Between Delmont Jct., MP TC-10.3 and Montpelier, MP TC-58.3, trains and engines will operate by Train Order Authority.

2-A. DISPATCHER BULLETINS

Dispatcher's Bulletins will be issued at Portsmouth, Circleville, Columbus, Gest Street, Clare, Toledo, Bellevue, Cleveland, South Lorain, Conneaut, Buffalo, Fostoria, Lima, Muncie, Frankfort, Homestead, Oakwood, (Manifest Yard), Adrian, Montpelier, Peru, East Wayne Yard, Chicago (Calumet and Landers), Maumee, Argos, South Bend, and Michigan City (CSS). These bulletins will contain current operating instructions, including temporary speed restrictions and other restrictive conditions.

Trains to operate over the Lake Division must not depart any of the above locations until both the conductor and engineer have received a current Dispatcher's Bulletin which is addressed to their train, and the conductor has advised the Dispatcher that they received it.

The conductor will tell the dispatcher the bulletin number, the number of items, and the time it was issued.

Conductor and engineer must show Dispatcher's Bulletin and messages to other members of the crew. Other members of the crew must read and be familiar with the contents of these bulletins and must assist the conductor and engineer in complying with the instructions contained in them.

When a Dispatcher's Bulletin is received, the conductor and engineer, and when practicable other crew members, must promptly see that the total number of items and messages indicated above the dispatcher's initials correspond with the actual number of items and messages listed in the bulletin. If any discrepancy is noted the dispatcher must be immediately contacted for further operating instructions.

Instructions contained in Dispatcher's Bulletins regarding temporary speed restrictions or other restrictive conditions must be respected on all trips during the tour of duty on which the bulletin is received.

2-B. OPERATION OF ON-TRACK EQUIPMENT

Except where protection has been provided by flag or by conditional stop sign, the following instructions will govern the operation of on-track equipment on any portion of the track sections shown below:

Westward Track

Between:	And:
Star Yard, MP N-602.1	Gallia Street, MP N-605.9
Vera, MP N-608.2	Omega, MP N-642
Scioto, MP N-657	Reeses, MP N-695.1

Eastward Track

Between:	And:
Valley Crossing, MP N-695.5	Scioto, MP N-657
Omega, MP N-642	Vera, MP N-608.8

Both Main Tracks

Between:	And:
Clague Road, MP B-195.40	RU Drawbridge, MP B-210.2
Leavitt, MP B-212.2	KM, MP B-218.6

NOTE: For operation of on-track equipment within Cleveland Terminal, see Timetable Rule 124.

THE OPERATOR OR EMPLOYEE IN DIRECT CHARGE MUST HAVE A CURRENT LINEUP IN HIS POSSESSION AND MUST SECURE PERMISSION FROM THE DISPATCHER BEFORE THE ON-TRACK EQUIPMENT ENTERS OR FOULS THE MAIN TRACK. In conferring with the dispatcher the operator or employee in direct charge must state his name, location, points between which it is desired to move, and the number of units of on-track equipment to be moved. He must ascertain from the dispatcher the location of trains on the lineup which may be in conflict with his intended movement. In addition, he must be advised by the dispatcher that his movement has been protected by either:

- (a) A controlled signal; or
- (b) The dispatcher instructing the engineer of any concerned train not to pass a specified point without his permission.

This protection must be provided before the dispatcher authorizes the on-track equipment to occupy the main track.

Before granting authority for the on-track equipment to occupy the main track, the dispatcher must:

- (1) Know that the track section to be entered is clear of both opposing and following trains.
- (2) Where possible, provide block protection against opposing and following trains by use of a controlled signal. Blocking protection must be applied to the control machine.
- (3) Where signal protection is not practicable, the Dispatcher must contact the engineer of any concerned train and must clearly instruct him not to pass a specific point (e.g., crossover, station, mile post, etc.) until authorized by the Dispatcher. These instructions must be written by a crew member on the controlling unit and repeated back to the dispatcher. They will include time issued, time repeated, and the name of the copying employee. The repeat time will not be given until the Engineer has acknowledged receiving the instructions. The Dispatcher will make record of these instructions with the issued and repeat time in Line-Up Book.
- (4) Enter the on-track equipment movement on the prescribed form.
- (5) Advise the operator or employee in direct charge of the on-track equipment that his movement has been entered on the prescribed form and, when protection is being provided by use of a controlled signal, that protective blocking has been applied to the control machine.

The operator or employee in direct charge of the on-track equipment must repeat all instructions received.

When the dispatcher authorizes the movement of on-track equipment within any of these track sections, such authorization does not provide protection against other units of on-track equipment. Note Operating Rule 814.

After clearing, the person who secured the run must report clear to the dispatcher.

3. RAILROAD CROSSINGS AT GRADE

Non-Interlocked

- (a) Except where provided in timetable or by special instructions, all trains or engines must come to a full STOP before crossing any railroad at grade, or drawbridge, except when protected by interlocking, not less than 200 feet nor more than 800 feet from such crossing (except in Indiana, where stop will be made not less than 40 feet nor more than 500 feet), and will not proceed over such crossing until proper signal is displayed and route is clear.

When stop is made for a railroad crossing which is not protected by signals, and route is clear, before proceeding, signal 14 (b) must be sounded.

- (b) Where stop signs are placed, stop must be made before passing signs.

(c) At railroad crossings governed by tilting target, trains and engines after they come to a stop, will, when target is placed for them to proceed, give two long blasts of the whistle before proceeding. After this signal has been sounded, the position of the target must not be changed until the train or engine has stopped or passes over the crossing.

Proceed when signal, target, or gate is in indicated position. Position of target at night is indicated by two red lights. Red lights at night indicate the position of gates.

At crossings protected by target, proceed when target is in indicated position:

LOCATION	ROAD	SEE NOTE NO.	SIGNALS	TARGET
Toledo Manhattan Jct.	AA	2		
Toledo Maumee River	Drawbridge	1	Interlocking	
Toledo Ironville	CSXT	1	Interlocking	
Cleveland (Belt Line)	CV MP 1.6	1 & 3	Swing Gate	
Cleveland (Belt Line)	CV MP 1.8	1 & 3	Swing Gate	
Cleveland (W. 3rd St.)	CSXT	1 & 4	Signal & Stop Signs	
Cleveland (Belt Line)	Jennings		Target	Vertical

DETROIT TERMINAL

D&W Line—CR—Gate—Gate over CR. Gate must be set against NS when crossing not being used.

FRANKFORT

Frankfort—CR—Frankfort District—Red over green color light signal.
CERA—Green over red color light signal.

Frankfort—CSXT—Green color light signal.
Northernmost signal governs movement on tracks north of signal.
Southernmost signal governs movement on tracks south of signal.

Lima Yard — BP Chem Line—CSXT—STOP

MICHIGAN CITY DISTRICT

Michigan City—CSS&SB—Stop.

GARY DISTRICT

So. Bend Branch—So. Bend—CR—Stop

Note 1 — All trains and engines will approach Home Signal at these interlockings under full control prepared to STOP. Speed within interlocking limits must not exceed 20 miles per hour.

Note 2 — TOLEDO, MANHATTAN JCT.
Normal position for switch governing movement to and from Toledo Runner Track and AA No. 1 yard track will be lined for movement to and from these tracks, and must be so left after use. All movements must approach prepared to stop.

Permission for movement to the AA will be secured from the operator at Hallett Tower. Permission for movement from AA to NS trackage will be secured from Ironville Control Station Operator.

Towers will be under the direction of the on duty supervisor.

Note 3 — Swing Gate - All trains and engines must approach this crossing at grade prepared to stop. If swing gate is lined against movement, a crew member will walk to the gate, look both directions for any opposing or cross line movements. If there are no approaching movements, crank the swing gate to allow for movement, Swing gate will be left as last used.

Note 4 — CLEVELAND W. 3rd ST.

If signal displays stop, stop must be made short of the stop sign and instructions posted at the stop sign location must be complied with.

3-A. Interlocked

At the railroad crossings shown below, authority must not be granted for a train, engine or non-insulated on-track equipment to pass a home signal in Stop position until the control station has conferred with the dispatcher or operator of the crossline railroad and has determined that the home signals for crossline movements are in Stop position:

District:	Location:	Crossline RR:
Columbus	Valley Crossing, MP N-696.7	CSXT
Sandusky	Worthington, MP S-8.6	CR
Sandusky	Colson, MP S-62.9	CR*
Sandusky	Attica Jct., MP S-83.1	CSXT
Cleveland	Ashtabula, MP B-129.3	CR*
Chicago	Burham, MP B-505.9	CR
Chicago	Osborn-MP B-500.5	IHB
Chicago	Spriggsboro, MP B-480.7	GTW
Detroit	*Romulus, MP D-19.0	CSXT
Huntington	Butler, MP D-114.9	CR
Huntington	St. Joe, MP D-122.7	CSXT
Huntington	Mine, MP D-146.0	CR
Lima	Findlay, MP SP-57.6	CR
New Castle	Junction MP CF-185.8	CR
New Castle	Muncie, MP CF-120.3	CR
New Castle	Muncie, Elliott St.	CR
New Castle	CR-Park, MP CF-186.0	CR

*Note: At interlocking at Colson and Ashtabula, Rule 3 (A) above also applies to insulated on-track equipment.

At Romulus, Timetable Rule 255 will also govern.

3-B. At the railroad crossing shown below, when the home signal indicates Stop, in addition to securing permission from the control station, train or engine must pass the home signal but stop short of fouling crossline route and wait FIVE (5) minutes before proceeding.

District	Location	Crossline RR:
Frankfort	Tipton, MP SP-209.3	INRD

4. GENERAL SPEED RESTRICTIONS

CONDITIONS	Miles Per Hour All Trains and Engines
The maximum authorized speed for solid TOFC/COFC, stack, Triple Crown and passenger trains, unless otherwise restricted is	60
Rail-Highway Train Handling:	
(1) All cars handled in rail-highway trains must be equipped with roller bearings. No exception.	
(2) Rail-Highway Trains will not handle cars containing LP Gas. No exceptions.	
(3) Rail-Highway Trains (200 series trains excluding Triple Crown) must handle only intermodal and multilevel cars except Train 212 between Chicago and Columbus, Ohio handling box cars with roller bearings may operate at 60 MPH.	
The maximum authorized speed for all other trains unless otherwise restricted is	50
Except where a speed of 25 MPH or more is authorized by timetable or by special instructions, speed on sidings must not exceed ..	10

4. GENERAL SPEED RESTRICTIONS (Cont'd.)

CONDITIONS	Miles Per Hour All Trains and Engines
Trains handling 30 or more open-top cars loaded with mineral freight	40
EXCEPTION: Restriction does not apply to the handling of loaded 100-Ton ballast cars in series NW 544100 - 544365	
Trains handling empty bulkhead flat cars and/or empty woodrack cars, foreign or system	45
EXCEPTION: Restriction does not apply to the handling of flat cars in series ATSF 294900-294949.	
Southern log cars series 118000-118039 when empty	45
All shoving movements when caboose is on leading end	25
Trains handling empty single unit TOFC cars in series SOU 151000-151502, SOU 155000-155999 or cars in the same series loaded with empty trailers will be restricted to	50
EXCEPTION: Cars carrying empty tank containers on chassis may be handled to a maximum speed of 60 MPH.	
Derrick car, power shovel, crane, pile driver, Jordan spreader, or similar pivoted or rotating machinery moving on its own wheels, revenue or non-revenue	35
Scale Test Cars, and NW 514754, SOU 992501, SOU 992506, SOU 992507, SOU 992508, and SOU 992511	30
Trains handling more than 40 OTTX flat cars either loaded or empty	30
Loaded Welded Rail Trains	30
Through turnouts or crossovers	10
Exception: Movement through turnouts or crossovers where maximum authorized speed is 40 MPH or greater may be made at	30
Side dumps NW 514202 and 514220 loaded or empty	30
Loaded open-top hoppers in series shown below	25
NW 58500-65814 NW 263650-264399	
NW 72500-73999 NKP 63650-64399	
NW 79500-83999 ACY 6700-7098	
NW 87500-87907	
Such cars will not be forwarded in through trains the movement of which will thereby be restricted without permission of the Division Supt.	
Short ore hopper cars:	
DM&R, when loaded	40
when empty	45
Other, when loaded	30
when empty	35
Unless otherwise restricted, maximum authorized speed for any light single locomotive or single unit of self-propelled work equipment that is designed to shunt track circuits, such as FRA's T-10 Track Geometry Car or Sperry Rail Test cars, is	30
All other light engine consists of 2 or more units unless otherwise restricted	50

4. GENERAL SPEED RESTRICTIONS (Cont'd.)

CONDITIONS	Miles Per Hour All Trains and Engines
Locomotive unit 2105	45
All steam locomotives	40
Alco six-axle units running light either single or in consist with other units, or with caboose only	25
Locomotive unit not equipped with a speed indicator, when operated single or as the controlling unit	20
PRR (or PC or CR) short Gons, series 13000-15999 and 500000-502920 when loaded	30
when empty	35

Except where further restricted, snow plow NW 590000, when plowing, must not be operated at a speed in excess of 25 MPH.

Except when plowing, or being moved to a location to begin plowing, it must be handled within the rear five cars of the train.

Freight trains and Triple Crown trains handling any loaded cars will avoid prolonged operation in the speed range of 16 to 21 miles per hour. If speed cannot be maintained above 21 miles per hour, it must be reduced to 15 miles per hour.

EXCEPTION: This restriction does not apply to trains operating on the MAIN track between:

East End Star Yard, MP N-602.1 and MP S-96, Bellevue
MP CT-105, Vera, and MP CT-9, Clare
Tift Yard, MP B-3.7, and Ashtabula, MP B-129
West of Saybrook, MP B-135.4, and Rt. 99, MP B-242
Fremont, MP T-38, and Bellevue, MP T-53
West of Bellevue, MP B-249, and East Wayne Yard
East Wayne Yard and 110th Street
Westbound Track and Single Main Track Between
Oakwood Yard, MP D-8.0, and Peru, MP D-202.5
Eastbound main track between Hugo, MP D-149.2 and
NE MP D-141.3
Morris, MP SP-88.4, and Adgate, MP SP-92.5
MP SP-48.4, and Rawson, MP SP-65.7
Mill and Runion, on NS trackage
Muncie East Yard, MP SP-172.2, and Frankfort, MP SP-234.7

The following instructions govern handling and placement in train of "Schnabel" cars and other high capacity flat cars:

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

EQUIPMENT	SPEED RESTRICTION	
	Loaded	Empty
8 to 14 axle cars, except as indicated below	45 MPH	None
16 or more axles, also APWX 1004 (12 axle) but excluding CEBX 800	25 MPH	45 MPH
36 Axle CEBX 800	15 MPH	25 MPH

(2) APWX 1004 (12 axle) and all cars having 16 or more axles must be handled in a special train of no more than 10 cars when loaded.

(3) When not moving in a special train, loaded cars having 12 or more axles must be handled at the head end of a train and train must not exceed 100 cars. Loaded cars must be accompanied by sufficient cars that can be used for additional braking in the event it becomes necessary to set such load out between terminals and when securing car in yards, terminals, or sidings.

(4) 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, when moving empty must be handled on the rear end of train, must be properly locked and secured, and switching moves must be kept to a minimum.

CAR IDENTITY	NUMBER OF AXLES	CAR IDENTITY	NUMBER OF AXLES
APWX 1004	12	GEX 80000	16
BBCX 1000	20	GEX 80002	16
CAPX 1001	20	GEX 80003	20
CEBX 100	12	GPIX 100	12
CEBX 101	12	HEPX 200	20
CEBX 800	36	KWUX 10	20
CPOX 820	20	TETX 20002	12
CWEX 1016	12	WEEX 101	20
DODX 39898	8	WEEX 102	22
DODX 39899	8	PTDX 200	12
GEX 711	12	PTDX 201	14
GEX 40010	20	*WEEX 202	20
GEX 40013	12	PTDX 203	14
GEX 40017	12	PTDX 204	12
GEX 40018	12	WEEX 301	22

* WEEX 202 will be restencilled in the near future with new reporting marks reading PTDX 202.

(5) Cars with 10 axles or more, either loaded or empty, must not be forwarded in a train unless authorized by the Division Superintendent.

4-A. SPEED RESTRICTIONS BY DISTRICT

LOCATION AND CONDITIONS	Maximum Speed Miles Per Hour All Trains and Engines
(1). CINCINNATI DISTRICT	
Through interlocking at Vera, to and from Cincinnati District	25
Between Vera and MP CT-40.2	40
Except:	
Curve between MP CT-105.3 and MP CT-104.4 ..	25
Between MP CT-104.4 and MP CT-99.3	35
Curve between MP CT-99.3 and MP CT-99.0	30
Between MP CT-99.0 and MP CT-96.3	35
Curve between MP CT-96.3 and MP CT-96.1	30
Between MP CT-96.1 and MP CT-94.3	35
Curve between MP CT-94.3 and MP CT-94.1	30
Between MP CT-94.1 and MP CT-91.9	35
Curve between MP CT-89.3 and MP CT-89.1	35
Curve between MP CT-71.5 and MP CT-71.4	30
Between MP CT-71.4 and MP CT-69.2	35
Curve between MP CT-69.2 and MP CT-69.0	25
Between MP CT-69.0 and MP CT-62.2	35
Between MP CT-40.2 and MP CT-35.1	45
Between MP CT-35.1 and Clare	40
Except:	
Curves between MP CT-33.6 and MP CT-32.8 ..	35
Between MP CT-29.3 and MP CT-16.4	35
Between MP CT-10.7 and MP CT-9.0	35

4-A. SPEED RESTRICTIONS BY DISTRICT (Cont'd.)

LOCATION AND CONDITIONS	Maximum Speed Miles Per Hour All Trains and Engines
(1). CINCINNATI DISTRICT (Cont'd)	
Through interlocking at Clare	10
Between Clare and Red Bank	25
Through Interlocking at Red Bank	25
Between Red Bank and Valley	25
Between Red Bank and Rendcomb Jct.	10
Between West Oakley and West Norwood	25
Between West Norwood and East Norwood	25
Branches	
Mowrystown Branch	10
(2). PORTSMOUTH YARD	
Between East End Star Yard MP N-602.1 and Gallia Street MP N-605.8	30
Through crossover East End Star Yard	25
Through No. 1 and No. 2 Storage tracks, East End Star Yard, between East End of Tracks and Dwarf Signals, MP N-603.7	25
Between Gallia Street, MP N-605.8, and MP N-607.1	20
Between MP N-607.1, and Vera, MP N-608.5	30
(3). COLUMBUS DISTRICT	
Between Vera, MP N-608.5 and MP N-642.0	60
Except:	
Curve between MP N-608.5 and MP N-614.7	50
Curve between MP N-621.8 and MP N-622.0	45
Curve between MP N-630.9 and MP N-631.1	50
Curve between MP N-631.1 and MP N-631.7	45
Curve between MP N-631.7 and MP N-633.1	50
Curve between MP N-633.1 and MP N-634.1	40
Curve between MP N-634.1 and MP N-636.3	35
Between MP N-642.0 and MP N-643	45
Except:	
Through Turnout, MP N-642.0	45
Curve between MP N-645.5 and MP N-645.8	40
Through Turnout, MP N-652.0	45
Between MP N-653.0 and MP N-657.0	35
Except:	
Chillicothe, between MP N-655.1 and MP N-656.6, (Curve and Ordinance)	30
Between MP N-657.0 and MP N-667.0	
Westward Track	50
Eastward Track	60
Except:	
Curve between MP N-658.4 and MP N-658.6, Eastward Track	50
Curve between MP N-658.4 and MP N-658.6, Westward Track	45
Curve between MP N-660.4 and MP N-660.6, Both Tracks	45
Between MP N-667.0 and Valley Crossing, MP N-696.7	60

4-A. SPEED RESTRICTIONS BY DISTRICT (Cont'd.)

LOCATION AND CONDITIONS	Maximum Speed Miles Per Hour All Trains and Engines
(3). COLUMBUS DISTRICT (Cont'd)	
Except:	
Curve between MP N-669.7 and MP N-669.9	50
Curve between MP N-674.9 and MP N-676.8	25
Curve between MP N-677.1 and MP N-677.3	50
Between MP N-684.0 and MP N-684.4 (Ordinance)	40
Curve between MP N-685.3 and MP N-685.5	50
Curve between MP N-690.2 and MP N-690.5	50
Between MP N-690.9 and MP N-691.3	45
Between Valley Crossing, MP N-696.7, and C. W. Tower, MP N-704.6	40
Except:	
Between MP N-702.5 and MP N-704.6	25
Through Straight Crossover (West Crossover), MP N-703.2	25
Teays Branch	10
(4). SANDUSKY DISTRICT	
Between CW Tower and MP S-2.3, Eleventh Avenue Overhead	25
Between MP S-2.3, Eleventh Avenue Overhead, and Powell Road, MP S-13.6	60
Except:	
Curve between MP S-2.8 and MP S-3.0, both tracks	40
Over grade crossings within corporate limits, Columbus, between MP S-4.4 and MP S-8.0	45
Curve between MP S-8.0 and MP S-9.5, both tracks	50
Through turnout Powell Road, MP S-13.6	45
Between Powell Road, MP S-13.6, and South Marion, MP S-43.0	60
Except:	
Eastward track between MP S-26.0 and Troyton, MP S-31.2	50
Through turnout MP S-26.0	45
Through turnout Troyton, MP S-31.2	45
Between South Marion, MP S-43.0 and MP S-44.0	35
Except:	
Through turnout South Marion, MP S-43.0	35
Between MP S-44.0 and MP S-46.0	30
Between MP S-46.0 and Harvey, MP S-51.2	60
Except:	
Curve between MP S-46.0 and MP S-46.4	40
Between Harvey, MP S-51.2, and Chatfield, MP S-73.7	60
Except:	
Through turnout at Harvey, MP S-51.2	45
Over CR crossings at Colson, MP S-62.9	35
Curves between MP S-62.8 and MP S-63.0	35
Entering, leaving and through siding at Benson	25
Curve between MP S-64.2 and MP S-64.5	50
Curve between MP S-66.7 and MP S-67.0	50
Curve between MP S-67.9 and MP S-68.3	50
Curve between MP S-73.2 and MP S-73.5	50
Through connecting track Chatfield to W&LE RR	10

4-A. SPEED RESTRICTIONS BY DISTRICT (Cont'd.)

LOCATION AND CONDITIONS	Maximum Speed Miles Per Hour All Trains and Engines
(4). SANDUSKY DISTRICT (Cont'd)	
Between Chatfield, MP S-73.7, and North Carrothers MP S-78.1:	
Westward track	60
Eastward track	50
Except:	
Through turnout at Chatfield, MP S-73.7	40
Between North Carrothers, MP S-78.1 and Bellevue, MP S-96.0	60
Except:	
Through turnout at North Carrothers, MP S-78.1 ..	45
Curve between MP S-81.5 and MP S-81.7	50
Over CSXT crossing at Attica, MP S-83.1	40
Entering, leaving, and through siding at Frank ...	25
Entering, leaving and through siding at Flat Rock ...	25
Through Connecting track Flat Rock (west end Flat Rock Siding to Fostoria District main line)	10
(5). BUFFALO DISTRICT	
All Tracks on DH and B&P	5
CP Draw and GB	35
GB and Conneaut	60
Except:	
Curve between MP B-30.5 and MP B-31.5	50
Between MP B-40.1 and MP B-42.0 (Ordinance)	40
Curve between MP B-42.8 and MP B-43.2	50
Reverse curve at MP B-50.27	40
Curve MP B-58.5	50
Curve between MP B-70.2 and MP B-70.5	50
Curve between MP B-71.0 and MP B-71.2	50
Curve between MP B-86.7 and MP B-87.9	35
Between State Street, MP B-87.9 and Cranberry St. MP B-89.5	15
Curve at MP B-96.4	50
Curve between MP B-102.5 and MP B-102.7	50
Curve between MP B-103.3 and MP B-103.7	50
Curve between MP B-104.6 and MP B-104.9	50
Conneaut Yard between Orange St., MP B-115.8 and Parrish MP B-117.2	20
GB through turnout and over B&S crossing	35
Through turnouts at both ends and through sidings at Silver Creek, Pomfret, Ripley, and Swanville	25
Through turnout at East CT and Woodworth	25
P. A. Siding	25
(6). CLEVELAND DISTRICT	
Between Conneaut and Bellevue	60
Except:	
Orange St., MP B-115.8 and Parrish, MP B-117.2 ..	20
Between KG and MP B-128.0 and MP B-129.9	35
Curve at MP B-153.5	50
Painesville between Bank St., MP B-154.3 and Chestnut St., MP B-155.9 (engines only)	30
Curve at MP B-164.2	50
Willoughby, curves East and West of Bridge, MP B-164.5	50

4-A. SPEED RESTRICTIONS BY DISTRICT (Cont'd.)

LOCATION AND CONDITIONS	Maximum Speed Miles Per Hour All Trains and Engines
(6). CLEVELAND DISTRICT (Cont'd)	
Curve at MP B-165.0	50
Wickliffe, between MP B-168.0 and MP B-170.0 ..	35
Curve at MP B-174.6	50
Cleveland:	
Between Wayside Rd., MP B-174.9 and London Rd., MP B-175.0	35
Curve at MP B-178.0 and MP B-178.4	45
Between Euclid Ave., MP B-178.6 and W. 110th St., MP B-188.8	40
Except:	
Curve MP B-183.9 and MP B-184.0	25
Curve MP B-184.4 and MP B-185.4	35
Curve MP B-188.8 and MP B-194.5	35
Between Colorado Avenue, MP B-209.8 and Oberlin Ave., MP B-211.3,	35
Eastward Main Track, Bellevue, between Bragg Rd. and Rt. 99	25
Through turnout RU	35
Through turnouts at UD, Leavitt, KM, Kimball	45
Rt. 99, through turnouts and crossovers, just east and west of Rt. 99	25
Runner, between Rt. 99 and Signal, MP B-243.5 ..	15
Through Conneaut Siding	45
Through turnout at Reed	45
Through turnout at NP	25
Through Ashtabula Siding	25
Through turnout at Sanborn	25
Through turnout at Unionville	25
Through Madison Siding	35
Through turnout at West MA	35
Through turnout both ends and through siding at Perry, Shinrock and Avery	25
Painesville, through old siding and turnouts	10
South Lorain connecting track and all tracks in South Lorain Yard	10
WLE branch and all WLE tracks at South Lorain ...	5
Shinrock Connections and Huron Yard	10
Oakpoint - All tracks	10
Former FP&E Railway, Perry to West End of FP&E ..	25
Cleveland Belt	10
(7). BELLEVUE TERMINAL	
(Cleveland/Fostoria District)	
Kimball to 99	60
Rt. 99 to Signal B-243.4 (Runner Extension)	15
Rt. 99 to Bragg Road (Eastbound)	25
Bragg Road to Harkness (South By-pass)	25
Track E2 through Track and turnout at the East End ..	25
All turnouts in Mini-Plant	15
Curve between MP B-248.7 and MP B-249.2	40
MP B-242.9 and MP B-254.0, Colby	60
Between MP S-93 and MP S-96	60
Between MP S-96.3 and MP S-97	20
Between MP S-97 and MP S-105.9	40

4-A. SPEED RESTRICTIONS BY DISTRICT (Cont'd.)

LOCATION AND CONDITIONS	Maximum Speed Miles Per Hour All Trains and Engines
(7). BELLEVUE TERMINAL (Cont'd)	
(Sandusky District)	
Through Flat Rock Siding and turn out both ends	25
Through New Connection (Sandusky District/Fostoria)	10
Transfer tracks, Conrail Interchange, Sandusky	10
(Toledo District)	
Between MP T-50.7 and MP T-53.0	30
Except between MP T-50.7 and MP T-53.0 (Engine only)	20
MP T-53.4 to MP T-54.7	25
(8). TOLEDO DISTRICT	
Maumee River Bridge MP T-2.83	10
Between MP T-8.0 and MP T-50.7	50
Except:	
Oak Harbor-MP T-25.19 to MP T-25.37	45
MP T-25.56 to East End Bridge 26.10 (Ordinance)	35
Fremont-Curves MP T-35.7 to MP T-37.8	35
Curve between MP T-37.8 and MP T-38.2	30
Clyde-Curves MP T-45.0 to MP T-46.2	30
Between yard limit sign, MP T-50.7 and Mad River Connection, MP T-53.0	30
MP T-50.7 and MP T-53.0 (Engine only)	20
Bellevue Interlocking, through all connecting tracks	15
Between Delmont Jct. and Waterville, MP T-15	15
Toledo Belt	10
Cherry Street Branch	10
Maumee Connection, MP T-2.0 to Manhattan Jct., MP T-5.0	10
(9). FOSTORIA DISTRICT	
Between:	
Bellevue, MP B-248.7, and NE MP B-365.4	60
Except:	
Curve between MP B-248.7 and MP B-249.2	40
Fostoria, between Town St., MP B-279.8, and Findlay Rd., MP B-280.9 (Ordinance)	35
Curve between MP B-280.9 and MP B-281.14	40
North Findlay, over CR crossing, MP B-293.14	40
McComb, between MP B-300.5 and MP B-301.0 (Ordinance)	45
Leipsic, between CSXT crossing, MP B-310.6, and Warren St. (first crossing west of GTW crossing), MP B-311.7 (Ordinance)	35
Continental, between MP B-325.5 and MP B-325.8 (Ordinance)	50
NE and Four-Mile Road	30
FOSTORIA — SPEED RESTRICTIONS WHEN OPERATING AGAINST THE CURRENT OF TRAFFIC:	
Eastward movements on westward track between Findlay Rd., MP B-280.9 and Poplar St., MP B-280.1	15
Westward movements on eastward track between CSXT crossing, MP B-280.4 and Findlay Road, MP B-280.9	15

4-A. SPEED RESTRICTIONS BY DISTRICT (Cont'd.)

LOCATION AND CONDITIONS	Maximum Speed Miles Per Hour All Trains and Engines
FOSTORIA DISTRICT (Con'd.)	
TURNOUTS, CROSSOVERS & SIDINGS:	
Through turnouts:	
Colby, Green Springs, Old Fort, Ilers	45
FS, through turnouts and crossovers	35
DA:	
Turnout between Westbound main track and single track	45
Through turnout to and from Lima District	35
Yellow Creek, entering, leaving, and through siding	35
Entering, leaving and through siding(s) at North Findlay, Miller City, Continental, Latty, Payne, Dawkins, and New Haven	25
(10). CHICAGO DISTRICT	
Between:	
NE and Lindenwood Ave., MP B-373.6 (Ordinance)	30
Lindenwood Ave., MP B-373.6, and Hadley, MP B-377.4	30
Hadley and Hobart, MP B-486.7	60
Except:	
Peabody, between MP B-391.7 and MP B-392.4	50
South Whitley, curves, MP B-396.8, and MP B-397.8	50
Curves between MP B-399.7 and MP B-399.9	50
Curve MP B-406.0 and MP B-406.2	50
Curve MP B-406.8 and MP B-407.1	50
Claypool, over CR crossing	40
Curve MP B-411.2 and MP B-411.5	50
Argos, over NS crossing	50
Knox, between MP B-451 and MP B-452 (Ordinance)	30
Curves west of Knox, between MP B-452.1 and MP B-453.8	50
Thomaston, over CSXT crossing	50
Curve MP B-476.9 and MP B-479.3	50
Spriggshoro:	
Over GTW crossing	50
Between:	
Hobart, MP B-486.7, and South Gary, MP B-492.1 (Ordinance)	45
South Gary, MP B-492.1, and Osborn, MP B-500.2	50
Osborn, MP B-500.2 and Hammond, MP B-502.6 (Ordinance)	40
Hammond, MP B-502.6, and Chicago (110th St.) MP B-510.0	25
Cummings Bridge through turnout of both switches	25
109th Street Switch connecting Norfolk Southern and Chicago Short Line through turnout side of switch	25
Between:	
110th Street MP B-510.0 and Pullman Jct. MP B-512.3	40
Pullman Jct., over CRL crossing	15

4-A. SPEED RESTRICTIONS BY DISTRICT (Cont'd.)

LOCATION AND CONDITIONS	Maximum Speed Miles Per Hour All Trains and Engines
(10). CHICAGO DISTRICT (Cont'd.)	
Pullman Jct. to IC Connection (Except 10 MPH on curves in these limits	15
Pullman Jct. (MP B-512.3 and 80th St. MP B-515.7 80th Street MP B-515.8) through turnout to BRC..	40
	30
SPEED RESTRICTIONS OVER STREET CROSSINGS	
South Gary, between MP B-492.1 and Van Loon, MP B-497.7 until leading engine occupies crossing	30
Osborn — When operating against the current of traffic over street crossings between Arizona St., MP B-500.1, and Indianapolis Blvd., MP B-501.8, inclusive, until leading end occupies crossing	25
Hammond — When operating against the current of traffic over street crossings between Columbia Ave., MP B-502.8, and Oakley St., MP B-503.68, inclusive, until leading end occupies crossing	20
TURNOUTS, CROSSOVERS, AND SIDINGS:	
NE, through south and north connection tracks	25
Four Mile Rd., through turnout westward track	25
Runnion Ave.:	
Through crossovers	25
Through west leg of New Castle Dist. connecting track	20
Through east leg of New Castle Dist. connecting track	10
Hadley, through turnout westward track	35
Van Loon, through turnout eastward track	45
Entering, leaving, and through siding(s) at Dunfee, Peabody, South Whitley, Sidney, Claypool, Clemer Argos (both sidings), Hibbard, Knox, Thomaston, South Wannatah, Nickel, and Spriggsboro	25
Hobart:	
Eastward Siding,	
Through siding and turnout at east end	25
Through turnout at west end	10
Westward Siding,	
Entering, leaving, and through siding	25
(11). FORREST DISTRICT	
Between MP C-8.0 and MP C-25.8:	
Passenger	50
All other	40
Except:	
On curve between Union Ave. and 74th St.	20
Between Home signals at Belt Jct.	25
Between Home signals Forest Hill interlocking ..	30
Between MP C-25.8 and MP C-32.0	40
Between MP C-32.0 and MP C-40.4 (End of Track) ..	25
TURNOUTS:	
Through Turnout at Forest Hill	25
Through Turnouts at Ashburn and Palos Park:	
Passenger	50
All Other	40
Between Home signals at Belt Jct., Loomis St.	25

4-A. SPEED RESTRICTIONS BY DISTRICT (Cont'd.)

LOCATION AND CONDITIONS	Maximum Speed Miles Per Hour All Trains and Engines
(12). DETROIT DISTRICT	
Between:	
MP D-0.0 (Boat Yd.) and MP D-1.4 (Ambassador Bridge)	10
MP D-1.4 (21st St.) and MP D-2.13 (Clark Ave.) ..	10
MP D-2.13 (Clark Ave.) and Delray, MP D-4.4	20
Delray, MP D-4.4, and Oakwood Jct., MP D-8.8 ..	20
Oakwood Jct., MP D-8.6, and Montpelier, MP D-97.4	60
EXCEPT:	
Eastbound	
MP D-10 and MP D-23;2	50
MP D-33.3 and MP D-39.7	40
MP D-54.3 and MP D-61.3	40
Milan, over AA crossing, both tracks	40
Adrian, over IC crossing and curve, MP D-58.4 and MP D-59.0	50
TURNOUTS, CROSSOVERS, AND SIDINGS:	
Through turnout at end of double track, Stan, MP D-61.2	40
Through turnout at end of double track, Mode, MP D-93.7	40
Through turnouts at Belleville, Whittaker, West Milan, Rasin Center	40
Through turnout at Montpelier to Eastbound Track ..	40
Entering, leaving, and through siding at North Morenci and Alvordton	25
(13). HUNTINGTON DISTRICT	
Between:	
Montpelier, MP D-97.3, and MP D-200	60
Except:	
Butler, on curve and over diamond, between MP D-113.7 and MP D-114	50
Fort Wayne:	
Between MP D-140.2 (east of NE) and MP D-143.9	50
Except on reverse curve at NE, MP D-140.7 ..	40
Between MP D-143.9 and MP D-149.9 (Ordinance)	30
Huntington, over road crossings between MP D-169.1 and MP D-171.1 (Engine only) (Ordinance)	45
Andrews, between MP D-175.9 and MP D-176.8 (Ordinance)	50
Wabash, between MP D-188.2 and MP D-190.4 (Ordinance)	25
Rich Valley, on curve between MP D-196.1 and MP D-196.25	45
MP D-202 and MP D-204.5 (Ordinance) (Engine only)	25

4-A. SPEED RESTRICTIONS BY DISTRICT (Cont'd.)

LOCATION AND CONDITIONS	Maximum Speed Miles Per Hour All Trains and Engines
(13). HUNTINGTON DISTRICT (Cont'd.)	
TURNOUTS, CROSSOVERS, AND SIDINGS:	
Through turnout, Montpelier	40
NE:	
Through south and north connection track	25
Through turnout at end of double track	25
Hugo:	
Through connection track and crossover to New Castle Dist.	25
Through turnout at end of double track	25
Junction, through turnout at end of double track	25
Entering, leaving, and through sidings at Roanoke, Mardenis, and Lagro	25
(14). LIMA DISTRICT	
DA, MP SP-48.4 and Rawson, MP S-65.7	50
Except:	
Findlay, between MP SP-56.9 and MP SP-58.25	20
Rawson, MP SP-65.7, and Morris, MP SP-87.7	40
South Lima Yard - All tracks	10
Morris, MP SP-87.7, and MP SP-90.5 (Main St.) (Ordinance)	35
MP SP-90.5 (Main St., South Lima) and MP SP-92.1 (Buckeye Rd.)	20
TURNOUTS, CROSSOVERS, AND SIDINGS:	
DA, through turnout	35
MO Tower, through turnout at end of double track	10
Eric Jct., MP SP-90.3, through turnout at end of double track	10
(15). FRANKFORT DISTRICT	
Between:	
MP SP-90.5 (Main St., South Lima), and MP SP-92.1 (Buckeye Rd.)	20
MP SP-92.1 and Muncie, MP SP-170.6	40
Except:	
St. Mary's, between MP SP-109.12 and MP SP-110.74, (Ordinance)	25
Celina, between MP SP-118.5 and MP SP-120.93 (Ordinance)	35
Coldwater, between MP SP-124.71 and MP SP-126.3 (Ordinance)	25
Red Key, between home signals CR crossing	30
Albany, between MP SP-161.79 and MP SP-162.99 (Ordinance)	30
MP SP-170.6 (Muncie) and MP SP-173.7 (Ordinance)	30
MP SP-173.7 and MP SP-174.3	20
MP SP-174.3 and MP SP-176.92 (Ordinance)	30
Muncie, MP SP-176.92, and Frankfort, MP SP-233	50
EXCEPT:	
Alexandria, between MP SP-189.74 (St. Rt. 9) and MP SP-190.85 (west end of siding) Engines only. (Ordinance)	40

4-A. SPEED RESTRICTIONS BY DISTRICT (Cont'd.)

LOCATION AND CONDITIONS	Maximum Speed Miles Per Hour All Trains and Engines
(15). FRANKFORT DISTRICT (Cont'd.)	
Elwood, between MP SP-197.83 and MP SP-199.7 (Ordinance)	30
Tipton, between MP SP-208.9 (St. Rt. 19) and MP SP-209.7 (Green St.) (Ordinance)	35
Kempton, between MP SP-219.2 and MP SP-219.63 Engines only. (Ordinance)	35
Hillisburg, between MP SP-225.09 and MP SP-225.34	35
Frankfort, MP SP-233 and MP SP-234.7 (Ordinance)	35
TURNOUTS, CROSSOVERS, AND SIDINGS:	
Lima, through Adgate Extension track	10
Sidings:	
Vernon	25
Gilman	25
Tipton:	
Through east leg of wye track	5
Through west leg of wye track	10
(16). NEW CASTLE DISTRICT	
Between:	
Clare and Valley	25
Mill and Ferguson, MP CF-180 (Baer Field)	60
EXCEPT:	
Sharonville, between MP CF-18.2 and MP CF-19.2, Kemper Road, engines only. (Ordinance)	25
On curve between MP CF-24.9 and MP CF-25.3	45
On curve between MP CF-25.6 and MP CF-26.0	55
On curves between MP CF-27.9 and MP CF-28.2	50
Hamilton:	
Between MP CF-29.4 and MP CF-30 (Ordinance)	30
On curves between MP CF-30 and MP CF-30.8	25
New River Jct., over Augsburg Rd., MP CF-33.3, engines only (Ordinance)	25
MP CF-33.06 and MP CF-33.08	40
Seven Mile, between MP CF-36.5 and MP CF-37, engines only (Ordinance)	25
Camden, between MP CF-48.9 and MP CF-49.4, engines only (Ordinance)	30
Eaton (Ordinance):	
Between MP CF-57.2 and MP CF-58.8	30
Between MP CF-58.8 and MP CF-59.7	45
Richmond:	
Between MP CF-68.6 and MP CF-69.2 (curve)	50
Between MP CF-71.1 and MP CF-72.4 (Ordinance)	40
On curve between MP CF-74.5 and MP CF-75.1	40
Hagerstown, between MP CF-90 and MP CF-90.4 (Ordinance)	45
New Castle, between MP CF-100.8 and MP CF-101.9 (Ordinance)	35

4-A. SPEED RESTRICTIONS BY DISTRICT (Cont'd.)

LOCATION AND CONDITIONS	Maximum Speed Miles Per Hour All Trains and Engines
(16). NEW CASTLE DISTRICT (Cont'd.)	
Between Cast East End (MP CF-101.9) and MP CF-104.0	50
Except:	
Muncie:	
Between MP CF-118.67 and MP CF-121.8 (Ordinance)	30
Between MP CF-119.9 and MP CF-120.3 (curve)	25
Between MP CF-121.8 and MP CF-123.2 (curve)	25
Between MP CF-123.2 and MP CF-125.6, (Ordinance)	30
McGaillard Rd., MP CF-124.8, and Grandville, MP CF-124.9, engines only	10
Eaton, between MP CF-132.6 and MP CF-133.6, engines only. (Ordinance)	40
Hartford City, between MP CF-140.2 and MP CF-140.8. (Ordinance)	30
Bluffton, between MP CF-161.84 and MP CF-163.49, engines only (Ordinance)	30
Ferguson, MP CF-180 (Baer Field) and MP CF-180.9	25
MP CF-180.9 and MP CF-185.9. (Ordinance)	30
MP CF-185.9 and Runnion Ave., MP CF-186.6	25
TURNOUTS, CROSSOVERS, CONNECTING TRACKS AND SIDINGS:	
Oakley, through connecting track between E. Oakley, MP CF-10.6, and East Norwood	25
W. Oakley, MP CF-10.1 and East Norwood	25
Muncie:	
Through Frankfort District connection track (6th St./Elliott St.)	25
All tracks Muncie East Yard, including Extension Track and Wye Track	10
Hugo, through connection and crossover to Huntington Dist.	25
Runnion Ave.:	
Through east leg of connection track	10
Through west leg of connection track	20
Entering, leaving, and through sidings at Crescentville, Seven Mile, Camden, Cambellstown, Richmond, Millville, Noell, Royerton, Montpelier, and Kingsland	25
(17). MAUMEE DISTRICT	
Between:	
Woodburn, MP TN-79 and New Haven	25
(18). MICHIGAN CITY DISTRICT	
Between:	
Argos and Michigan City	25
Except:	
Between home signals of interlockings at Argos (NS crossing), Plymouth (CR crossing), Walkerton (CSXT crossing), Dillon, (NS crossing), and Stillwell (GTW crossing), engines only	20

4-A. SPEED RESTRICTIONS BY DISTRICT (Cont'd.)

LOCATION AND CONDITIONS	Maximum Speed Miles Per Hour All Trains and Engines
(18). MICHIGAN CITY DISTRICT (Cont'd.)	
LaPorte:	
Southward movements on LaPorte Branch approaching Lincoln Way crossing	8
Michigan City, over Roeske Ave. and street crossings north of CSS&SB crossing	6
(19). DELTA DISTRICT	
Between:	
West End Sumner St. Yard and Delmont Jct.	15
Delmont Jct. and Delta Yard, MP TC-29	25
Delta Yard, MP TC-29, and Montpelier	40
Except:	
Delta Yard, all tracks	5
Wauseon, between home signals of CR crossing between MP TC-31.14 and MP TC-31.33	20
West Unity, between MP TC-49 and MP TC-50 (Ordinance)	35
(20). GARY DISTRICT	
Between:	
MP TC-186.6 and Kingsbury Wye, MP TC-203.74	25
Except:	
North Liberty, over road crossings between MP TC-192.5 and MP TC-193	20
Dillon, between home signals of NS crossing, engines only	20
MP TC-240.3 and Clarke Jct.	10
So. Bend Branch	
MP PO-0.0 and MP PO-10.0	25
Speed through turnout at Pine, from South Bend Branch to Gary District	15

5. LOCATIONS OF TEST MILE SIGNS:

Sandusky District:	
Westward	Eastward
MP S-11 - MP S-12	MP S-72 - MP S-71 MP S-93.25 - MP S-92.25
Columbus District:	
Westward	Eastward
MP N-619 - MP N-620	MP N-688 - N-687
Cincinnati District	
Westward	Eastward
MP CT-101.15 - MP CT-100.15	MP CT-14.55 - MP CT-15.55
Buffalo District	
Westward	Eastward
MP B-12 - MP B-13	MP B-112 - MP B-111
Cleveland District:	
Westward	Eastward
MP B-122 - MP B-123 MP B-212 - MP B-213	MP B-229 - MP B-228

5. LOCATIONS OF TEST MILE SIGNS (Cond'd)

Toledo District:

Westward

MP T-43 - MP T-42

Eastward

MP T-12 - MP T-13

Fostoria District

Westward

MP B-254 - MP B-255
MP B-260 - MP B-261

Eastward

MP B-362 - MP B-361
MP B-351 - MP B-350

Chicago District

Westward

MP B-388 - MP B-389

Eastward

MP B-472 - MP B-471

IMC District

Northward

MP I-114.0

Southward

MP I-115.0

Forrest District

Northward

MP C-30 - MP C-29

Southward

MP C-29 - MP C-30

Detroit District:

Westward

MP D-17 - MP D-18

Eastward

MP D-82 - MP D-81
MP D-30 - MP D-29

Huntington District

Westward

MP D-106 - MP D-107

Eastward

MP D-179 - MP D-178

Lima District

Westward

MP SP-51 - MP SP-52

Eastward

MP SP-83 - MP SP-82

Frankfort District

Westward

MP SP-95 - MP S-96

Eastward

MP SP-222.5 - MP SP-221.5

New Castle District

Westward

MP CF-22.5 - MP CF-23.5

Eastward

MP CF-116.5 - MP CF-115.5
MP CF-175.0 - MP CF-174.0

When a train enters a District at an intermediate point Mile Posts will be used to check accuracy of speed indicator on controlling unit, with check being made as soon as practicable after trip begins. Note Rule L-202, Form NS-1.

6. MAXIMUM WEIGHT LIMIT OF CARS, AND LOCOMOTIVE RESTRICTIONS

Cars with gross weight exceeding the limitations shown below must not be operated without authority of the Superintendent:

Location	MAX. GROSS WEIGHT OF CARS (Pounds)	LOCOMOTIVE CLASS	
		1	2
Buffalo District	315,000 lbs.		
Cleveland District	315,000 lbs.		
Columbus District	315,000 lbs.		
Circleville - PPG Plant		X	
Cleveland Ave. Bridges 1147 & 1148 (GP-9 Class weighing less than 244,000lbs.)		X	A
All Branches except Teays Branch Fairport, Cleveland Branches		X	

6. MAXIMUM WEIGHT LIMIT OF CARS, AND LOCOMOTIVE RESTRICTIONS (Cont'd.)

Location	MAX. GROSS WEIGHT OF CARS (Pounds)	LOCOMOTIVE CLASS	
		1	2
Cincinnati District	315,000 lbs.		
Mowrystown Branch		X	
Sandusky District	315,000 lbs.		
Toledo District	315,000 lbs.		
EXCEPT:			
Toledo Belt	263,000 lbs.		
Toledo - Cherry Street & Manhattan Jct.	220,000 lbs.		
Maumee River Br., MP T-2.83	285,000 lbs.		
Fostoria District	315,000 lbs.		
Chicago District	315,000 lbs.		
New Haven-Central States Grain Co. Scale		X	X
West Wayne-No. 11 track		X	
Forrest District	315,000 lbs.		
Detroit District	315,000 lbs.		
French Landing - curve on spur east of Haggerty Road		X	A
Franklin - P&F interchange track		X	A
Huntington District	315,000 lbs.		
Ft. Wayne - CR Interchange Tracks		X	
Wabash - US Gypsum - Tipple Track		X	X
Lima District	315,000 lbs.		
Frankfort District	315,000 lbs.		
New Castle District	315,000 lbs.		
Millville - Henry County Coop		X	X
Eric Stone		X	
Maumee District	263,000 lbs.		
Michigan City District	263,000 lbs.		
Delta District	315,000 lbs.		
Gary District (Except as noted)	315,000 lbs.		
South Bend Branch	263,000 lbs.	X	
Between End of Track, MP TC-240.3, and Clarke Jct.	263,000 lbs.		

Where maximum gross weight of car and contents of either 210,000 lbs. or 220,000 lbs. is allowed on 4-axle cars, 250,000 lbs. is allowable in 6-axle or 8-axle cars.

When authorized by the Mechanical Department, 6-axle tank cars up to 394,000 lbs., and 8 axle tank cars up to 526,000 lbs. may be handled where the maximum weight restriction is 263,000 lbs. or greater.

Crews using six-axle units will contact the dispatcher prior to operating on House, Elevators, or Industrial Tracks. When switching with four-axle units, no more than three will be used.

Locomotive classes are as follows:

1. All six-axle units.
2. All four-axle units.
X-not allowed
A-only one unit allowed

6-B. RESTRICTIONS ON DERRICK CARS

	250-Ton Crane	150-Ton 160-Ton Crane
*Toledo Belt, CSXT & CR Connections and E. Broadway	Not allowed	
**Manhattan Jct. and Cherry St.	Not allowed	
Bridge MP T-2.83 Toledo	+	One car between crane & engine
Fremont Switching Lead	Not allowed	
Maumee District	Not allowed	
Michigan District Over Bridge I-126.82	5 MPH	20 MPH
*160-Ton Crane will not clear Br. 0.29, Toledo Belt.		
**160-Ton Crane will not clear Br. 24 & 34		
+ Bridge 2.83 Toledo—250-Ton Crane may be handled provided it is preceded and followed by one empty car not exceeding 63,000 pounds.		

Wreck derricks are restricted over the following bridges:

Erie, Buffalo Road, MP B-86.65	30 MPH
Erie, French Street, MP B-87.82	30 MPH
Erie, State Street, MP B-87.90	30 MPH
Cleveland, Clifton Blvd., MP B-191.93	30 MPH
Cleveland, Rocky River, MP B-193.11	10 MPH

RULE 7

Federal Railroad Administration regulations prohibiting tampering with safety devices on trains became effective on March 6, 1989. The rules establish standards of conduct for railroads and individuals who operate or permit to be operated locomotives with willfully disabled safety devices. Safety device means equipment that is used either to assure that the locomotive operator is alert, not physically incapacitated, aware of and complying with the indications of a signal system or other operational control system or to record data concerning the operation of that locomotive or the train it is powering. Any individual who willfully disables such a device is subject to civil penalty and to disqualification from performing safety-sensitive functions on a railroad. Disabled is defined to mean "unlawfully render a device incapable of proper and effective action or to materially impair the functioning of that device."

Furthermore, an individual who operates or permits a train to be operated when he knows that the controlling locomotive of that train is equipped with a safety device, that has been willfully disabled, is subject to a civil penalty and disqualification.

Copies of the complete regulation are available at the Superintendent's office.

GENERAL 8

8(a). Unless otherwise instructed, camp cars when handled in other than local, wreck, or work trains, must be placed on the head end of train.

When instructed to place camp cars on rear of train requiring a pusher, the pusher must be placed ahead of such cars.

8(b). Two-axle Scale Test Cars SOU 992501, SOU 992506, SOU 992507, SOU 992508, SOU 992511, and NW 514754:

1. Must move only on authority of Chief Dispatcher.
2. Must be handled as second car ahead of rear car of train or caboose.
3. Must not be coupled to a car exceeding 50 feet in length.
4. Must not exceed 30 miles per hour.
5. Must not be humped.

Four-axle Scale Test Cars SOU 992550, SOU 992551, SOU 992552, NW 514757, NW 514758, NW 514759, NW 514760, and NW 514762:

1. Must not be humped.
2. Must be handled near the head end or rear end of train.

Scale Monitor Cars SOU 992520 through SOU 992529, and NW 514761 have no special restrictions.

8(c). Derrick car, power shovel, crane, pile driver, Jordan spreader, or similar pivoted or rotating machinery moving on its own wheels, either revenue or non-revenue, must be handled on the head end of trains with the boom or light end trailing except:

- (1) When handled in local, wreck, or work trains; or
- (2) When it is to be picked up on line by other trains where facilities for turning the equipment are not available.

All such equipment must have the boom and swinging or rotating mechanism properly secured for a through movement. When work train movements are being made with the equipment in service, particular care must be taken to avoid contact with overhead or side structures or obstructions.

Except where further restricted, trains handling such equipment must not exceed a speed of 35 miles per hour.

8(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 similar 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.

8(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 Transportation Department Clearance Bureau for each individual car.

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

8(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.

Cars in welded rail trains are to be permanently coupled together by having the approved locking device inserted in the opening between the bottom of the coupler head and the uncoupling lever mechanism and secured with a bolt.

Crew members taking charge of a loaded welded rail train will inspect it to determine that the uncoupling mechanism locks are in place on each car before the train is moved, EXCEPT when relieving a crew that has previously handled the train; or when notified by proper authority that the securement between the cars has been checked.

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

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

Loaded welded rail trains must not be originated from any crew change point without first being inspected and approved for movement by Maintenance of Way forces.

Empty rail trains may be handled on the rear of revenue freight trains, excluding those designated as corporate trains. Should pusher service be required, the pushers must be placed ahead of the empty rail equipment.

Two loaded rail trains, or one loaded and one empty rail train, may be handled as one movement. When loaded and empty rail trains are handled together, the empty train must be on the rear.

8(g). 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. When switching operations involve loaded welded rail cars or any of the seven groups of cars listed in the following paragraph, air hoses must be coupled, air system charged and brakes applied and released on the rear car from a 20 pound service reduction before proceeding.

In addition, the following seven 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:

NW 516813, 516814, 516815, and 516816;
NW 516975, 516976, 516977, and 516978;
NW 517007, 517008, 517009, and 517010;
NW 517037, 517038, and 517039;
NW 517041 and 517042;
NW 527956 and 527957; and
NW 527896 and 527909

8(h). OTTX flat cars not equipped with the approved end-of-car cushion units will be restricted to rear of trains and will be identified in the following manner:

1. At TIPS Terminals, car initials will be indicated on advance train consist as OTT (instead of OTTX) with a message to "run on rear only." In the yard inventory list, under the heading "hand", the handling indicator will show "OTTX."

OTTX cars originating at non-mechanized stations or to be placed in trains at outlying points will be handled on rear of trains.

These restrictions are applicable to both loaded and empty cars.

8(i). When Roadway Inspection Car NS 24 is operated in a train, it must always be the rear car with the observation-end trailing.

8(j). It will be the responsibility of the Maintenance of Way supervisor in charge to see that partially unloaded 100-ton ballast cars in series NW 544100-544365 are not released to the Transportation Department for movement.

Attention is directed to Operating Rule GR-32, and Rule C-100 in Form NS-1.

8(k). The following will govern the handling of Center Partition Lumber Cars:

1. These cars are not to be moved when partially unloaded.
2. The tie down cables must be secured on all empty cars prior to pulling from industry.
9. When taking charge of a locomotive consist, if the lead locomotive is equipped with locotrol radio equipment and the equipment is turned off, the Engineer must promptly ascertain from the Yardmaster, Dispatcher, or other proper authority if the movement is to be operated as a radio train.

Attention is called to Rules R-300 through R-308, Form NS-1, which remain in full force.

10. STANDARD WATCHES

Watches authorized for use under Rule 2 are:

POCKET WATCHES

BALL

16 Size Official Railroad Standard - 21 Jewel
16 Size Official Railroad Standard - 23 Jewel

BULOVA

Quartz Model

ELGIN

16 Size B. W. Raymond - 21 Jewel
16 Size B. W. Raymond - 23 Jewel

HAMILTON

16 Size Model 992 - 21 Jewel
16 Size Model 950 - 23 Jewel

HOWARD

16 Size Howard Model - 21 Jewel
16 Size Howard Model - 23 Jewel

ILLINOIS

16 Size Bunn Special - 21 Jewel
16 Size Bunn Special - 23 Jewel
16 Size Sangamo Special - 23 Jewel

WALTHAM

16 Size Crescent Street Model - 21 Jewel
16 Size Vanguard Model - 23 Jewel

WRIST WATCHES

ACCUTRON

Railroad Approved
Railroad Approved - Calendar Model
Railroad Approved - Quartz Model
Railroad Approved - Ladies Quartz Model

BALL

Official Railroad Standard
Automatic Trainmaster

BULOVA

Railroad Approved - Quartz

ELGIN

B. W. Raymond Chronometer Model - 21 Jewel

HAMILTON

Electric Railroad Special
Electric - Model 910917, White

PULSAR

Railroad Approved - Quartz Model

RODANIA

Quartz - Model 9361

SEIKO

Railroad Approved - Quartz Model

SPEIDEL

Railroad Approved - Quartz Model

WYLER

Railroad Approved - Incaflex Model

11. HAZARDOUS MATERIALS

(a). Every employee involved in the switching or position in train of hazardous materials cars, both on line of road and in yards, must be familiar with and be governed by the instructions contained in the "Switching" and "Position in Train" charts in the back of the timetable. Persons having access to waybills or shipping instructions must see that concerned employees are notified when hazardous materials are to be handled.

(b). Crew members of trains departing mechanized stations receive on their train consist copy, hazardous materials warning instructions for any such cars in their train. They will be governed by these instructions should an incident occur involving these cars.

(c). When loaded cars containing hazardous materials are picked up on line of road and there is no agent or clerical force on duty, the train dispatcher must be notified that pick-up includes hazardous materials.

Should an incident occur involving such cars, instructions concerning them may be found in the "Emergency Action Guide for Hazardous Material Incidents," in the back of B. E. Pamphlet 20.

(d). At the commencement of each trip, the conductor or competent crew member must:

1. Inspect the six head cars behind the engine and the six rear cars ahead of an occupied caboose to ascertain that placarded hazardous materials cars are properly spaced.

Exception: This will not be required at a terminal when relieving an NS crew, and the train has remained intact.

2. Examine waybills to identify cars containing hazardous materials.

(e). No placarded hazardous materials car, loaded or empty, may be moved on line of road without a waybill, or a shipping document or switch list identifying contents or previous contents by shipping name, hazard class, ID number, and quantity. Quantity may be properly specified as "One (1) Tank Car Load."

Hazardous materials shipments must not be accepted at industries or in interchange unless placards are affixed on each end and on each side of the car as required by regulations and specified on shipping papers. Such placards must be securely in place before pulling loaded and/or empty tank cars, or loaded hopper or box cars containing hazardous materials.

(f). Except where movement to a repair point has been authorized, placarded hazardous materials cars must not be moved if there is any indication of leaking lading, such as accumulation of product on side of car or unusual odor. The employee granting authority for the movement of such equipment must be sufficiently qualified to know that the move can be made safely, and will be responsible for issuing necessary instructions to the crew.

Placarded tank cars must not be moved if the manway cover, valve housing cover, or bottom outlet cap is not in place. Train and yard crews will determine that such devices are in place by observation from the ground.

Before coupling to a placarded tank car, employees must position themselves at least fifteen feet from the tank car dome. The contents of the car may splash during and immediately after coupling.

(g). Timetable chart governing "POSITION IN TRAIN OF HAZARDOUS MATERIAL PLACARDED CARS" will also apply to yard movements on a main track if the intended movement will exceed one mile.

(h). Federal regulations require SECONDARY placards (reading "POISON") if the commodity being shipped has a secondary hazard characteristic of "POISON-INHALATION HAZARD." The addition of the SECONDARY placard does not change switching or placement in train requirements, and the PRIMARY classification (as indicated in the 'Description of Articles' section of the waybill) will govern.

SECONDARY placards will bear the hazard class name ("POISON") and the hazard class symbol ("SKULL & CROSSBONES"), and use of the 4-digit UN-NA identification number is prohibited.

Shipments to and from Canada may also bear multiple placards and, when encountered, the placard for the PRIMARY classification will govern handling.

(i). The Canadian government has designated a new hazard class ("CORROSIVE GAS") that will be used for placarding of any of nine separate commodities. These same commodities are regulated in the United States as "NON-FLAMMABLE GAS" or "CORROSIVE MATERIALS," and cars bearing the Canadian "CORROSIVE GAS" placard will be handled accordingly. The placard is white with a black cylinder symbol in the top quadrant.

(j). "EMPTY" placards must not be used except on shipments to and from Canada. Domestic shipments that previously required "EMPTY" placards must now be placarded either "RESIDUE" or "COMBUSTIBLE RESIDUE" as appropriate.

(k). Loaded or empty hazardous materials placarded tank cars not equipped with top and bottom shelf couplers must not be accepted in interchange, placed or pulled at industrial tracks, or moved in a train.

The Mechanical Department must be promptly notified of such cars when offered in interchange or when released from industries.

11-A. 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.) Notice of cars placarded "Explosives A" or "Poison Gas" Form CT-443 must be issued to conductor and engineer.

(3.) The Superintendent must be notified immediately of any occurrence that may be hazardous.

(4.) In case of suspected leakage, car must be isolated and all except authorized persons kept away.

(5.) Under no circumstances should other than authorized persons get close to car in case of derailment.

(6.) The placarded instructions posted on bulletin boards, in cabooses, and in cars assigned to wreck outfits must be read carefully.

(7.) Instructions attached to each waybill and placarded instructions on each car must be complied with.

(8.) These instructions are applicable to both LOADED and EMPTY cars.

11-B. INSTRUCTIONS TO EMPLOYEES IN EVENT OF HAZARDOUS MATERIAL INCIDENTS

(1.) Check for injuries, provide assistance as needed, notify the train dispatcher or yardmaster.

(2.) Check waybills, documents, and consist for hazardous material cars in train.

(3.) Do not go near derailed or damaged hazardous material cars to investigate accident.

(4.) Extinguish all cigarettes, fuses, and open flames until it is definitely determined there are no flammable vapors in the area.

(5.) If fire occurs, pull away all cars that are movable and not burning if this can be done safely.

(6.) Give the train dispatcher or yardmaster information on:

a. Injuries

b. How many cars are involved with their location and condition where possible to obtain this information safely.

c. Each hazardous material car initial and number, complete name of hazardous material, quantity or amount, kind of car, placards, shipper, and condition of car where possible to obtain this information safely.

d. Damage to surrounding area homes, schools, streams, if applicable.

(7.) Review information and recommendations shown on the consist or in B. E. Pamphlet 20 and take action as necessary.

(8.) Inform local authorities of the contents of each car that presents a hazard, give them the information shown on the consist concerning these cars, or that which appears in B. E. Pamphlet 20, and advise them to keep persons away from the accident.

(9.) Report all information above to the first railroad supervisor who reaches the scene.

11-C. "KEY TRAIN" INSTRUCTIONS

Any train handling hazardous material cars as specified below will be designated as a "KEY TRAIN".

A. The definition of a "KEY TRAIN" is:

- Any train handling five (5) or more car loads of POISON INHALATION HAZARD (PIH) gases or liquids. (A list of all commodities designated as POISON INHALATION HAZARD follows); or
- Any train handling any combination of twenty (20) or more carloads, including intermodal portable tank loads, of:
 - 1) POISON INHALANT HAZARDOUS gases or liquids;
 - 2) FLAMMABLE gas; or
 - 3) Class A explosives.

B. KEY TRAINS will be identified at certain locations on train consist copy, but at all locations conductor will be responsible for examining waybills to ascertain whether or not hazardous materials cars in train meet KEY TRAIN criteria. Conductor will promptly notify the dispatcher in each case if train is to be designated as a KEY TRAIN.

If a train sets out or picks up loaded hazardous materials cars on line of road, and set out or pick-up changes KEY TRAIN status, conductor will promptly notify dispatcher. The position of the hazardous materials cars picked up will be recorded by the conductor on his consist.

C. If KEY TRAIN is involved in hazardous materials incident, conductor will be responsible for ensuring that waybills, shipping documents, and any emergency response instructions are on or near the locomotives and are available to authorized emergency responders.

D. The following restrictions must be observed for movement of KEY TRAIN:

- 1) Maximum authorized speed of 50 MPH, unless further restricted.
- 2) At meeting or passing points, when practicable, KEY TRAIN will hold main track unless a speed of 15 MPH or greater is authorized for siding or auxiliary track.
- 3) When any track with an authorized speed of 10 MPH or less is used for meeting or passing a KEY TRAIN, one of the trains must be stopped before the other train passes.
- 4) When a KEY TRAIN is stopped by any emergency brake application or by some unknown cause, the train must be inspected for derailed or defective cars. If the train is stopped at a place where it cannot be safely inspected (e.g., bridge), the train may be moved, if conditions permit, to the nearest place where it can be safely inspected. See Rule 102.
- 5) If a defect in a KEY TRAIN journal is reported by a wayside detector, but inspection of the journal fails to confirm evidence of a defect, the train will not exceed 30 MPH until it has passed over the next wayside detector. If the same car again sets off the next detector it must be set out from the train.

E. Switching Restrictions:

When switching loaded placarded tank cars, or switching cars that will couple to loaded placarded tank cars, maximum reasonable efforts will be made to achieve coupling at speeds not to exceed 4 MPH. Loaded placarded tank cars which can be cut off in motion for coupling, and cars which are cut off in motion that will be coupled directly to loaded placarded tank cars, must be handled in not more than two (2) car cuts unless otherwise restricted.

List of PIH (Poison Inhalation Hazard) Liquid Commodities

Commodity	Commodity Code
Acetone cyanohydrin	4921401
Acrolein, inhibited	4906410
Acrylonitrile, inhibited	4906420
Allyl alcohol	4907425
Allyl chloroformate	4907607
Allylamine ¹	4907404
Arsenic trichloride	4923209
Bromine or bromine solutions	4936110
Bromine pentafluoride	4918505
Bromine trifluoride	4918507
Bromoacetone	4920101
n-Butyl isocyanate	4907415
tert-Butyl isocyanate ¹	4907485
n-Butyl chloroformate ²	
sec-Butyl chloroformate ²	
Chloroacetic acid, liquid	4931444
Chloroacetone, mono, stabilized	4925250/4921558
Chloroacetonitrile ¹	4921009
Chloroacetophenone (CN) liquid	4925220
Chloropicrin	4921414/4921415/4921514/4920505
Chloropicrin mixtures, N.O.S.	4920105/4921416/4921015
Chloropivaloylchloride ²	
Crotonaldehyde, stabilized	4909137
Cyanogen bromide	4923229
Cyclohexyl isocyanate ¹	4921010
3, 5 -Dichloro-2, 4, 6, -trifluoropyridine ²	
Diketene, inhibited ¹	4915333
Dimethylhydrazine, symmetrical ²	
Dimethylhydrazine, unsymmetrical	4906210
Dimethyl thiophosphoryl chloride ²	
Dimethyldichlorosilane	4907610
Dimethylphosphorochloridothioate	4933319
Diphenylchloroarsine ¹	4925240
Ethyl chloroformate	4907617
Ethyl chlorothioformate	4933327
Ethyl isocyanate ¹	4907434
Ethyl phosphonothioicdichloride, anhydrous	4933355
Ethylidichloroarsine ¹	4921404
Ethylene chlorohydrin	4921420
Ethylene dibromide	4921497
Ethyleneimine, inhibited	4906220
Hexachlorocyclopentadiene	4933015
Hydrocyanic acid aqueous solution (HCN 5-20%) ¹	4920136
Hydrogen cyanide, anhydrous	4920125/49220127
Iron pentacarbonyl ¹	4921033
Isopropyl chloroformate ¹	4907628
Methoxymethyl isocyanate ²	
Methyl chloroformate	4907429
Methyl isocyanate and solutions	4907448
Methyl isothiocyanate ²	
Methyl orthosilicate ¹	4907452

List of PIH (Poison Inhalation Hazard) Liquid Commodities (Cont'd.)

Commodity	Commodity Code
Methyl phosphonic dichloride	4936020
Methyl phosphonousdichloride, pyrophoric liquid	4906067
Methyl bromide and ethylene dibromide mixture, liquid	4921438
Methyl chloromethyl ether	4907430
Methyldichlorosilane	
Methylene isocyanate ¹	
Methylhydrazine	4906230
Methyltrichlorosilane ²	4907630
Nitric acid (over 70%)	
Nitric acid, red fuming	4918529
tert-Octyl mercaptan ²	
Pentaborane	4906060
Perchloromethylmercaptan	4921473
Phenyl isocyanate ²	
Phenyl mercaptan	4921413
Phenylcarbylamine chloride ¹	4921587
Phenyldichloroarsine	4921474
Phenyltrichlorosilane	4934275
Phosphorus oxychloride	4932352
Phosphorus trichloride	4932359
Poisonous liquid, N.O.S. ¹	4920910
Poisonous liquids, flammable, N.O.S. ¹	4920170
Poisonous liquids, corrosive, N.O.S. ²	
n-Propyl chloroformate ¹	4907656
Sulfur chloride (mono)	4932380
Sulfur trioxide, inhibited or uninhibited	4930050/4930051
Thionyl chloride	4930060
Thiophosgene	4923298
Titanium tetrachloride	4932385
Trimethylchlorosilane	4907680
Xylol bromide	4925260
Tetranitromethane	4918180

¹ Materials that are not in 49 CFR 172.101 Table by name have been assigned a 49 STCC under an appropriate N.O.S proper shipping name.

² Materials that are not in 49 CFR 172.101 Table by name and which do not have an assigned 49 STCC code. Since no one requested for a 49 STCC number, it is unlikely that the material is moved by tank car.

List of PIH (Poison Inhalation Hazard) Gas Commodities

Commodity	Commodity Code
Arsine	4920135
Bromine chloride ¹	4920715
Carbonyl flouride ¹	4920559
Chlorine	4904120
Chlorine pentafluoride ¹	4920720
Chlorine trifluoride	4918210
Chloropicrin and methyl bromide mixtures	
Chloropicrin and methyl chloride mixtures	4920105
Compressed or liquefied gases, flammable, toxic N.O.S., LC50 less than or equal to 1,000 ppm ²	
Compressed or liquefied gases, toxic, N.O.S., LC50 less than or equal to 200 ppm ²	
Cyanogen Chloride	4920506
Cyanogen, liquefied	4920115

List of PIH (Poison Inhalation Hazard) Gas Commodities (cont'd.)

Commodity	Commodity Code
Diborane	4905420
Diborane mixtures	4905425
Fluorine, compressed	4904030
Germane	4920120
Hexaethyl tetraphosphate & compressed gas mixures	4920515
Hexafluoroacetone ¹	4921697
Hydrogen selenide, anhydrous	4905415
Hydrogen sulfide, liquefied	4905410
Insecticide gases, toxic, N.O.S. ²	
Methyl bromide	4921440
Methylchlorosilane ²	
Methyl mercaptan	4905520
Nitric oxide	4920330
Nitric oxide and nitrogen tetroxide mixtures ¹	4920370
Nitrogen dioxide	4920340
Nitrogen trioxide ¹	4920374
Organic Phosphate or compounds mixed with compressed gas	4920530
Oxygen difluoride	4920235
Parathion and compressed gas mixtures	4920535
Phosgene	4920540
Phosphine	4920160
Phosphorus pentafluoride ²	4924125/4904130
Selenium hexafluoride ¹	4920915
Stibine ¹	4920167
Sulfur tetrafluoride ¹	4920555
Tungsten hexafluoride	4932387

¹ Materials that are not in 49 CFT 172.101 Table by name but have been assigned a 49 STCC under an appropriate N.O.S proper shipping name.

² Materials that are not in 49 CFR 172.101 Table by name and which do not have an assigned 49 STCC code. Since no one has requested a 49 STCC number, it is unlikely that the material is moved by tank car.

11-D. HAZARDOUS WASTE AND PCB WASTE MANIFESTS

Polychlorinated Biphenyl (PCB) waste shipments must be handled with waste manifest forms comparable to those for hazardous wastes. Manifests must be signed and dated when subject waste materials are picked up and appropriately signed and dated documents obtained when the wastes are delivered. Tracking of the wastes by rail will be handled by waybill or other appropriate document with initial and final rail transporters being responsible for executing manifest requirements. A copy of the manifest may or may not be attached to the waybill or switch list.

Whenever NW or Southern is the origin or destination carrier, and you are pulling or placing a hazardous waste or PCB waste car at industry, coordinate with agent for instructions regarding signing and dating of the required documents.

Noting 2nd paragraph, the conductor must make sure the agency has completed waste manifest forms prior to placing or pulling such cars at industry.

12. Within interlocking limits and in signaled territory, engines must not be permitted to stand on sanded rail. Cuts of three cars or less detached from engine must not be left standing on sanded rail.

13. When Production Rail Gangs, Timbering and Surfacing Gangs, or Surfacing Gangs are to work on a main tack in multiple-track territory, the foreman or supervisor must contact the Chief Dispatcher at least 12 hours in advance, advising (1) track to be used by MW&S forces, (2) date and time work is to be performed and (3) work limits (must begin and end at specified mile posts).

If authorized speed on tracks(s) immediately adjacent to MW&S forces is greater than 25 MPH, the Chief Dispatcher will arrange for issuance of 25 MPH slow order, to be in effect only when passing work limits during specified time period. Restriction will have been complied with when leading end of train or engine reaches end of work limits, or when notified by MW&S foreman or supervisor that leading end has passed entire work gang. Engine whistle and bell must be sounded frequently when approaching and passing work limits.

14. Except at crew change point, while stopped, the following procedures for insuring continuous train line pressure must be observed when using end-of-train device (EOT) and HOTD.

- (1) Make full service application and determine that train line pressure is being reduced as indicated on the head of train (HOT) receiver on the locomotive.
- (2) When train is ready to proceed, release brakes and determine that brake pipe pressure is increasing by indication on the HOTD receiver.
- (3) If brake pipe pressure does not decrease or increase on the HOTD receiver as required above. It must be determined there is continuous train line pressure through the rear car and EOT is in place before proceeding.
- (4) If immediately after starting, EOT signal is lost or pressure indication on HOTD receiver is reduced five pounds or more. It must be determined that train consist is complete and there is continuous train line pressure through train and EOT is in place before proceeding.

Any malfunction regarding end-of-train device must be promptly reported to the Chief Dispatcher.

On trains equipped with EOTD and HOTD:

When cutting away from a train, engineer will observe HOTD, ensure that brake pipe pressure on rear car is reduced to zero PSI to determine that angle cock is not closed on portion of train to be left standing. If zero pressure is not displayed by HOTD after locomotive is detached, engineer must immediately notify trainmen to inspect portion of train left standing for improperly positioned angle cock(s).

The foregoing instructions do not in any way modify existing requirements for securing train with hand brakes.

15. The following procedures will be observed when authorizing road movements to operate against the current of traffic:

- (1) All movements against the current of traffic must be authorized by train order, except as provided by Rule 93.
- (2) The use of supervisor detours will not be discontinued on former N&W property, but when used they must be handled under the immediate (on-the-scene) supervision of a Transportation Officer and all movements against the current of traffic within the limits of the detour must be authorized by train order.

Each conductor and engineer that is subject to operating over double main track in other than yard limits or traffic control, on either the Cleveland District, Columbus District, Sandusky District, Chicago District, or Detroit District, must not leave their initial terminal without at least three blank 19R Train Order Forms in their possession.

16. Except within interlocking limits or in Traffic Control Territory, a train or engine operating against the current of traffic must be handled under absolute block.

LOCAL

50. TRACK SIDE ANALYZERS (TSA)

Track Side Analyzers (TSA) make automatic analysis of train condition by monitoring hot journals and dragging equipment, followed by an automatic radio transmission concerning same.

50(a). When approaching, passing, or departing TSA locations, crew members must be alert for TSA radio transmissions (on road frequency for the territory). When in the vicinity of TSA locations, all employees must keep radio transmissions to an absolute minimum to avoid interference with TSA radio messages.

50(b). When a train is approaching a TSA, the following radio message will be automatically transmitted: "NS T.S.A., mile post location, and identification of track to which message is applicable (when operating in double track territory)."

Note: Analysis cannot be accomplished when train speed is less than 8 miles per hour.

50(c). When a train is occupying a TSA and a defect has been detected, an automatic radio transmission as shown in example (1) or (2) below will occur:

- (1) A "TONE" will indicate that a hot bearing has been detected and, after rear has cleared TSA, train must be stopped for inspection. When rear has cleared TSA, a radio message will be transmitted twice to indicate nature of defect and its location in train. The location will be given by axle count, counting from the first axle in the locomotive consist. TSA will identify track to which message is applicable (in double track territory).
- (2) When an excessively hot journal or dragging equipment has been detected, a radio message stating "CRITICAL ALARM" will be transmitted at once and train must be stopped for inspection as soon as possible, consistent with safe train handling procedures. When TSA has stopped analyzing the train (this will occur when train clears TSA, when train is stopped on TSA, or when train speed over TSA drops below 8 miles per hour), a radio message will be transmitted twice to indicate nature of defect and its location in train. The location will be given by axle count, counting from the first axle in the locomotive consist. TSA will identify track to which message is applicable (in double track territory).

Note: When inspection is required by either (1) or (2) above, a through inspection will be made of both sides of car(s) indicated as being defective. If no apparent defects are found, five cars on either side of designated car(s) will be thoroughly inspected on both sides. After a defect message has been received if a train is stopped while occupying TSA, or if train speed over TSA drops below 8 miles per hour, all cars following the last car indicated as being defective must be inspected. While enroute to and from either end of train to car(s) to be inspected, crew members will, when practicable and safe to do so, make a visual inspection of both sides of train. All defect messages, including nature of defect and its location in train, must be acknowledged to the Dispatcher. Dispatcher must be notified of results of inspection, even if no trouble is located.

50(d). When no defects have been indicated, and one of the following conditions exist, a visual inspection must be made of both sides of train by crew members(s) on the ground, unless a visual inspection of both sides of train can or is to be made by other employees located in the near vicinity:

- Train stops on TSA;
- Train speed over TSA drops below 8 miles per hour;
- Train is operated over a track which causes it to by-pass a TSA it normally would pass over.

Exception: If the dispatcher has positive knowledge that a proper reading was obtained for all or a portion of the train, he will instruct crew members to inspect only the portion for which a proper reading was not obtained.

50(e). When no defects have been detected, the exit radio message will be: "NS TSA, mile post location, and identification of track to which message is applicable (in double track territory)," followed by the message "NO DEFECTS" and axle count of the train. When a "NO DEFECTS" message has been received, it will not be necessary to acknowledge same to the dispatcher.

Note: If "NO DEFECTS" message has not been received from either TSA or dispatcher before passing the designated radio acknowledgment point, train must be stopped and dispatcher contacted for further instructions. If dispatcher cannot be contacted, entire train must be inspected in accordance with Timetable Rule 50(d).

50(f). When a track side analyzer reports "Analyzer Failure" to a train crew, the train must be stopped and inspected. If any message other than "Analyzer Failure" is transmitted to a train, and the crew does not understand the message, the CRT in Dispatcher's Office may be used to determine if train needs inspected.

STEAM-POWERED TRAINS BY STAND-ALONE HOT BOX DETECTOR

Since hot box detectors cannot distinguish between steam and hot journals, steam powered trains will not stop for inspection on activation of the voice radio alarm at the TSA when the alarm is for hot journals or hot wheels on the engine only. Such trains will stop for inspection on activation of the voice radio alarm for dragging equipment on the steam engine, and for hot journals, hot wheels, dragging equipment or clearance problems on cars.

Protection of steam engine journals, wheels and clearances is the responsibility of the steam crew.

50(g). Location of Track Side Analyzers and Radio Acknowledgment Points.

LOCATION OF TRACK SIDE ANALYZER	SCANS	RADIO ACKNOWLEDGMENT POINT
Cincinnati District		
Plum Run, MP CT-75.9	Either direction	MP CT-79 - EW trains MP CT-73 - WW trains
Mt. Oreb, MP CT-42.7	Either direction	MP CT-47 - EW trains MP CT-38 - WW trains
Perintown, MP CT-18	Either direction	MP CT-22 - EW trains MP CT-15 - WW trains
Columbus District		
Wakefield, MP N-622.7	Either direction, either track	MP N-620 - EW trains MP N-626 - WW trains
Higby, MP N-645.4	Either direction	MP N-638 - EW trains MP N-652 - WW trains
Elmwood, MP N-670.6	Either direction, either track	MP N-666 - EW trains MP N-675 - WW trains 1
Miner, MP N-693	Either direction, either track	MP N-690 - EW trains MP N-696 - WW trains 2
Sandusky District		
Delaware, MP S-25.7	Either direction	MP S-22 - EW trains MP S-30 - WW trains 3
Monnette, MP S-56	Either direction	MP S-52 - EW trains MP S-61 - WW trains
Frank, MP S-88	Either direction	MP S-84 - EW trains MP S-92 - WW trains

50(g). Location of Track Side Analyzers and Radio Acknowledgment Points (Cont'd.)

LOCATION OF TRACK SIDE ANALYZER	SCANS	RADIO ACKNOWLEDGMENT POINT
Toledo District		
Limestone MP T-21.2	Either direction	MP T-23 - EW trains MP T-18 - WW trains
Green Creek, MP T-41.6	Either direction	MP T-44 - EW trains 4 MP T-39 - WW trains 4
Buffalo District		
Farnham, MP B-26.5	Either direction,	MP B-24 - EW trains MP B-30 - WW trains 5
Van Buren, MP B-46.3	Either direction	MP B-43 - EW trains MP B-49 - WW trains
Ripley, MP B-68	Either direction,	MP B-65 - EW trains 6 MP B-71 - WW trains
Swanville, MP B-97.7	Either direction,	MP B-95 - EW trains MP B-101 - WW trains
Cleveland District		
Kingsville, MP B-124.6	Either direction	MP B-121 - EW trains MP B-127 - WW trains 7
Perry, MP B-146.9	Either direction	MP B-144 - EW trains 8 MP B-150 - WW trains 8
Wickliff, MP B-168.5	Either direction	MP B-166 - EW trains 9 MP B-171 - WW trains 9
Avon, MP B-200.6	Either direction either track	MP B-198 - EW trains 10 MP B-204 - WW trains 10
Vermilion, MP B-225.1	Either direction	MP B-222 - EW trains MP B-228 - WW trains
Fostoria District		
Old Fort, MP B-265.2	Either direction either track	MP B-268 - WW trains MP B-262 - EW trains
Arcadia, MP B-285.5	Either direction either track	MP B-289 - WW trains MP B-282 - EW trains
McComb, MP B-298.5	Either Direction	MP B-301 - WW trains MP B-296 - EW trains
Leipsic Jct., MP B-315.6	Either direction	MP B-318 - WW trains MP B-312 - EW trains
Goodwin, MP B-335.5	Either direction	MP B-338 - WW trains MP B-332 - EW trains
Edgerton, MP B-353.7	Either direction	MP B-357 - WW trains MP B-351 - EW trains
Chicago District		
Hadley, MP B-379.6	Either direction	MP B-383 - WW trains MP B-376 - EW trains
S. Whitley, MP B-399.0	Either direction	MP B-403 - WW trains MP B-394 - EW trains
Argos, MP B-434.6	Either direction	MP B-439 - WW trains MP B-431 - EW trains
Brems, MP B-458.1	Either direction	MP B-463 - WW trains MP B-454 - EW trains
Spriggsboro, MP B-482	Either direction	MP B-487 - WW trains MP B-475 - EW trains

50(g). Location of Track Side Analyzers and Radio Acknowledgment Points (Cont'd.)

LOCATION OF TRACK SIDE ANALYZER	SCANS	RADIO ACKNOWLEDGMENT POINT
Detroit District		
Belleville, MP D-25.2	Either direction either track	MP D-25 - WW trains MP D-22 - EW trains
Cone, MP B-42.5	Either direction	MP D-40 - EW trains MP D-45 - WW trains
Sand Crk., MP D-66.7	Either direction	MP D-70 - WW trains MP D-62 - EW trains
Huntington District		
Blakesley, MP D-102.4	Either direction	MP D-107 - WW trains MP D-99 - EW trains
Grabill, MP D-127.8	Either direction	MP D-130 - WW trains MP D-125 - EW trains
Roanoke, MP D-161.7	Either direction	MP D-166 - WW trains MP D-157 - EW trains
Lagro, MP D-181.6	Either direction	MP D-186 - WW trains MP D-177 - EW trains
Lima District		
Rawson, MP D-65.2	Either direction	MP D-69 - WW trains MP D-61 - EW trains
Frankfort District		
Cammack, MP SP-180.1	Either direction	MP SP-184 - WW trains MP SP-177 - EW trains
Elwood, MP SP-199.5	Either direction	MP SP-203 - WW trains MP SP-196 - EW trains
Boyleston, MP SP-227	Either direction	MP SP-230 - WW trains MP SP-224 - EW trains
New Castle District		
Port Union, MP CF-23.2	Either direction	MP CF-27 - WW trains MP CF-21 - EW trains
Camden, MP CF-51.5	Either direction	MP CF-55 - WW trains MP CF-47 - EW trains
Greens Fk., MP CF-85.1	Either direction	MP CF-88 - WW trains MP CF-82 - EW trains
Mt. Summit, MP CF-107.5	Either direction	MP CF-111 - WW trains MP CF-104 - EW trains
Hartford City, MP CF-136.7	Either direction	MP CF-140 - WW trains MP CF-133 - EW trains
Kingsland, MP CF-168.1	Either direction	MP CF-171 - WW trains MP CF-165 - EW trains

Notes 1 through 10 do not apply if train receives a Critical Alarm message or dispatcher instructs train to stop sooner.

- Notes:
1. When the Elmwood TSA indicates that a westward train must be stopped for inspection, if stop cannot be made short of Clinton Street, train will proceed at not exceeding 10 MPH and stop with rear to clear High Street.
 2. When the Miner TSA indicates that a westward train must be stopped for inspection, if stop cannot be made short of Williams Road at Valley Crossing train will proceed at not exceeding 10 MPH and stop with rear to clear Williams Road.

Notes: (Continued)

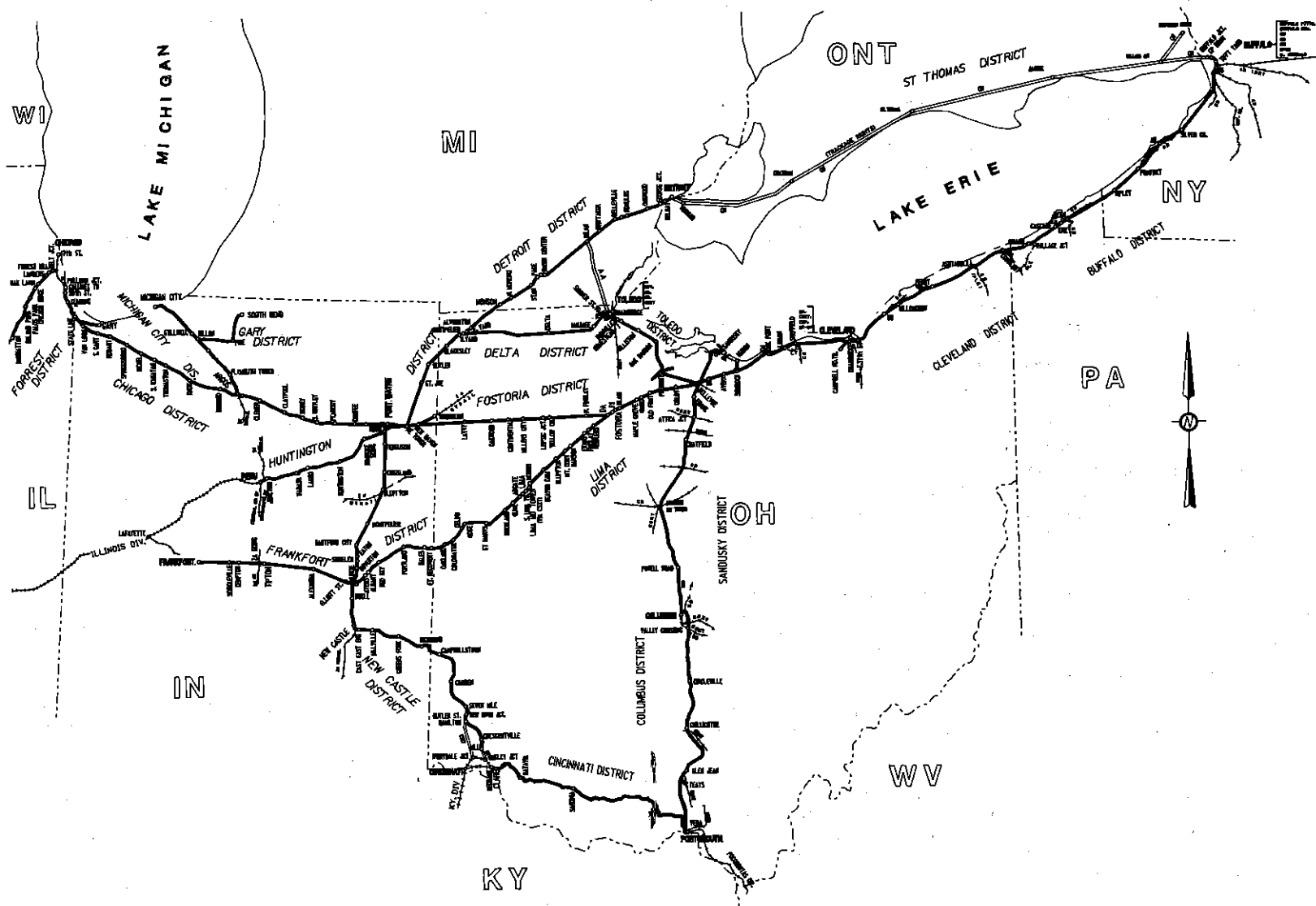
3. When the Delaware TSA indicates that a westward train must be stopped for inspection, if stop cannot be made short of Radnor Road, train will proceed at not exceeding 10 MPH and stop with rear to clear Radnor Road.
4. Green Creek - Westward trains must be prepared to stop short of bridge MP T-38.11 unless informed the train is OK. Eastward trains must be prepared to stop short of Woodlawn Ave., MP T-44.8, unless informed the train is OK.
5. When the Farnham TSA indicates that a westward train must be stopped for inspection, if stop cannot be made short of Allegheny Road, MP B-29.54, the train will reduce to 10 MPH and stop with the rear to clear Hanford Road, MP B-30.23.
6. When the Ripley TSA indicates that an eastward train must be stopped for inspection, if stop cannot be made short of State Street, MP B-66.28, the train will be reduced to 10 MPH and stop with rear to clear State Street.
7. Kingsville - Westward trains must be prepared to stop short of State Road, MP B-128.15 unless informed the train is OK.
8. When the Perry TSA indicates that an eastward train must be stopped for inspection, if stop cannot be made short of Lake Street, MP B-143.83, the train will reduce to 10 MPH and stop with rear of the train to clear Lake Street. When the Perry TSA indicates that a westward train must be stopped for inspection, if stop cannot be made short of Main Street, MP B-148.65, the train will reduce to 10 MPH and stop with the rear of the train to clear Maple Street, MP B-148.87.
9. When the Wickcliffe TSA indicates that a eastward train must be stopped for inspection, if stop cannot be made short of Erie Street, MP B-164.84, the train will reduce to 10 MPH and stop with the rear of the train to clear Erie Street. When the Wickcliffe TSA indicates that a westward train must be stopped for inspection, if stop cannot be made short of Lloyd Road, MP B-169.46, the train will reduce to 10 MPH and stop with the rear of the train to clear Lloyd Road.
10. Westbound trains must not block Rt. 83, MP B-202.2 nor Miller Road, MP B-204.4, for train inspection. Eastbound trains must not block Bradley Road, MP B-199, Bassett Road, MP B-198.6, Cahoon Road, MP B-197.3, Dover Center Road, MP B-197.1, or Columbia Road, MP B-196.1, for train inspection. If necessary to proceed to clear Columbia Road or Rt. 83, train speed must be promptly reduced to 10 MPH.

50(h). If the radio message "Train too slow from axle" (axles number) is received, the train must be inspected in accordance with Timetable Rule 50 (d) from the identified axle to the end of the train.

50(i). Broadcast milepost locations for the Track Side Analyzers on the Buffalo, Cleveland and Toledo Districts, will be to the nearest milepost.

51. Except as provided in this rule, 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 Form CF-694.

If Form CF-694 indicates that the car is 'OK' for movement in through trains (has 'YES' block checked), the car may be moved normally, unless otherwise directed.



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If Form CF-694 indicates that the car is not 'OK' for movement in through trains (has 'NO' block checked), the car must not be handled except when authorized by the Transportation Department Clearance Bureau (to be issued over the signature of the Superintendent).

Open-top cars carrying over-dimensional loads received at an intermediate station or interchange point may be moved without Form CF-694, provided authorization for such movement has been received from the Transportation Department Clearance Bureau, to the first terminal only, at which time Form CF-694 will be prepared and applied to the car and waybill.

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 CF-694 are to be considered restricted until checked and determined to be otherwise.

51(a). Detroit Tunnel Equipment Restrictions

Cars exceeding plate "E" must not be handled in the tunnel without handling instructions.

Heaviest car permitted gross weight, 263,000 lbs.

Cars exceeding 263,000 lbs. gross weight must be governed by handling instructions.

51(b). Because of clearances which are less than that required for **unrestricted service**, cars exceeding Plate "C" dimensions must not be handled in the territories designated below, unless specifically authorized:

Between Elm St. & Cherry St., Toledo

Between E. Broadway and Oakdale St. via CSXT-CR Toledo.

These cars can be identified by stenciling on both sides near the car number, reading "EXCEEDS PLATE C" or "THIS CAR EXCESS HEIGHT-NO RUNNING BOARDS."

Except where he receives written notification from Mechanical Department forces that his train contains no cars that have clearance dimensions greater than that required for **unrestricted service**, it is the responsibility of the conductor in charge to determine this.

51(c). CLEVELAND TERMINAL - CLEARANCE RESTRICTIONS

Extreme caution must be used when making movement on tracks running under overhead structures. Special attention must be made when handling hi-cube cars, hi-wide loads, multi-level equipment, TOFC equipment, cars exceeding plate "C" dimensions or other restricting equipment.

Existing tracks on the East 55th Street portion of Cleveland Terminal, which have overhead structures whose heights above top of rail is less than the published Main Track clearance of 19' 6" are listed below with the maximum height which will clear on these tracks.

High Level and West Track - MP B-183.1 18'4"
 All Tracks in Broadway - High Level Yard ("BD" Yard) . . . 17'9"
 North Industrial Lead and all tracks leading from this yard 17'6"
 South Industrial Lead (Industrial Lead south of Eastward Main Track on 'East Side'), including tunnel entrance at west end and all tracks leading from this lead 16'0"

The following is maximum height above top of rail which will clear on the Campbell Road portion of Cleveland Terminal:

On Main Track between Knob and Belt Line Junction . . . 19'0"

On Main Track between Belt Line Junction and Coal Docks 17'9"

Equipment exceeding these dimensions must not be moved on tracks listed.

The movement of excessive dimension loads on any track, including foreign line yards, must not be made until it has been determined that the movement can be made safely. The yardmaster and crew members are jointly responsible for ascertaining that clearances are adequate for the movement of excessive dimension equipment on the route to be used.

Except where he receives written notification that his train or yard movement contains no cars that have clearance dimensions greater than that required for unrestricted service, it is the responsibility of the conductor or yard foreman in charge to determine this.

Equipment requiring clearance messages, hi-wide loads, and cars exceeding Plate "C" dimensions must be under observation of crew. At points where overhead clearances are close, stop will be made and necessary precautions taken to insure safety of the movement.

Cars exceeding Plate "C" dimensions must have Mechanical Department height measurements before moving on South Industrial Lead. Any car not bearing stencil indicating that car exceeds Plate "C" dimensions, but whose stenciled height exceeds 15 feet 6 inches, must not be moved on these tracks until Mechanical Dept. provides measurement and it is determined that car can be moved safely. Prompt notification of such cars must be made to yardmaster.

Before authorizing foreign line transfers to enter NS yard, the yardmaster must ascertain that such movement contains no excessive dimension equipment; or that excessive dimension equipment in the movement will clear on the route to be used.

The person in immediate charge of Maintenance of Way equipment must determine that clearances are adequate for the route to be used before movement is made.

51(d). Train crews will not move any restricted car without message of authorization from Superintendent's Office. Train crews handling excessive dimension cars will be advised to the effect there are no excessive dimension cars being handled by opposing trains or provisions made for their passing. Trains of the same direction handling excessive dimension cars will not be permitted to pass until properly protected.

52. It must be known that end doors on enclosed multi-level automobile rack cars are closed and secured before such cars are pulled from ramps, moved in yards or terminals, or placed in a train. This is understood to apply to doors which extend outside the multi-level rack structure at the top, roof, or sides when opened.

53. "Lucky Loader" NW 14317 loaded on gondola NW 590802 is an over-dimensional load and must not be placed or handled in a train without authorization of the Division Superintendent. Except where further restricted, maximum authorized speed for trains handling this equipment is 35 miles per hour.

54. **Blocks of Empty Cars** - Blocks of 30 or more empty cars must be handled on the rear of trains whenever practicable.

Blocks of Heavy Cars - Blocks of 30 or more loaded cars of coal, grain, phosphate, rock, sand sulphur or similar bulk commodities must be handled on the head end of trains next behind locomotives whenever practicable.

55. Locally controlled radio base stations.

Location	Attended	Channels
Portsmouth Yard Office	Continuous	1 & 2
Portsmouth-Call Office	"	1 & 2
Portsmouth-Dispatcher	"	1 & 2
Circleville	7A-6P, Mon. thru Fri.	1 & 2
Columbus-Watkins Yard	Continuous	1 & 2
Marion-AC Tower	"	1
Conneaut-Yard	"	2
Lorain-RU	"	1&2
South Lorain-Yard	"	2
Toledo-Homestead Yd. Ofc.	Continuous	2
Toledo-Ironville Tower	Continuous	2
Maumee-Yard Office	Except Sat. and Sun.	1
Brewster-Dispatcher	Continuous	2

55. Locally controlled radio base stations (Cont'd.)

Location	Attended	Channels
Cincinnati		
Berry Yard Office	Continuous	1
GK Tower	"	1
DI Tower	"	1
Buffalo		
CR—Buffalo Term. Disp.	Continuous	2
CR—West End Tower	"	2
CR—Niagara Branch Disp.	"	2
NS Yard Office	"	2
Cleveland District		
Cleveland Yard Office	Continuous	1 & 2
Cleveland Drawbridge	"	1 & 2
South Lorain	"	2
Lorain Drawbridge	"	1 & 2
Bellevue Terminal		
Ranger Tower	Continuous	3
Hump—Yardmaster	"	1,2,3,4,5
Rt. 4 Operator	"	1,2,3,4,5
Rt. 4 Trainmaster	"	1,2,3,4,5
Fostoria and Chicago Districts		
Blair-Yard	6A-2P (Ex. Sat. & Sun.)	2
Argos	7A-3P (Ex. Sat. & Sun.)	2
Fort Wayne		
East Wayne Yard	Continuous	1, 2, & 3
Chicago Terminal		
Cummings	Continuous	2
Calumet-Y/M Tower	"	2
Landers-Operator	"	3
Chicago Ridge Operator	"	3
Detroit Terminal		
Oakwood Tower	Continuous	3
Bridge	"	3
Boat Yard	8A-12M	3
Detroit and Huntington Districts		
Adrian-Agent	6:50A-3:50P (Ex. Sat. & Sun.)	3
Milan	Continuous	3
Lima and Frankfort Districts		
Lima-Agent	7A-4P (Ex. Sat., Sun.)	2
New Castle District		
Hamilton-CSXT Opr.	Continuous	2
Muncie-Agent	6:00A-3:00P 5:00P-2:00A (Ex. Sat. & Sun.)	

Note: Channel 1 — Former Scioto Road
 Channel 2 — Former Lake Road
 Channel 3 — Former Wabash Road, Bellevue Yard
 Channel 4 — Bellevue Switch
 Channel 5 — Bellevue Hump

Lake Division crews will use Road Channel 1 within limits of Portsmouth. All Pocahontas Division crews will use Road Channel No. 2 within limits of Portsmouth Yard.

Road trains entering Bellevue Yard will arrange to switch to the Bellevue Yard Channel when entering yard limits. This does not apply to run thru trains moving to or from the Sandusky District and the Fostoria District through the New Connection; Run thru trains moving to or from the Sandusky District and the Toledo District through the Toledo Connection, or coal trains/hopper trains moving to or from Sandusky.

The Bellevue Yard frequency is 160440 MHZ and is Channel 3 on most locomotive radios.

The Ranger Tower yardmaster does not monitor road channels.

55-B. Dispatcher controlled wayside radio stations.

They are attended continuously. Numbers following station names are access codes for acousticouple.

Columbus District:

South Portsmouth - 2
 Ball Knob (Omega) - 2
 East Ringold (Ritts) - 2

Sandusky District:

Columbus - 1
 Ashley (Troyton) - 1
 Galion (Monnette) - 1
 Bellevue - 1

Cincinnati District

McDermott - 1
 MP CT-91 - 4
 Rarden - 1
 Peebles - 4
 MP CT-62 - 1
 MP CT-53 - 4
 MP CT-43 - 1
 Afton - 4
 MP CT-19 - 1
 Clare - 4
 Norwood - 1

Buffalo District

All Stations - 1

Cleveland District

All Stations - 3

Lima District:

Findlay - 1
 Lima - 3

New Castle District:

Crescentville - 2
 Hamilton - 3
 Camden - 2
 Richmond - 3
 Milville - 2
 Muncie - 1
 Hartford City - 2
 Bluffton - 1

Toledo District:

Toledo - 1
 Oak Harbor - 4

Fostoria District

Bellevue - 2
 Fostoria - 2
 McComb - 2
 Keiferville - 2
 Worstville - 2

Chicago District

Ft. Wayne - 2
 South Whitley - 3
 Argos - 2
 North Liberty - 1
 Thomaston - 3
 Hobart - 2

Detroit District

Oakwood - 2
 Milan - 1
 Adrian - 2
 Montpelier - 1

Huntington District

Butler - 2
 East Wayne - 1
 Huntington - 2
 Peru - 1

Frankfort District

Lima - 3
 Celina - 1
 Portland - 3
 Muncie - 1
 Tipton - 3
 Frankfort - 1

Delta District

Montpelier - 1

In an emergency, field personnel can talk directly to the dispatcher by sending digit "4" on the acousticouple or "0" on the touch tone pad, after hearing the answer back tone from the base station radio.

To avoid interference with other Railroads, Channel 1 is not to be used in Detroit and Chicago areas.

Forest District, Landers base is brought on line from the field by sending digit "3" on the acoustic couple or digit "8" on a touch tone pad.

The CSXT Dispatcher at Cincinnati, Ohio will monitor NS's Channel Two. NS crew desiring to contact the CSXT Dispatcher, must press the radio transmit button twice within three (3) seconds. An answering tone, similar to that from the NS Dispatcher will be received. Immediately after receiving the answering tone, press the transmit button twice within two (2) seconds and a second tone will be received. This will indicate that your call has been acknowledged by the CSXT System and the CSXT Dispatcher will respond to your call.

Conrail, Indianapolis Dispatcher may be contacted from the Cincinnati area transmitting the following:

(Channel 1): Depress two times, within three (3) seconds, receive answer back.

AAC # 2 or DTMF # 5

56. The following table lists designated AAR channels when using "All Channel" radios:

TERRITORY	AAR CHANNEL PROGRAM BUTTON	AAR (TX) TRANSMIT CHANNEL	AAR (RX) RECEIVE CHANNEL
Western Region (Road) (Former Lake Reg.)	2	76	76
* Western Region (Yard)	2	76	76
Western Region (Road)	3	22	22

* Bellevue Terminal will operate on AAR Channel 22 (Program Button 3)

When operating on other railroads it will be necessary to consult the governing foreign line timetable or special instructions to ascertain the AAR transmit and receive channels for that road.

Transmitting on unauthorized channels is a violation of Federal law, and is prohibited.

To contact the dispatcher, the proper "DTMF" code must be dialed in by using the 'TONE' selector knob and then depressing the "DISP" selector button. The following conversion table shows the "DTMF" code to be used:

* ACOUSTIC COUPLE ACCESS CODE	DTMF CODE
1	2
2	5
3	8
4	0

58. Flagging Distances — Trains

When flag protection to the front of a train is required by rule, crew member providing flagging protection must go out at least one (1) mile where maximum authorized speed is 30 MPH or less, and at least two (2) miles where maximum authorized speed is more than 30 MPH.

When flag protection is required to the rear of a stopped train, as prescribed by Rule 99, crew member providing flag protection must go out at least a distance indicated below for the various districts:

- Maumee District—3,000 feet
- Michigan City District—3,000 feet
- Delta District—3,000 feet
- Gary District—3,000 feet

58(a). Flagging Distances — Engineering-MW, Signal, and Communications Department Employees.

MAXIMUM AUTHORIZED SPEED	MINIMUM FLAGGING DISTANCE
Between 0 - 10 MPH	1/4 Mile
" 11 - 20 MPH	1/2 Mile
" 21 - 30 MPH	1 Mile
" 31 - 40 MPH	1 Mile
" 41 - 50 MPH	1 and 1/4 Miles
" 51 - 60 MPH	1 and 1/2 Miles

Torpedoes must be placed the same distance in advance of the flagman, but not exceeding one (1) mile.

59. Hand operated switches at the following locations are not equipped with electric lock and trains and engines must not clear on these tracks:

Sandusky District:

Lewis Center	MP S-16.3
Popcorn Siding	MP S-31.4
Blanks Agra Service	MP S-43.3
Simm's Junk Yard	MP S-43.4
Baldauf Lumber	MP S-43.8
Marion Steel	MP S-44.2
CSXT Transfer	MP S-44.7
Marion House Track	MP S-44.9
Malow Junk Yard	MP S-45.5
Monnette Elevator	MP S-55.8
Crawford County Farm Bureau	MP S-63.9
Attica Lumber	MP S-81.6
Attica Elevator	MP S-81.6
Frank Elevator	MP S-90.4

Cincinnati District:

Book	MP CT-103.2
Kibler Milling Co.	MP CT- 42.6
Eastwood	MP CT- 37.1
Cincinnati Milacron	MP CT- 30.2 and CT- 30.4
Senco Product, Inc.	MP CT- 13.4

Buffalo District

Angola Stg. Track	MP B-22.4
Chemical Process	MP B-38.4
Cascade	Alcor Corp., MP B-90.5
	84 Lumber Co. track, MP B-93.0

Cleveland District

Geneva Spur	Geneva Spur Track, MP B-138.2
Madison	Madison Spur Track, MP B-142.7
Painesville	Colony Lmbr. Co. track, MP B-156.3
Vermilion	Shore Lumber track, MP B-220.9
Vermilion	Westward Storage track, MP B-221.1
Berlin Hgts.	Team track, MP B-228.9
Avery	Paper Track, South Side, MP B-236.1
Avery	Certaineed Warehouse, Slate Track Lead, MP B-236.2
Kimball	Elevator track, MP B-240.3

Toledo District

Fremont	Home Supply Co., MP T-37.2
Green Creek	Wahl Refractories spur, MP T-41.3

Fostoria District:

Green Springs	MP B-259.8
Horn Crop & Soll	MP B-259.9
Louisiana Chemical	MP B-263.1
Dome Petro	MP B-263.2
Church & Dwight	MP B-263.5

Fostoria District: (Cont'd.)

Old Fort Elev.	MP B-265.5
Rural Service	MP B-266.2
Ohio Power track	MP B-283.0
Custom Farm Service track	MP B-287.9
Leipsic Rip track	MP B-310.5
Oakwood Elev. track	MP B-331.0
Latty No. 1 Track	MP B-341.5

Chicago District

New Home Lmbr. Co.	MP B-363.5
Apex track	MP B-366.1
TOFC Ramp track	MP B-366.8
Pillsbury track	MP B-376.3
Monarch Foods track	MP B-376.9
Lobdell-Emery track	MP B-432.4
Koppers track	MP B-474.4
Union Rolls track	MP B-474.5
Coca Cola track	MP B-474.6
Nipsco track	MP B-474.9
Nipsco track	MP B-490.1

Detroit District:

House Track	MP D-23.8
Cone Elev.	MP D-42.4
Britton	MP D-46.9
LCRC Tfr.	MP D-58.8
Simplex	MP D-59.3
UARCO	MP D-60.2
Carter Lbr.	MP D-60.3

Huntington District

Tri-Wall track	MP D-113.3
Mullinex.	MP D-149.8
Elevator Track	MP D-161.7
Builders Mart.	MP D-164.6
Erie Stone	MP D-168.6
ConRail Interchange	MP D-187.9
Elevator Track	MP D-194.3

Lima District

Moorman Mfg. Co. track	MP SP-51.4
Hercules Tire & Rubber track	MP SP-59.3
Elevator track, Bluffton.	MP SP-73.4
D&K Enterprises track	MP SP-86.3

Frankfort District

Ohio Power Co. track	MP SP- 95.5
Carter Jones Lumber track	MP SP-114.2
F&J Farm Service track	MP SP-127.2
Landmark track	MP SP-127.3
Meshberger Stone Co. track	MP SP-148.3
Muncie Scrap Bailing	MP SP-174.6
G&G Oil	MP SP-175.1
Terra Fertz	MP SP-193.7

New Castle District

Montgomery Ward track	MP CF-18.7
Mosler West end	MP CF-29.6
Hamilton side track	MP CF-30.2
Seven Mile	MP CF-36.4
Elevator track	MP CF-40.5
Carter-Jones Lmbr. Co. track	MP CF-56.7
WESTVACO track	MP CF-59.1
Armacoast track	MP CF-63.1
C&S Disp.	MP CF-76.2
Walnut Level track	MP CF-86.8
House Track	MP CF-90.2

New Castle District: (Cont'd.)

Henry County Co-Op track	MP CF- 96.4
Henry County Co-Op track	MP CF-106.1
Summit Products track	MP CF-107.6
Wolohan Lumber track	MP CF-117.1
M.S.B.	MP CF-118.8
Dayton Steel	MP CF-123.8
Cold Storage Track	MP CF-124.0
Furrows Lumber	MP CF-125.7
Shidellers Loading Trk.	MP CF-130.3
Beerco	MP CF-140.8
Chatfield Paper	MP CF-140.8
Tin Plate	MP CF-148.1
Certain Teed	MP CF-148.9
Co-Op Track	MP CF-149.7
Poneto Grain	MP CF-156.6
Aglan Grain	MP CF-161.7
Erie Stone Company	MP CF-164.5
Sohigro	MP CF-164.6
Johnson Energy Control	MP CF-171.6
Ossian Energy Control	MP CF-172.6
Yoder East End Passing Track	MP CF-175.8
Yoder West End Passing Track	MP CF-176.1
I&M Electric Company	MP CF-180.9
Z-Brick Company	MP CF-181.3
Waynedale Lumber Company	MP CF-182.3
Butler Paper Company	MP CF-183.8
General Electric	MP CF-185.6

60. Trailing Tonnage

(a) Empty automobile rack cars, empty 85-foot 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 on the following territories:

Cincinnati District:

Clare to Batavia — 8000 Tons

Batavia to Portsmouth — 5000 Tons

Kenova District: Eastward 4500 Tons (except run thru eastward trains destined beyond Williamson 4,000 tons)

New Castle District:

Runnion Ave. connecting track — 6500 tons:

Between Runnion Ave. and Hugo - 6,500 tons

Through connecting track at Hugo, and between Hugo

and New River Jct. - 12,000 tons

Between New River Jct. and Clare - 8,000 tons

Michigan City District - 4,500 tons

Note: The restriction does not apply to a flat car loaded with more than one trailer or container, one of which is loaded.

(b). All articulated intermodal flat cars or well cars moving empty, or such equipment when any individual platform is empty or loaded with an empty trailer or container, must not have more trailing tonnage than that shown in Timetable Rule 60.

(c). SOU 50-foot single platform cars in series 151000 through 151501, and series 155000 through 155999, when moving empty in trains or when loaded with an empty trailer must not have more trailing tonnage than that shown in Timetable Rule 60.

(d). Rail cars in series SOU 990000 through 990041, and in series NW 516881 through 516918, when moving empty in trains must not have more trailing tonnage than that shown in Timetable Rule 60.

(e). All single axle intermodal flat cars moving empty, or such equipment when loaded with an empty trailer or container, must not have more trailing tonnage than that shown in Timetable Rule 60.

(f) Single level articulated container flatcars with Trailer Train reporting marks designated as spine cars may be operated under the following restrictions:

1. Cars must not be switched with power detached except to an empty track. Other cars, unless restricted for some other reason, may be humped into spine cars.
2. Cars may be operated in radio trains or pushed from the rear. No more than 12 powered axles may be operated by pusher engine consist (except GP40X, GP49, GP50, GP59, B36-7, B30-7A, SD50, SD60, C36-7, C39-8, and DASH 8-32B-TEN AXLES.
3. Trailing tonnage behind empty spine cars or spine cars loaded with empty containers will be the same as other timetable restrictions on empty or lightly loaded intermodal cars.

61. The following restrictions apply when moving the listed Jet Snow Blowers moving on the listed flat cars shown below:

SNOW BLOWER	LOADED ON
SB 6702-JN	NW 527602
SB 7901-JN	NW 590349
SB 7902-JN	NW 590332
SB 7903-JN	NW 590330
SB 7904-JN	NW 590344
SB 8001-JN	NW 590341

1. Must not be humped or flat switched with motive power detached.
2. Do not couple or with more force than necessary to make coupling.
3. Inquire as to any restrictions before moving on foreign railroads unless it is known the move is properly protected.

62. Approach distance signals to interlockings, as indicated below, do NOT afford automatic block protection:

Location	Direction Governing
Maumee District	
New Haven	Westward
Michigan City District	
Argos	Northward and Southward
Plymouth	Northward and Southward
Walkerton	Northward and Southward
Dillon	Northward and Southward
Stillwell	Northward and Southward
LaPorte	Northward and Southward
Delta District	
Wauseon-CR Crossing	Eastward and Westward
Gary District	
Dillon	Eastward and Westward
Clarke Junction	Westward

63. Within the STATE OF INDIANA the following laws are in effect:

Engine whistle to be sounded four times beginning not less than 80 rods from the approach to any public highway, street, or turnpike. The sounding shall be prolonged and repeated until the crossing is reached. Also, the engine bell shall be rung continuously from the time of the sounding of the whistle until the engine has fully passed the crossing.

When such whistle and bell are not in good working order, the engine must be stopped before each such crossing and proceed only after manual protection is provided at the crossing by a member of the crew unless such manual protection is known to be provided.

It is unlawful for a train, railroad car or engine to obstruct public travel at a public crossing at grade for a period in excess of ten minutes, except where such train, railroad car or engine cannot be moved by reason of circumstances over which the railroad has no control.

It is unlawful to permit successive train movements to obstruct vehicular traffic at a public crossing at grade until all vehicular traffic previously delayed by such train movements has been cleared, or a period of five minutes has elapsed between train movements.

Personal liability is imposed by the State of Indiana upon any engineer or any other person who fails to comply with these laws.

A city or incorporated town must receive the permission of the Public Service Commission of Indiana before making any regulation as to the sounding of whistles or ringing of bells. Otherwise, the above requirements must be met.

64. On two or more tracks, trains or engines will not cross over from one main track to another through a hand-operated switch nor enter a main track through a hand-operated switch without permission from the train dispatcher. EXCEPTION: Note Timetable Rule 124 and Timetable Rule 106.

65. In Traffic Control territory, when a train or engine is to enter a main track or signaled siding the switch lock must not be removed from an electrically locked switch or derail without first obtaining permission from the control station.

66. On locomotives or cabooses torpedoes must be stored in approved metal containers and lid must be kept closed except when in use. Not more than twelve (12) torpedoes may be stored in a container.

Damp, oily, or damaged torpedoes must not be used, and must be reported on Form ME-60 (locomotives) or Form ME-621 (cabooses).

68. When a bad order tag, Form ME-597 (orange tag) is attached to a trailer or container loaded on a flat car, the flat car will also be considered to be bad ordered and must not be moved in a train. When bad order tag is applied to a trailer or container, the tag will be attached to the nose end.

69. APPLICABLE TO CARS TO BE HUMPED AT BELLEVUE:

Trains arriving Bellevue, or trains to set off at Bellevue, must have all "NO HUMP" cars grouped in one block. The "NO HUMP" designation includes cars bearing any of the following placards:

Explosives A	* Ethyleneimine (UN #1185)
Poison Gas	* Acrylonitrile (UN #1093)
* Poison Gas-Empty	* Ethylene Oxide (UN #1040)
* Flammable Gas	* Propylene Oxide (UN #1280)
* Chlorine (UN #1017)	* Epichlorohydrin (UN #2023)
* Phosphorous (UN #1381)	Any Placarded Loaded Flat Car

These cars may be identified by shipping papers, or by placards applied to the car.

"NO HUMP" hazardous materials cars are shown in the timetable "HAZARDOUS MATERIALS SWITCHING CHART" as cars that must not be cut off in motion or struck by a free moving car.

Hazardous materials cars not listed above must not be included in the "NO HUMP" block.

NOTE: Asterisk indicates that restriction applies to tank cars only.

69(a). The following types of cars must be in the No Hump block entering Bellevue Yard on the head end properly spaced.

- (1) Dangerous No Humps
- (2) Loaded Wheel Cars
- (3) Passenger coaches unless otherwise restricted.
- (4) Over-dimensional loads that clearance message prohibits being humped or requires being moved with motive power attached. All trains arriving Bellevue Yard will notify the Route 4 Operator of the number of cars in "Do Not Hump" blocks and the location of these cars in their train.

70. When crews of Norfolk Southern operate over another railroad, they will be governed by that carrier's rules and special instructions.

Also, when foreign line crews operate over Norfolk Southern, they will be governed by Norfolk Southern Operating Rules and special instructions.

71. On-track equipment and occupied camp cars must not be set off in tracks used for operating purposes without first notifying the dispatcher or yardmaster. 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.

72. Rolling stock set off on line for storage must clear public crossings at grade by at least:

Ohio - 500 feet
 Indiana - 1500 feet
 Michigan - 500 feet
 Illinois - 500 feet

73. When a caboose is placed in/on a train, it will be handled on the rear of train unless otherwise authorized.

74. All air hoses on all air-operated quick-dump (Rapid Discharge) hopper cars, loaded or empty, must be coupled and have fully-charged main reservoir pressure on the dump train line (automatic dumping system).

75. Loaded multi-level cars must not be placed for movement in trains behind open top hopper cars or gondolas loaded with stone, gravel, sand, lime, coal, or soda ash.

76. Beer moving in TOFC/COFC service will not be humped and will not be cut loose in motion at non-hump yards.

77. Before a dispatcher authorizes a train to proceed past a signal displaying a Stop Indication, he must ascertain that the train has stopped. After Dispatcher has received information from the train, that it has stopped, he may then authorize it to proceed.

78. INSTRUCTIONS CONCERNING THE USE OF TOILET FACILITIES ON LOCOMOTIVES AND OCCUPIED CABOSES.

- (1) Prior to departure, insure the presence on lead locomotive and caboose of waste receptacle with lid, secure toilet frame, and functioning urinal. Report any defects to immediate supervisor, and obtain necessary supplies from servicing personnel.
- (2) To use, insert bag in facility and drape over seat portion of frame.
- (3) After using, remove the bag and securely apply a bag tie, deposit the bag in waste receptacle, and replace receptacle cover. THE BAG AFTER USE, IS NOT TO BE DISPOSED OF IN ANY OTHER MANNER.

79. Cars NW 525032 and 527212 may be handled in all freight trains on NS without restriction. This includes movement in rail-highway trains at maximum authorized rail-highway or passenger train speeds not to exceed 60 MPH. In yard operations, the following restrictions will apply.

1. Must not be humped.
2. Must not be switched with motive power detached.
3. Couple to this car with no more force than necessary to make coupling.

80. Reverse movements with Triple Crown Service trailers, either in a yard or on line of road, may be made only when absolutely necessary and then under the following conditions:

- (1) Reverse movement may be for a short distance only and at a speed not exceeding 5 MPH.
- (2) All locomotives except the controlling locomotive must be isolated.
- (3) Caution must be used in handling locomotive brake, automatic brake, or dynamic brake; with amperage being limited to a safe level.

81. TRAIN INVOLVED IN CROSSING ACCIDENTS

Conductor will turn in at his final terminal the following:

1. Form 6664.
2. CT-25-A's.
3. Copy of Train Consist.
4. His copy of Dispatcher's notice issued for his train.

84. Double stack cars must not be moved between origin ramp or interchange points and destination ramps or interchange points except as provided in the attached instructions.

Exceptions to these instructions must be authorized by Service Control, Operations Control Center.

Departing Origin Ramp	Destination Ramp	Height Restriction	Destination Jct.	Height Restriction
Buffalo	Columbus, OH Landers	19'3"	Chicago	19'3"
		19'3"		Kansas City
Chicago	Atlanta	19'3"	Buffalo, NY	19'3"
	Columbus, OH	19'3"		
	Detroit	19'3"		
	Georgetown, KY	19'3"		
	Welland	19'3"		
Columbus, OH Landers		19'3"	Chicago	19'3"
			Kansas City	19'3"
Detroit			Chicago	19'3"
Welland	Columbus, OH Landers	19'3"	Chicago	19'3"
		19'3"		
Landers	Atlanta	19'3"	Chicago	19'3"
	Columbus, OH	19'3"		
	Detroit	19'3"		
	Georgetown	19'3"		
	Welland	19'3"		
			Buffalo	19'3"

Double stacks exceeding 19'3" must not be handled on Lake Division.

19'3" high double stacks moving over this route must be confined to the Westbound Track at Fort Road overhead bridge, MP D-5.77, Detroit.

Where clearances permit, double stack cars may be operated on scheduled trains handling conventional equipment.

Double stack cars must not be humped.

100. Signal Rules in Effect:

Between	And	Track(s)	ABS	TC	251	MBS
East End Star Yard, M.P. N-602.1	Gallia Street	Westward	X		X	
*Gallia Street	East End Star Yard, MP N-602.1	Eastward		X		
*Gallia Street	Portsmouth, MP N-607.1	Both		X		
Portsmouth	Vera	Westward	X		X	
Vera	Portsmouth	Eastward		X		
Vera	Clare	Single		X		
Clare	Red Bank	Both		X		
Vera	West End D. T. Omega	Both	X		X	
East End D. T. Omega	East End D. T. Lunbeck	Single		X		
East End D. T. Lunbeck	West End D. T. Chillicothe	Both		X		
West End D. T. Chillicothe	East End D. T. Scioto	Single		X		
East End D. T. Scioto	Bannon Interlocking	Both	X		X	
Bannon Interlocking	C. W. Tower	Westward		X		
C. W. Tower	MP 703.1	Eastward		X		
MP 703.1	Bannon Interlocking	Both	X		X	
C. W. Tower	Powell Road	Single		X		
Powell Road	MP 26	Both		X		
MP 26	Troyton	Westward		X		
Troyton	MP 26	Eastward		X		
South Marion	South Marion	Single		X		
Harvey	Harvey	Both		X		
Harvey	Chatfield	Single		X		
Chatfield	North Carrothers	Both		X		
North Carrothers	Bayside	Single		X		

* Within Traffic Control limits on Eastward main track between east end Star Yard MP N-602.1 and Gallia Street, and on eastward and westward main tracks between Gallia Street and Portsmouth, MP N-607.1, permission must be secured from the Columbus District dispatcher before reversing any hand-operated switch or removing padlock from an electric lock.

100. Signal Rules in Effect:-(Continued)

Between	And	Track(s)	ABS	TC	251	TTA
CP Draw	GB	Both				
GB	UD	Single	X		X	
UD	KM	Both		X		
KM	Kimball	Single	X		X	
Kimball	Rt. 99	Both		X		
Rt. 99	Bragg Road	Eastbd.		X		
Rt. 99	Bragg Road	E-2		X		
Bragg Road	Miniplant	So. Bypass		X		
Rt. 99	End TC (Sig. 243.5)	Runner		X		
Homestead	Xconians	Single		X		
Bellevue	Colby	Both		X		
Colby	Green Springs	Single		X		
Green Springs	Old Fort	Both		X		
Old Fort	Ilers	Single		X		
Ilers	FS	Both		X		
FS	DA	Both	X		X	
DA	Four Mile Rd.	Single		X		
Four Mile Rd	Runnion Av.	Both	X		X	
Runnion Ave.	Hadley	Both		X		
Hadley	Van Loon	Single		X		
Van Loon	110th Street	Both	X		X	
110th Street	Pullman Jct.	Single		X		
Pullman Jct.	81st St.	Both		X		
W.I. Jct.	Forest Hill	Both		X		
Forest Hill	Ashburn	Single		X		
Ashburn	Palos Park	Both	X		X	
Palos Park	Brisbane	Single		X		
Brisbane	End of Iw. Tracks	Single	X		X	

ABS—Automatic Block System; TC—Traffic Control; 251—Operating Rule 251 in effect; TTA—Timetable Authority; TO—Train Order Authority.

100. Signal Rules in Effect:—(Continued)

Between	And	Track(s)	ABS	TC	251	TTA
Delray	Ecorse Jct.	Both				
Oakwood Jct.	Belleville	Both	X	X	X	
Belleville	Whittraker	Single		X	X	
Whittraker	West Milan	Both	X	X		
West Milan	Rasin Center	Single		X		
Rasin Center	Stan	Both		X		
Stan	Mode	Single		X		
Mode	Montpelier	Both		X		
Montpelier	NE	Single	X	X	X	
NE	Hugo	Both		X		
Hugo	Junction	Single	X	X	X	
Junction	West Peru	Both		X		
West Peru	MO Tower	Single		X		
MO Tower	Erie Jct.	Both	X	X	X	
*MO Tower	Frankfort	Single		X		
Erie Jct.	Valley	DT&ST		X		
Clare	Butler St.	Single		X		
Mill	West Wayne	Single		X		
New River Jct.	New Haven	Single		X		
Woodburn	Michigan City	Single				X
Argos	Montpelier	Single				X
Delmont Jct.	MP 203.7	Single				X
Pine		Single				X

*CSXT Timetable and Book of Rules apply.

ABS—Automatic Block System; TC—Traffic Control; 251—Operating Rule 251 in effect; TTA—Timetable Authority; TO—Train Order Authority

101. YARD LIMITS (Indicated by Yard Limit Signs)
Cincinnati, Columbus and Sandusky Districts

Circleville, MP N-671.9 to MP N-677.1
Columbus, MP N-694.9 to MP S-1.1
Portsmouth, MP N-603.2 to MP N-610.6
Portsmouth, MP N-603.2 to MP CT-104.2
Clare, MP CT-10.6

Buffalo and Cleveland Districts

Buffalo, MP B-6.62 to MP B-2.4
Perry, MP PA-0.0 to End of Track
Cleveland, MP B-172.0 to MP B-195.4

Toledo District and Toledo Terminal

Toledo, MP T-8.0 to MP T-2.1
Delmont Jct., MP 10.3 to Waterville, MP 15
Summer St., MP TC-1 to MP TC-11
NS Maumee Connection, MP 5 to MP 12.6

Fostoria District

Fostoria, MP B-275.4 to MP B-281.9

Chicago District

Runnion Ave, MP B-372.4 to MP B-367.3
MP B-504.1 to MP B-515.8

Forrest District

W.I. Jct, M.P. C-8.0 to MP C-12.2

Detroit District

Detroit, MP D-0.0 to MP D-10.0
Milan, MP D-33.4 to MP D-39.8

Huntington District

NE, MP D-141.3 to Hugo, MP D-149.0
Peru, MP D-200.2 to W. Peru, MP D-204.5
Frankfort, MP SP-237.1

Maumee District

New Haven, MP TN-86.5

Michigan District

Argos, MP I-110.9

Delta District

Montpelier, MP TC-55.9

Gary District

Dillon, Kingsbury Wye, MP TC-203.7
Clarke Jct., MP TC-240

102. INSTRUCTIONS GOVERNING THE OPERATION OF
CONTROLLED ELECTRIC SWITCH AND DERAIL LOCKS

- (1) Obtain permission to operate the switch or derail.
- (2) Unlock switch padlock and open door of electric lock.
- (3) If electric switch lock mechanism indicates unlocked by means of a miniature semaphore in the vertical position or by an indicator reading unlocked, throw small lever to extreme left position. If miniature semaphore is in the horizontal position or indicator reads locked, the small lever cannot be thrown until unlocked.
- (4) Handle switch or derail in usual manner.
- (5) When movement through switch or derail is completed and switch or derail is restored to its normal position, the small lever in electric lock must be placed in extreme right hand position, door closed and locked and reported accordingly.

102. INSTRUCTIONS GOVERNING THE OPERATION OF CONTROLLED ELECTRIC SWITCH AND DERAIL LOCKS (Cont'd.)

(6) Trains or engines desiring to enter a switch equipped with an electric lock located outside the control limits must occupy track circuit in advance of switch for a period of one to six minutes before electric switch lock can be unlocked.

(7) Where signals are provided to govern movement through turnout equipped with electric switch lock, the electric switch lock must be restored to normal position and door closed after switch has been reversed, before signal can be cleared.

(8) Where hand throw derrails or inside switches are equipped with electric locks the Main track switch must be placed in full reverse position before derail or inside switch can be reversed and derail or inside switch must be restored to normal position and switch lock placed in the hasp before signals can be cleared.

(9) Seals must not be broken to obtain unlock without reporting seal number to and securing permission from dispatcher.

102(A). AUTOMATIC ELECTRIC SWITCH LOCKS

To enter switch, a car or engine must occupy main track in advance of switch before electric lock can be unlocked. For movement having cleared main track, obtain authority from dispatcher to occupy main track.

Switch may then be handled in accordance with instructions governing the operation of controlled electric switch and derail locks.

103. ELECTRIC HIGHWAY CROSSING SIGNALS.

When circuits are occupied by standing engine or car, available cut out device must be used to avoid unnecessary delay to highway traffic.

Operation of manual control devices for canceling automatic operation is restricted to the track occupied and when practicable, such controls must be restored to automatic operation before a movement is made over the crossing.

BUFFALO DISTRICT

105. NEW YORK STATE LAWS

The Public Service Commission shall have power through its members or responsible engineers or inspectors duly authorized by it to enter in or upon and to inspect the property, equipment, buildings, plants, factories, power houses and offices of the railroad company, including the right for such inspection purposes to ride upon any passenger or freight engine or train in service on presentation of proper identification.

No railroad, corporation or any officer, agent of employees thereof shall stop its cars or locomotives, upon a grade crossing of a railroad of another corporation for the purpose of receiving or delivering passengers or freight or other purpose.

When switching or when a train or cars are left standing on the approach track circuit of a highway flashing light signal causing the continuous operation of signal for any period of time longer than five (5) minutes a member of the crew or a qualified employee must be stationed at the crossing to facilitate highway traffic, advising such traffic when it is safe to cross.

106. BUFFALO

(a) Crews operating trains or engines east of CP Draw (except within Buffalo Jct. Yard) will be governed by CR Operating Rules and Instructions. CR Bulletins are maintained at Conneaut, Buffalo Jct. (Triple Crown) Dormitory, Ramp Office, and CR Frontier Yard.

(b) BETWEEN CP DRAW AND GB

All movements are under the jurisdiction of the NS Buffalo yardmaster or NS supervisor on duty at Buffalo.

Westward movements at CP Draw and Eastward movements at GB must not enter the main track without permission from the NS Buffalo yardmaster or NS supervisor on duty.

Westward movements must not pass GB without permission from the dispatcher.

(c) NS Yardmaster must not -

(1) Authorize a movement against the current of traffic between CP Draw and GB if a proceed signal has been authorized for an opposing train.

(2) Authorize a crossover switch at FY to be opened if a proceed signal has been authorized for the adjacent main track.

(d) Multi-level automobile rack cars must not be moved under the Elk Street Bridge at MP B-1.89 Buffalo Jct. Yard on Tracks 8, 9, 10.

(e) Cars loaded with double stack containers must not be moved under Elk Street Bridge on Yard Tracks 6, 7, 8, 9, and 10.

107. DUNKIRK

Between the hours of 10:00 P.M. and 6:00 A.M., engine whistle or horn will not be sounded when passing through Dunkirk, except in cases of fire or emergency.

109. ERIE

East Erie Commercial Railroad Connection.

Switch at top of grade must be lined for straight track when not in use.

110. Between M.P. B-49.5 and M.P. B-6.9 speed limit signs governing eastward movement will be placed to the left of the track.

BUFFALO AND CLEVELAND DISTRICTS

111. CONNEAUT YARD

(a) Westbound trains and eastbound trains must not depart Conneaut on a flashing red signal unless authorized by the dispatcher. Westbound trains may enter Conneaut Yard through designated track when the westward home signal at Orange Street is flashing red.

(b) Main track switches at east end of yard will be in charge of yardmaster when he is on duty.

(c) The main track switches at the east end of Conneaut Yard may be left lined and locked as last used. All trains and engines, and on-track equipment, will approach these switches expecting to find them lined against their movement.

(d)

292B

Aspect

Indication

Flashing Red or
Red over Flashing Red

Movements may pass signal at Restricted Speed to make switching movements but must not depart from that location, unless proper indication displayed, without first obtaining permission from Train Dispatcher or control station.

120. ASHTABULA

Lunar indicator light is placed on a mast to the right of track in the direction of movement at approximate cab height. When not lighted, trains must contact control station before blocking crossings. If lighted, trains may proceed in accordance with the rules.

Lunar lights are not to be considered as block signals.

Location

Direction

Main St., Ashtabula, M.P. B-128.5 Westward

124. BETWEEN UD AND M.P. B-195.40

(a) Eastbound trains and engines must not pass the Cleveland Yard limit at M.P. B-195.40 without permission from the yardmaster, Cleveland Yard.

(b) RU Control Operator must not line a route for any movement at Cloggsville Interlocking or East 37th Street Interlocking until authorized to do so by Yardmaster at Cleveland. This does not establish block protection.

(c) Within the limits of Cleveland Terminal, between UD and M.P. B195.40 trains or engines will not enter the main track through a hand operated switch or cross over from one main track to the other without permission of the Cleveland Yardmaster or the operator at RU. Operators at RU must obtain permission from the Cleveland Yardmaster before giving yardmaster's authorization for any movement to enter on the main track or cross over from one main track to the other.

Within these limits, operators or employee in direct charge of on-track equipment must, before entering or fouling either main track receive authority from the Cleveland Yardmaster and must know the yardmaster has arranged for protection against all trains and engines moving in either direction on the segment of track to be used.

Cleveland Yardmaster must establish positive protection for on-track equipment against train or engine movements in either direction on the segment of track to be used and must make a record of protection established and Track and Time limits authorized.

When relieved, the yardmaster must make a written transfer to the relieving yardmaster concerning on-track equipment that has been authorized to occupy either main track between UD and M.P. B195.40, but has not yet reported clear.

125. EUCLID

(a) **Chase Track** is a yard track extending from UD to Wickliffe siding and may be used under direction of yardmaster.

(b) **Chardon Road** - When westward signal at MP B-173.3 is displaying a stop indication, a train or engine must not proceed without permission from the dispatcher.

(c) A sign, black letter C on white background, 300 feet west of automatic block signal 173.4, near Chardon Road, indicates the point at which the automatic crossing protection will be actuated when signal 173.4 is displaying Restricting aspect.

(d) Cars must not be backed over Chardon Road crossing without trainmen flagging the crossing at the time of the movement regardless of other crossing protection.

(e) Highway crossing track circuits on North Lead extend 280 feet east of crossing. Cars should not be left standing on this circuit except in case of emergency. If necessary to leave cars standing on this circuit, the crossing gates can be raised by operating stencilled manual control device.

126. CLEVELAND

(a) Eastward automatic block signals 1804, 1788, and 1774 will display a flashing green for Clear and a flashing yellow for Approach. Rules 281 and 285, Book of Rules, modified accordingly.

(b) When trains or engines are stopped on the eastward track between E. 75th St. and Doan Avenue, East Cleveland, employees, before alighting from the south side, should make sure that no trains are closely approaching on the adjacent Rapid Transit track.

(c) Multi-Level cars, loaded or empty, are prohibited on tracks leading to the Hi-Level, Broadway Yard.

(d) Cleveland Drawbridge (M.P. B-184.5)

When operator is not on duty, and governing home signal indicates Stop, train and engine crew members will be governed by instructions posted at the Drawbridge.

In addition to complying with the above, eastward movements on the eastward track must not proceed without permission from the control station or Cleveland Yardmaster.

127. AVON

Riding the side of cars inside buildings at B. F. Goodrich is prohibited.

128. BETWEEN SHEFFIELD AND SOUTH LORAIN ON CONNECTION TRACK

Trains or engines moving in either direction between south wye switch Sheffield and CR connection at South Lorain must obtain permission from operator at Lorain before proceeding and must notify control station of their arrival.

Movements between south wye switch at Sheffield and South Lorain must be made at a speed that will permit stopping within one-half the range of vision, with a maximum speed of 10 miles per hour.

Distance between Sheffield and CR connection is 2.0 miles.

128(a). SHEFFIELD (LAKE BREEZE ROAD, MP B-207)

When westbound signal is displaying stop, trains or engines must not proceed without permission from the dispatcher.

129. LORAIN

The RU Control Operator must not line a route for any NS movement between Leavitt and RU until authorized to do so by Train Dispatcher at Brewster.

130. SHINROCK

Shinrock Connection and Huron Yard, yard limits are in effect and Rule 93, Book of Rules, will apply.

131. AVERY

Account close clearance, employees must not ride side of equipment on Slate Track-Certainteed nor on building side of paper track.

150. TOLEDO

(a) All movements between Homestead, Ironville, Manhattan Jct., Cherry Street, and over Toledo Belt are under direction of supervisor on duty.

(b) Westbound trains must receive permission from Yardmaster or Supervisor on duty before entering Homestead Yard limits. Eastbound trains must receive permission from Brewster Dispatcher and Homestead Yardmaster/Supervisor on duty before departing Homestead Yard.

(c) Switching on Maumee River Bridge 2.83 is prohibited.

(d) Between Walbridge Jct. and Byrne Rd., all switches will be left lined as last used, and trains, engines, or on-track equipment must approach same expecting to find them lined against their movement. Operating Rule 105 applies.

(e) Main track between west end Sumner Street yard and Delmont Jct. is within yard limits and Rule 93, Book of Rules, applies. Maximum authorized speed is 15 MPH.

(f) All movements between west end Sumner St. yard and Delmont Jct. are under the jurisdiction of yardmaster at Homestead, or direction of the trainmaster on duty.

(g) Toledo Terminal Tracks shown below are designated as follows:

Delmont Jct. to Warnick Jct. — Runner

Gould to Wallbridge Jct. — #1 Gould

Delmont Jct. to Sumner St. MP T-1.0 — Main

Manhattan Jct., MP T-2.1 to Lollendorf Rd., MP T-7.5 — Toledo Runner

All switches on the Toledo Runner Track will be left lined as last used, and all trains engines, and on-track equipment approaching these switches must expect them to be lined against their movement.

(h) Normal position for the following switches will be as indicated below:

1. Wanick Jct. and Delmont Jct. — Lined for movement to or from main track to runner track
2. Delta District and Waterville Lead — Lined for movement to or from Waterville Lead

151. FREMONT SWITCHING LEAD (Between MP 265.5 and MP 268 on Conrail Acquisition)

(a) Yard limits are in effect on the Fremont Switching Lead in its entirety and Rule 93, Book of Rules, applies.

(b) All trains and engines operating on any of these tracks must move prepared to stop within one-half the range of vision but not exceeding 15 MPH, except that a speed of 10 MPH must not be exceeded over Bridge 2191.

(c) Only single 4-axle units are permitted on S.E. Hyman Co. and Home Sand & Coal Co. tracks, Fremont.

(d) Locomotives not permitted on the 218-foot extension on Old Main Dock track serving Burns Iron & Metal Co., Fremont.

(e) Employees are prohibited from riding the top or sides of cars in the vicinity of the tomato paste unloading shed on "A" tracks, H.J. Heinz Co.

152. BELLEVUE TERMINAL

(a) 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 the Old Tin Shanty, on any track, except the South By-Pass Track, without authority of the Ranger Tower Yardmaster. 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) Power operated switches must not be thrown by hand without receiving permission from the Route 4 Control Station. After throwing switches by hand, the switch may be left in either normal or reverse position, as directed by the Control Station.

(d) Electrically powered yard switch machines are in service at the east end of the A-tracks, on the west end of Tracks A-7 through A-11 and associated crossovers approaching the hump, and on the Duck-Under Track.

YM-4 dual control switch machines have been installed at the east end of the A-Yard at switch locations A1E, A2E, A3E, A4E, and A6E. To operate the YM-4 switch by hand the following procedure should be followed:

1. Secure permission from Route 4 Control Station to manually operate the switch.
2. Unhook the hand throw lever and depress the foot latch. NOTE: Depressing the foot latch removes the switch from power operation and places it in hand operation.
3. Operate the hand throw lever to insure that the lever is engaged with the switch points.
4. Line the switch for the desired route. Foot latch must remain depressed (hand operation) until the entire movement has cleared the switch.
5. Unless instructed otherwise by the Control Station, switches must be restored to motor operation after the movement is completed, by returning the hand throw lever to the lever rest, releasing the foot latch, and securing the switch by hook or staple.

YM-2 dual control switch machines are in service at the east end of the A-tracks at locations not equipped with the YM-4 switch machines, on the west end of tracks A-7 through A-11 and associated crossovers approaching the hump, and on the Duck-Under Track. These machines are equipped with "Local Station" and may be operated manually when authorized by the Route 4 Control Station. The 3-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 for the desired route, and the indicator light will indicate accordingly. If indicator fails to light, switch points must be examined to determine that movement over them may be made safely. See Rule 104(b), Book of Rules.

(e) Trains and engines must not enter leads at the west end of the A-tracks without authority of the Hump Yardmaster.

(f) On the "B" Yard switching lead, eastward movements will be authorized by the Ranger Tower Yardmaster. Westward movements will be authorized by the Hump Yardmaster.

(g) Dwarf signals are in service on both the east and west ends of the W-tracks (W-1 to W-5 inclusive) for the purpose of indicating blue signal protection. A yellow light displayed indicates use of the track is permitted. A flashing blue light indicates workmen are on, under, or between equipment. Rule 26, Book of Operating Rules, applies.

(h) Track #20, West Yard, is a running track under the jurisdiction of the Ranger Tower Yardmaster. Track #1 pullback, previous #21 track, and #2 pullback, previous old main are under the jurisdiction of the Ranger Tower Yardmaster.

(i) When switch indicator on east switch of crossover between the Shop Lead and #1 bowl track displays a yellow indication, crossover movement into the bowl must not be made without permission from the Hump Yardmaster.

(j) North Duck-Under lead and east and west legs of Wye track are governed by automatic dwarf signals which will clear for movement on approach if route is clear. Power switch located just north of the underpass dividing east and west leg of Wye is under control of the Route 4 Control Station.

(k) Hump Signals

The humping operation signals located at the apex of the hump are defined as follows:

Fixed Signals governing Eastward Movement from the Bowl Tracks are:

Name	Aspect	Indication
Trim	Green	Permissible to enter leads at Eastend of Bowl
Stop	Red	Stop, Do not enter leads at Eastend of Bowl

Fixed Signals governing Westward Movement approaching the hump are:

Hump Fast	Green	Shove to the hump
Hump Slow	Yellow	Hump at requested speed
Stop	Red	Stop
Trim	Green-"T"	T in the center, shove trim

Locomotive Cab Signals used in Humping Operations are:

Hump fast	Green	Shove to hump
Hump slow	Yellow	Hump at requested speed
Back up	White	Back up
Stop	Red	Stop

(l) Locomotive Facility Warning Light System

The following instructions are issued to govern employees in using the warning light system installed on Bellevue Locomotive Service Tracks:

1. The hostler moving the engines is responsible for hanging the blue tag on the throttle stand of the West unit once the unit or consist is in position to work. He will then turn on the warning light for that track.

2. Each pit workman, including the hostler, intending to work the track is to hang his craft's tag on the hook corresponding to that track.

3. Each pit workman, including the hostler, removes his craft's tag from the hook when he is done working the track governed by the hook. The last person removing tag is responsible for turning off the light.

4. A man from the shop working a track will hang a shop tag on the corresponding hook for the track he intends to work.

5. Any person who turns on a warning light must be sure a blue tag is on the throttle stand of the West unit on the track protected by that light.

6. No engines are to be moved on a track as long as its warning light is turned on. No tracks are to be worked unless its warning light is on. No lights are to be turned off unless all tags are removed from its hook.

7. If a second tag has been placed on the throttle stand, then the hostler is to remove only the tag he applied. He will still be governed by Rule 1300 (c) and be unable to move the engines.

If a person is working a unit and has not placed a tag on the corresponding hook governing that track, then that person is not part of the group of workmen covered by the tag on the throttle stand and is in violation of Safety Rule 1300 (c).

The warning light is only a light and does not provide blue flag protection alone. The throttle stand on the West unit must be tagged to provide complete blue flag protection. Each workman who hangs a tag on the light hook working that track, designates himself as part of a group of workmen under the protection of the throttle stand tag.

(m) BELLEVUE—YEOMANS CONNECTING TRACK (LAKE SHORE CONNECTION)

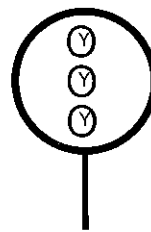
- (1) Use of this track is governed by Route 4 Control Station.
- (2) Movements to and from the connecting track from Bellevue will be made on signal indication.
- (3) Movements will not enter the connecting track from Yeoman's Siding until authorized by the Route 4 Control Station.
- (4) Eastward movements must not foul or enter Yeoman's siding without permission of the WLE Dispatcher.
- (5) After use, the switches of the crossover between Yeoman's Siding and the connecting track must be left lined for movement on the siding.
- (6) All movements on the connecting track must be made at a speed that will permit stopping within one-half the range of vision, but not exceeding 15 MPH.

(n) SANDUSKY DISTRICT:

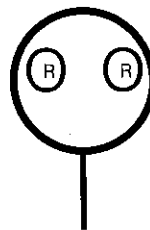
(1) The Sandusky District between Bellevue yard limit at M.P. 93 and Sandusky, including Sandusky Yard, is under the jurisdiction of the Superintendent, Bellevue Terminal.

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

(3) The following signal aspects are authorized and will be displayed for movements through the Bay Jct. Interlocking at Sandusky, Ohio, MP 109.3:

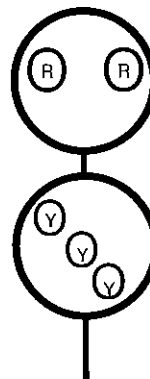


Name: Clear
Indication: Proceed at Prescribed Speed



Name: Stop
Indication: Stop

R = Red Y = Yellow



Name: Restricting
Indication: Proceed at Restricted Speed

R = Red
Y = Yellow

(o) TOLEDO DISTRICT — Klines Yard:

1. Eastbound trains must not proceed beyond Kilbourne Street until it is known that movement may be made beyond Mad River Connection.
2. The following additional aspects are authorized and can be displayed by (1) Eastward Home Signal West End Bellevue Yard, M.P. T-50.8.

Additional Aspects Indication

Red Over Flashing Red or Flashing Red	Trains, engines, and yard engines may pass signal at restricted speed to make switching movements but must not depart until proper signal is displayed or unless authorized by Control Station.
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(p) When locomotives are left on Engine Servicing Facility Track(s) at Bellevue, Ohio; it will be necessary to apply the hand brake on the controlling unit only.

All other requirements contained in Rule L-236 remain in full force.

(q) Caboose may be humped at Bellevue without an employee riding the caboose to control the movement.

(r) Loaded wheel cars may be humped to a clear track at Bellevue without an employee riding the car to control the movement.

(s) Loaded traction motor cars in Series SOU 911802 through SOU 911815 may be humped to a clear track at Bellevue without an employee riding the car to control the movement.

PORTSMOUTH YARD

204. All westward trains using:

Westward main track — unless otherwise instructed will stop clear of West Avenue.

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

Eastward main track — will stop short of East Yard pullout switch, M.P. N603.8, near West Avenue.

All trains will be yarded beyond these points only on instructions from the yardmaster at Portsmouth or other proper authority.

205. 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 N603.7 must not be made without permission of the dispatcher who must arrange for protection against opposing movements before granting such permission.

208. Trains arriving Portsmouth Yard should, when practicable, spot the head end of train at ground air plug.

209. All eastbound movements entering Portsmouth Yard will communicate with the Yardmaster at Portsmouth Yard prior to passing signal at Hutchins Street, regardless of the aspect displayed by the signal at Hutchins Street.

210. Unless governed by signal indication, all trains and engines must approach pull out switch located eastward main track at MP N-603.8 near West Avenue, Portsmouth Terminal, prepared to stop. The switch will be lined and locked as last used unless otherwise instructed and movements approaching it will expect to find it lined against their movement.

COLUMBUS, SANDUSKY DISTRICTS

211. When the signal at the locations shown below displays a Stop indication, a train or engine governed by that signal must not proceed except as indicated:

Eastward signal west of Waverly at MP N636.5—permission from dispatcher at Portsmouth.

Westward signal at west end of Dorney, and eastward signal near M.P. N677, west of Circleville—permission from dispatcher at Portsmouth.

Westward signal at M.P. N695.1, Reeses—permission from the dispatcher at Portsmouth.

Eastward signal west of Bannon at MP N700.4 - permission from Dispatcher at Portsmouth.

211(A). Movements against the current of traffic must approach the following crossings prepared to stop and not proceed over them until it is known that automatic warning device has operated a sufficient time to warn highway traffic, or the crossing is protected by flag.

Circleville, on either track, all crossings;

Valley Crossing, on either track, Williams Road.

212. Between Valley Crossing interlocking and the westward holdout signal at MP N695.1, movements against the current of traffic on the westward main track will be authorized by the dispatcher at Portsmouth. Eastward movements given this authority MUST NOT proceed east of the westward hold-out signal at MP N695.1.

Movements must not enter this track section through a hand-operated switch without first securing permission from the dispatcher at Portsmouth.

213. To minimize blocking of farm crossing at MP S27.2, 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 S26.

214. To prevent wheel slip and excessive drawbar force between MP N704.5 and MP S1.7 (between west crossover switch east of CW Diamond at Interstate 71 overpass), westbound trains must not exceed throttle position No. 7.

Your attention is called to Rules L-206 and L-241, NS-1 Rules for Equipment Operation and Handling.

CINCINNATI DISTRICT

215. NS crews operating over CR or CSXT must provide themselves with and be governed by their respective timetables and Book of Operating Rules.

216. NS crews operating over Kentucky Division must provide themselves with and be governed by current Kentucky Division timetable.

217. Cincinnati District crews must promptly contact operator at Gest Street if delayed on CR or CSXT between Clare and Gest Street.

FOSTORIA DISTRICT

218. On two or more tracks, trains or engines will not cross over from one main track to another through a hand-operated switch nor enter a main track through a hand-operated switch without permission from the dispatcher.

219. Lunar indicator lights are placed on a mast to the right of tracks in the direction of movement at approximate cab height. When not lighted, trains must contact control station before blocking crossings. If lighted, trains may proceed in accordance with the rules.

Lunar lights are not to be considered as block signals.

Location	Direction
*Kilbourne Rd., west of Bellevue	Eastward
East of Green St., New Haven	Westward
*Lunar light placed on outside of both main tracks. When governing lunar light is not lighted, trains of more than 80 cars will contact control station before blocking crossings.	

220. MAPLE GROVE

To enter the Main Track from the IHRC, transfer MP B269.3, permission must be obtained from the train dispatcher. After permission has been granted, the padlock will be removed from the Main Line switch and a waiting time of 15 minutes is required before the electric lock will release the switch lever.

221. YARD LIMITS - FOSTORIA, OHIO

Within the yard limits Fostoria District between Ilers, MP B275.4 and FS, MP B281.9, all movements are under the jurisdiction of the train dispatcher.

No train or engine will enter the main track or cross over from one main track to the other through hand-operated switches within these limits without his permission.

Movements against the current of traffic within these limits may be made upon permission of the train dispatcher who will arrange for protection against opposing movements.

Operation of on-track equipment will be under the provisions of Operating Rule 809.

222. ADM-FOSTORIA TRACK #1

All cars must be left east of new construction account close clearance on south side of car.

223. At Fostoria, Ohio, no car longer than 60 feet in length is permitted on track leading to Pit - MP B279.1.

224. DA

Westward trains for the Lima District must not pass Stop signal at DA until authorized by both the Fostoria District and Lima District dispatchers.

225. NORTH FINDLAY

Public crossing on Whirlpool track must be protected by member of the crew before making movements over the crossing.

226. LATTY

Any train at Latty, Ohio to meet or wait for other trains will cut, IMMEDIATELY, any crossing which is blocked. Dispatcher will, before the train arrives at Latty, inform train via radio to cut the crossing, however, if there is no radio contact with the dispatcher, the crew will immediately cut any crossing after stopping. Crew member will remain at any crossing which is cut and, if the wait reaches one (1) hour, the train will be made solid and air restored and then, if necessary, recut the crossings.

227. CASAD

Because of track curvature, the following diesel locomotive units are restricted from entering Casad Industrial Park:

GP-30	522 through 565
GP-35	200 through 239
GP-35	1300 through 1328
GP-35	2910 through 2918
GP-38	4100 through 4159
GP-40	1329 through 1388
GP-40	1580 through 1624
EMD SD-40-2	6073 through 6207
EMD SD-50	6500 through 6553
G.E. C-30-7	8000 through 8082
G.E. C-36-7	8500 through 8563

Trains and engines using tracks in Casad Industrial Park must not exceed 10 MPH.

CHICAGO DISTRICT

228. Location of Hold Out Lunar Lights.

1. Indicator located east of Oakley Street, Hammond, M.P. B503.5, will display one (1) Lunar White light when westward home signal at CR displays proceed indication.
2. Indicator located 300 feet east of Torrence Avenue, Chicago, M.P. B507.3, will display one (1) Lunar White light when westward home signal at Cummings Drawbridge displays proceed indication.

229. Four Mile Road:

(a) (Red over Flashing Red) on westward home signal governing movement from north lead. (Flashing Red) on eastward dwarf signal governing movement from westward track. Yard engines and engines may pass this indication at restricted speed to make switching movements but must not depart from East Wayne Yard.

(b) Crews of eastward trains will contact yardmaster for yarding instructions prior to passing home signal at Four Mile Road.

(c) All movements using Falstaff Brewery track must protect Wayne Street crossing by having man on the ground in advance of each movement over the crossing.

(d) Within the yard limits between Runnion and Four Mile, all movements are under the jurisdiction of the train dispatcher.

No train or engine will enter the main track or cross over from one main track to the other through hand-operated switches within these limits without his permission.

Movements against the current of traffic within these limits may be made upon permission of the train dispatcher who will arrange for protection against opposing movements.

Operation of on-track equipment will be under the provisions of Operating Rule 809.

230. EAST WAYNE YARD:

Speed is restricted to 10 MPH for all trains and engines using any track other than a main track at East Wayne Yard between Four Mile Road, MP B367.2 and Hartzell Road, MP B365.5.

CHICAGO TERMINAL

231. Operations between east end Hobart and Manhattan are under the jurisdiction of the Terminal Superintendent, Chicago Terminal.

232. When the westward home signal located east of Columbia Ave., MP B502.5, Hammond, displays a Stop aspect, train or engine must not proceed without permission of the control station at Hammond Interlocking.

233. Any car exceeding 72 feet in length cannot be moved in or out of Osborn Yard.

234. Calumet Yard:

(a) All trains or engines entering or leaving Calumet Yard must have permission of the yardmaster.

(b). The hand-thrown derail in place at the west end pocket (Caboose Track) is there to provide the Mechanical Department forces with the ability to protect themselves in accordance with NS Safety Rule 1300 without affecting the alignment of the No. 15 crossover switches.

Normal position for the derail will be locked in non-derailing position. It will be locked in derailing position only when being utilized by Mechanical Department forces when inspecting equipment in the pocket.

The above does not relieve employees from compliance with NS Operating Rule 105 when operating in and out of the pocket.

235(a). The main track between 110th St. and Pullman Jct. is designated as the "High Main," and the main tracks between Pullman Jct. and 81st St. are designated a "NS No. 1" (north track) and "NS No. 2" (south track). Movements between 110th St. and 80th Street are under the jurisdiction of the Control Station at Cummings. Derails and banners are located in the territory as follows:

- MP B-510.2—on former CWI track east of 109th St. Connection
- MP B-510.3—clearance point at the east end of the Pass
- MP B-512.0—clearance point at the west end of the Pass
- MP B-512.0—clearance point at the west end of the North Pullman Siding

All derails, after use, must be restored and locked in normal (derailing) position.

(b) The normal position of the switch at the west end of the Pass and the North Pullman Siding is lined for the Pass. This switch must be left in normal position after use and locked.

(c) Movements at Pullman Jct. to and from the Fordham (ICG) Connection will be governed as follows:

Permission to enter or leave the main track via the electrically locked switch at the Fordham (ICG) Connection must be obtained from the Control Station at Cummings.

(d) Movements on the Fordham (ICG) Connection must not foul CRL track until gate has been lowered over CRL track. CRL gate must be restored to normal position when movement clears CRL tracks. Note: CRL gate is located on the northeast side of the Fordham (ICG) Connection at the CRL crossing. The normal position of the gate is in the raised position to permit CRL movements. CRL gate is lowered by pressing button marked "LOWER" located in box on side of gate. After movement, restore to normal position by pressing button marked "RAISE" and holding button IN until gate is restored to upright position.

(e) Movements will be governed by signal indication at BRC crossing.

(f) Movements on CRL tracks at Pullman Jct. will be governed by signal indication. If Stop signal is encountered and communication with the Control Station at Cummings fails, placing switch key in key box located to the right of CRL tracks on each side of NS crossing will enable movement on CRL to receive a signal to proceed if route is clear.

"Flashing Red" aspect will be in effect on the CRL signals at Pullman Jct. When signal displays "Flashing Red" and switches are properly lined and route is clear, train and engines may pass signal at restricted speed to make switching movements or to return to train but must not depart until proper signal is displayed unless authorized by the Control Station at Cummings.

237. Before a train or engine enters or fouls the ICG main track at 95th Street, permission must be obtained from the ICG Train Director via radio.

238. Northbound trains operating over IC trackage must obtain permission from the Control Station at Cummings prior to entering CRL Track # 14 at 95th Street.

239. Movements to enter at 109th Street to and from former CWI tracks.

1. Permission to enter or leave the High Main via electrically locked switch at 109th Street must be obtained from the Control Station at Cummings.
2. Deraill on former CWI track and High Main switch at 109th Street must be restored to normal position when movement clears.

240. Between Osborn interlocking and 110th St. interlocking all trains and engines must not enter the main track or cross over from one main track to the other without first securing permission from the control station at Cummings.

Movements against the current of traffic within these limits must not be made without first obtaining permission from the operator at Cummings, who must arrange for the protection of such movements.

241. The lineup system will not be in effect for the movement of on-track equipment on the Chicago District between Van Loon, MP B497.8, and 80th Street, MP B515.8; and Operating Rule 819, as supplemented by these instructions will govern.

Before on-track equipment enters or fouls a main track within these limits the Operator or employee in direct charge must secure permission from the Operator at Cummings Drawbridge. Before granting such permission, the Operator at Cummings Drawbridge must:

1. Know that the track section to be entered is clear of both opposing and following trains and engines, and he must so advise the Operator or employee in direct charge of the on-track equipment. Operator must confer with Dispatcher before permitting any movements between State Line and Van Loon.

2. Provide block protection against both opposing and following trains and engines by use of a controlled signal. To provide block protection, the Operator at Cummings Drawbridge will make necessary arrangements with the control station for protection at Van Loon, Osborn, Hammond, State Line or Burnham in establishing block protection. Protective blocking must be applied to each control machine and the Operator, Cummings Drawbridge, will record on Form 23 the Operator's name, location, time, track involved and limits of protection.
3. Enter the movement on the prescribed form. (Track Time Form 23 will be used to record the movement of on-track equipment between Van Loon and 80th Street.)
4. Advise the Operator or employee in direct charge of the on-track equipment that his intended movement has been entered on the prescribed form and that protective blocking has been applied to the control machine(s).
5. The Operator or employee in direct charge of the on-track equipment must repeat all instructions received to ensure correctness. (Track and time limits will be recorded on and repeated from Form 23A.)

Movement of on-track equipment over railroad crossings within these limits must be made in accordance with Operating Rules 811 and 812, as applicable.

242. Trains and engines operating on foreign line roads in the Chicago area will be governed by the rules of the railroad on which they are operating. Employees assigned to passenger service will also be governed by the rules of METRA.

243. A push button is mounted on north end of signal case near the south switch at Orland Park, MP C-23.3. Southward moves passing the southward signal 232 may secure a proceed signal on northward signal 233 by unlocking push button box and depressing button for two seconds and then releasing. Insure box is locked after operating push button.

A push button is mounted on the southward signal at 159th Street, Orland Park. Southward moves passing the southward signal 25.9 may secure a northward signal 25.7 by unlocking push box button and depressing button for two seconds and then releasing. Insure box is locked after operating push button.

244. Trains performing station work or trains delayed between Ashburn and Palos Park will keep informed of the movement of other trains and permit them to pass without delay.

When Commuter Trains are stopped to receive or discharge passengers, a train or engine MUST NOT pass on an adjacent track.

245. The Operator at Landers will contact the CSXT Operator to establish signal protection against northward movements with the controlled signal at Forrest Hill, and for the BRC Dispatcher to establish signal protection against southward movements with the controlled signal at Belt Junction. In addition, the Operator at Landers must contact the BRC Dispatcher to establish signal protection against northward movements with the controlled signal at Belt Junction and for the Metra Dispatcher to establish signal protection against southward movements with the controlled signal at W. I. Junction.

The Operator at Landers must record all movements of on-track equipment that is authorized to operate between Forrest Hill and W. I. Junction on Form 23.

The Landers Operator will issue Track Time Form 23A between Forrest Hill and W. I. Junction after protection has been arranged.

DETROIT TERMINAL and DETROIT DISTRICT

247. Between Oakwood Jct. and West Milan, no train or engine will enter the main track or cross over from one main track to another through hand-operated switches without permission from the dispatcher. (Rule 404 also applies.)

Between Detroit and Delray, all train and engine movements within this territory will be made with the authority of the Operator at Delray Tower and in accordance with Operating Rule 93.

Authority from the Operator at Delray Tower is conferred by signal indication at Delray Tower, General Yardmaster at Oakwood or Yardmaster at 17th Street Boat Yard.

250. Unless otherwise instructed, hand-throw switches between Oakwood Junction and Ecorse Junction on the eastbound and westbound main tracks will be left lined as last used, and all movements must approach these switches expecting to find them in either position.

251. The maximum authorized speed on tracks 1, 2, 3, 4 and 13, class yard and track 15 in the eastbound yard and the Manifest Switching Lead is 15 MPH. All other tracks other than the main tracks are limited to 10 MPH unless otherwise restricted.

252. Operations between Detroit and MP 34 are under the jurisdiction of the Terminal Superintendent, Detroit Terminal.

253. The following will govern train and engine movement over spring switches on "Old Main" — Between Delray and West Detroit Interlockings:

- (a) Normal position for spring switches located at each end of double track is for movement with the current of traffic.
- (b) Electric spring switch indicators indicate position of switch points only, and;
 - (1) when indicator displays green, switch is properly lined; or
 - (2) when indicator displays red or is blacked out, train or engine must stop and examine switch points and, if necessary, properly line switch.
- (c) Trains or engines moving against the current of traffic approaching spring switch at either Delray or West Detroit must stop clear of spring switch and adjacent switch. Further movement may be made if home signal displays a proceed indication and no movement is approaching with the current of traffic.
- (d) Maximum permissible speed between Delray and West Detroit Interlocking:

Northward track	20 MPH
Southward track	10 MPH
- (e) Trains and engines must not exceed 10 MPH on curve between Delray and spring switch at south end of double track.

254. Trains or engines must not enter on or leave Rawsonville Spur, at M.P. D-26.6, without permission of the train dispatcher. Maximum authorized speed on Rawsonville Spur is 10 MPH.

255. The following instructions will govern train and engine operation at the Controlled Interlocking, Romulus, Michigan, M.P. D-19.0:

- (1) Movements approaching the Interlocking in either direction on either track must approach the home signal prepared to stop if the train or engine has averaged less than ten (10) miles per hour between the approach signal and the home signal.
- (2) If excess time is consumed by a westward movement on either track in approach to the home signal, the route established for the movement will be released and the home signal will change to stop. The proceed indication may be restored by pressing the reclearing button (located just west of the westward home signal) for the track to be used.
- (3) Permission must be secured from the dispatcher, in all cases, before a train or engine in either direction passes a home signal indicating stop. If the dispatcher cannot clear the governing home signal he will instruct a crew member to comply with the instructions posted in the emergency release box (marked NS and located in the northeast quadrant of the crossing). The emergency pushbutton must not be operated without permission from the dispatcher.
- (4) The dispatcher must not authorize a train or engine to pass a home signal indicating stop, or operation of the emergency pushbutton, until he has first conferred with the CSXT dispatcher and has determined that home signals for CSXT movements are in stop position.

Operating Rules 403, 441, and 461 are supplemented accordingly.

257. At Milan, speed on Wye track is restricted to 10 miles per hour.

(a) All trackage Ford Motor 5 MPH

258. Yard Limits — Milan, Michigan

Within the yard limits, Detroit District, between West Milan and Whittaker, all movements are under the jurisdiction of the train dispatcher.

No train or engine will enter the main track or cross over from one main track to the other through hand-operated switches within these limits without his permission. (Rule 404 applies).

Movements against the current of traffic within these limits may be made upon permission of the train dispatcher, who will arrange for protection against opposing movements. (NS Operating Rule 93).

Operation of on-track equipment will be under the provisions of Operating Rule 809.

259. Cone—Elevator track. Account close overhead clearance hicube cars, enclosed multi-level cars, or any other equipment which exceeds normal dimensions must not be placed or moved under grain spout (in either extended or retracted position).

260. Adrian.

- (a) Account close clearance on westward siding from a point 1200 feet east of west switch to west switch, employees must not ride side of equipment which is next to equipment on adjacent track.
- (b) Cars or engines must not be left standing on No. 1 track from Maumee St. to a point 700 feet east of Maumee St.
- (c) All yard tracks 10 MPH.

261. Tecumseh Branch.

- (a) Branch extends from GTW MP 44.2, (Page), to GTW MP 46.3, and timetable direction is northward from junction switch.

- (b) Branch is within Adrian yard limits and Rule 93, Book of Rules, applies. All trains and engines must move prepared to stop within one-half the range of vision but not exceeding 10 MPH.
- (c) Trains and engines must approach all road crossings equipped with automatic warning device prepared to stop, and must not enter any of these crossings unless automatic warning device has been operating a sufficient length of time to warn highway traffic or the crossing is protected by a crew member on the ground.
- (d) Trains and engines must stop (as prescribed by Timetable Rule No. 3) short of Lenawee County RR crossing, GTW MP 45.5, and must not enter crossing until it is seen that no crossline movement is on or closely approaching the crossing. Switch point derail located on south side of crossing must be properly lined before entering crossing and must be restored to derailing position after movement is completed.

MONTPELIER YARD

262. Within the yard limits between Montpelier and Mode, all movements are under the jurisdiction of the dispatcher.

263. Following switches are now equipped with electric locks, permission to enter or leave Main Track through these switches must be obtained from dispatcher. (NS Operating Rule 421).

- A. West end of West Yard MP D-97.2—(12 minutes time unlock)
- B. Toledo Main Crossover MP D-96.8—(12 minutes time unlock)
- C. Dunlap switch East Yard MP D-95.2—(12 minutes time unlock)

ST. THOMAS DISTRICT

264. The Lake Division Superintendent will have jurisdiction of NS operations on CN trackage, with District operations under the supervision of the Superintendent at Windsor.

HUNTINGTON DISTRICT

265. Due to excessive in-train forces being created due to tonnage length and rolling terrain between MP D-112 and MP D-107 on the Huntington District, the following train handling instructions are in effect.

All eastbound trains 4000 tons or over will arrange to have the throttle reduced to NO. 4 position prior to reaching MP D-111.5 and do not advance throttle until head end passes MP D-106. The above procedure will prevent severe draft and buff forces.

All westbound trains 4000 tons or more will arrange to have throttle reduced to No. 6 throttle position prior to reaching MP D-108. Do not advance throttle until head end reaches MP D-113.

266. A Lunar signal is located just east of North River Road, MP D-139.53. When not lighted, trains must contact control station before blocking crossings; if lighted, trains may proceed in accordance with the rules. Lunar lights are not to be considered block signals.

267. Within the yard limits between NE Interlocking and Hugo, all movements are under the jurisdiction of the dispatcher.

No train or engine will enter the main track or cross over from one main track to the other through hand-operated switches within these limits without his permission.

Movements against the current of traffic within these limits may be made upon permission of the dispatcher who will arrange for protection against opposing movements.

Operation of on-track equipment will be under the provisions of Operating Rule 809.

268. Westward trains not receiving a proceed signal indication at Hugo, will stop East of Brooklyn Avenue to clear flasher circuits.

269. There will be no cars left between Meyer Road and derail on hill at the Rod Mill (Phelps Dodge) for any reason.

270. Huntington.

(a) U.S. Minerals Corp.—Account close clearance, employees must not ride side of cars while adjacent to building.

271. Within yard limits between Junction and West Peru all movements are under the jurisdiction of the dispatcher at Fort Wayne. Movements against the current of traffic within these limits must not be made without permission of the dispatcher at Fort Wayne who must arrange for protection of such movements.

No train or engine will enter the main track or cross over from one main track to the other through hand-operated switches without his permission. (Rule 404 applies.)

All movements against the current of traffic within these limits must be made at a speed that will permit stopping within one-half the range of vision, but not exceeding 20 miles per hour.

Dispatcher at Decatur will not display a proceed signal for an eastward movement at West Peru without the permission of the Fort Wayne dispatcher.

All trains or engines must secure permission from the dispatcher at Fort Wayne to depart East Yard, Peru. It will be the responsibility of the conductor and/or engineer to secure this permission.

Operation of on-track equipment will be under the provisions of Operating Rule 809.

LIMA DISTRICT

272. FINDLAY

(a) Western Ave. Spur—Engines handling cars northbound must have air brakes operative on sufficient number of cars to permit control of movements.

(b) Western Ave. Spur—Movement over Lima Ave. must be protected by employee on the ground unless highway traffic signal is in stop position.

(c) Six-axle units are not permitted on "OA" siding, CSXT track, or Sugar Beet track. Five (5) MPH must not be exceeded on these tracks.

(d) To enter the Main Track from the industry track, permission must be obtained from the train dispatcher. After permission has been granted, the padlock will be removed from the main line switch and a waiting time of 8 minutes and 45 seconds is required before the electric lock will release the switch lever.

(e) All cars being spotted at National Lime and Stone Plant must be spotted from west end on both tracks for loading. All loads must be pulled from east end of both tracks. Unit is not permitted under the tipple on either track from east end. Unit is not permitted to occupy track 100 feet west of tipple on either track account of car mover in center of track and will not clear unit. Car mover will clear cars. Cars put in from west end have to be spotted within 20 feet of tipple.

NOTE: There is a car mover positioned between the rails of Tracks 1 and 2. Employees must ascertain that the car mover is properly recessed into the clear prior to moving cars on these tracks. They are located approximately in the middle of the track.

273. SOUTH LIMA YARD

(a) All trains and engines will approach the home signals at CSXT, South Lima Yard (CSXT Belt), interlocking, under full control, prepared to STOP and will not proceed unless home signal indicates proceed. Speed of engines between home signals must not exceed 20 miles per hour.

(b) Eastbound trains or engines may use Adgate extension when PROCEED indication is displayed on dwarf signal located at east end Adgate siding. When dwarf signal at east end Adgate siding displays STOP, the dispatcher must be immediately contacted for instructions.

(c) Westbound trains or engines desiring to use Adgate extension must receive permission from dispatcher.

(d) When Color Light type dwarf signals at clearance point of east lead switch, east end South Lima Yard, and Color Light type dwarf signals located at crossover west end South Lima Yard, display "Flashing Red," and switches are properly lined and route is clear, yard engine and engines may pass signals displaying such "Flashing Red" aspect at restricted speed to make switching moves, but no train or engine may depart from South Lima Yard except when proper signal is displayed.

(e) Eastward movements to proceed beyond Erie Junction will not foul the clearance point of the coach track switch at South Lima Yard Office unless a proceed indication is displayed on the eastward home signal at Erie Junction, or upon proper authority.

(f) Trains and engines must not exceed 10 MPH when operating on any track other than main track, South Lima Yard.

274. LIMA

Six-axle units are not permitted on BP Oil (Solar) and BP Chemical Plant (Petro) tracks.

275. SOUTH LIMA YARD, CSXT BELT CROSSING

Signals will govern movements on the NS main track, Adgate Ext., and yard lead at the crossover and turnouts used by the CSXT Belt in crossing over NS tracks.

NS trains or engines arriving at the crossing and finding home signals indicating STOP and no CSXT or NS train or engine approaching or occupying the track between home signals will be governed by the following instructions:

- (1) Examine all switches to determine if they are in proper position.
- (2) If switches are in proper position and no trains are approaching or occupying the track between home signals, movement over the crossing may be made at restricted speed.
- (3) NS train or engines are not permitted on Cold Storage Track between the hours of 5:00 a.m.—3:00 p.m., without permission of BP Refinery Dispatcher.

FRANKFORT DISTRICT

276. ST. MARYS (Hilltop)

"Flashing Red" aspect will be in effect on the following signals at former CR crossing:

Eastward and Westward home signals.

When signal displays "Flashing Red" and switches are properly lined and route is clear, engines may pass signal at restricted speed to make switching movements or to return to train but must not depart until proper signal is displayed or unless authorized by dispatcher.

277. CELINA

- (a) Five (5) MPH must not be exceeded on DT&C track.
 - (b) "Flashing Red" aspect will be in effect on westward dwarf signal at DT&C track and eastward and westward home signals.
- When signal displays "Flashing Red" and switches are properly lined and route is clear, engines may pass signal at restricted speed to make switching movements or to return to train but must not depart until proper signal is displayed or unless authorized by train dispatcher.

(c) Speed is restricted to 10 MPH from DT&C Spur through former CN connection track to Mershman Brothers. Operating Rule 105 applies. Six axle locomotives must not be operated on this track.

278. MUNCIE

At Liberty Street, movements on the Pioneer, Team, and Freight House tracks do not activate automatic crossing protection, and movements over the crossing must be protected by member of crew on ground.

(a) An indicator located west of east switch of eastward yard track No. 1, Frankfort Yard, governs eastbound Frankfort District trains only. Indicator will display one lunar white light when eastward home signal located 265 feet east of CR crossing displays aspect and indications in accordance with Rules 290, 285 or 281. Frankfort District trains, when ready to leave the eastward yard, will not depart or block the ladder track until indicator light is displayed or home signal displays a proceed indication.

(b) Except in emergency to prevent an accident, and also except as noted, ordinance prohibits the sounding of whistle or other engine signals for any street or alley. (NOTE: Whistle **will be sounded** for Rossville Ave. and O'Neil St. crossings in accordance with Operating Rule 14[1]).

280. ELECTRIC HIGHWAY CROSSING SIGNALS

At the following locations special precautions must be taken with respect to the operation of electric highway signals:

Location	Crossing	Track	Remarks
South Lima	Buckeye Road	Main	Note 1
South Lima	Buckeye Road	Adgate Siding	Note 1
Muncie	Walnut St.	Main	Note 1

Note 1 — If the home signals display stop indication the track circuits will not actuate the automatic crossing protection; therefore, trains and engines receiving permission to pass the stop signal must foul the home signal and wait a sufficient time for the gates to lower.

NEW CASTLE DISTRICT

281. BETWEEN CLARE AND MUNCIE

(a) Between Clare, Mill and Gest St. Yard, crews are under the supervision of Terminal Superintendent, Cincinnati, and will be governed by current Lake Division Timetable, and Kentucky Division Timetable where applicable; and by Gest St. yard bulletins.

(b) Movements operate via ConRail between Valley and Mill, via CSXT between New River Jct. and Butler St. and Hopple St., and, East Norwood and Hopple St., and their respective rules and timetables apply.

In reference to Operating Rule No. C-287-A of the current CSXT Operating Rule Book, receipt of a Slow-Approach-Slow aspect on governing signal leaving CSXT track at either Butler St. or New River Jct. for movement to NS track will indicate that the next governing signal is displaying at least an Approach aspect.

When the eastward home signal, New River Jct., or westward home signal, Butler St., displays an aspect requiring a Stop, permission must be secured from the CSXT Dispatcher to proceed.

(c) All trains operating between Fort Wayne and Cincinnati handling double stack equipment containing loaded or empty flat racks, tank containers, or conventional containers must not be operated over CR trackage between Mill and Oakley Junction, Cincinnati, Ohio.

(d) Before an NS crew leaves a train at Clare Yard, Conductor will contact Gest Street and ascertain if Garden Crossings needs to be cut.

282. EATON, OHIO

Excessive dimension loads must not be left standing on siding account close clearance to main track.

283. RICHMOND

Account close clearance, trains or engines operating on ConRail No. 1 Track (located south of main track) must not meet or clear standing or moving trains or engines operating on main track between point of switch at 13th Street, M.P. 74.22, and Sheridan Street, M.P. 75.01.

283(b). Gates at 13th Street will not operate for Conrail when on the north lead.

NS crews are to use the interchange track only. Any other tracks will be under direction of the NS Maintenance of Way Department.

284. NEW CASTLE SWITCH LEAD

All trains and engines must move prepared to stop within one-half the range of vision but not exceeding 10 MPH. Trains and engines must not operate South of M.P. R-1.9, on Rushville Branch or MP CB-24.7 on Connersville Branch.

285. MUNCIE

All movements over Walnut and Madison Streets, on Belt Track, and over Jefferson Street on old Main Track, New Castle District, must be protected by a member of crew on crossing.

286. BLUFFTON

The following instructions will govern NS crews working in the IHRC Yard:

1. Interchange between NS and IHRC will be at Bluffton, Indiana. Tracks to be used for interchanging of cars will be the former Cloverleaf Main West, Clover Leaf Pass, Clover Leaf Storage and the Transfer Track. These will be the only tracks that the NS crews may operate on.
2. All NS Trains and Engines entering the IHRC Yard, will operate at Yard Speed, prepared to stop within one-half the range of vision, not to exceed 10 MPH.
3. Locks have been removed from switches within IHRC Yard. Movements should be made expecting switches not lined for movement.
4. Bill box is located at the east end of the Transfer Track for receiving and submitting bills of interchange.
5. NS Trains and Engines will not be allowed on the IHRC trackage located north of the New Castle District Main Track.

MICHIGAN CITY DISTRICT

287. When the governing signal at the following interlockings indicates Stop, permission to pass the signal must be obtained from the control station as indicated:

Argos, NS crossing—Ft. Wayne dispatcher
Walkerton, CSXT/CR crossing—CSXT dispatcher
Stillwell, GTW crossing—GTW dispatcher
LaPorte, CR crossing—CR Operator at LaPorte

288. Walkerton

Northbound train or engine holding main track or moving out of siding after meeting southbound train or engine must not proceed over State Road 23 without first protecting such move by man on ground unless crossing signals are operating.

289. LaPorte

(a) CR Interlocking

An indicator located at north end of passing siding will display one flashing lunar white light when northward home signal displays proceed indication.

When no light is displayed on indicator, through trains which cannot clear between Lincoln Way crossing and northward home signal will remain south of indicator.

(b) Trains or engines, moving on old main over Pulaski Street, must stop and a member of crew protect traffic before crossing street.

290. Michigan City

1. Using a lighted signal appliance, a crew member must flag all movements over Carroll and Pleasant Avenue crossings, and equipment should not be left standing within 100 feet of these crossings.
2. All movements on South Harbor Track over Sixth and "E" Streets must be flagged over crossings by member of crew.

GARY DISTRICT

291. Trains and engines operating on the Gary District will provide flag protection on all rail-highway grade crossings in Gary, Indiana. This includes Harrison Street east to and including Ohio Street.

292. Trains will be governed by rules and timetables of the CSXT between Clarke Jct. and State Line.

293. Operations between Chicago and MP TC-240.3 are under the jurisdiction of the Terminal Superintendent, Chicago Terminal.

294. HOURS IN SERVICE OF OFFICES NOT OPEN CONTINUOUSLY

(Daily except Saturday and Sunday unless otherwise noted)

Stations	Offices Open
FORREST DISTRICT	
Orland Park	4:30 A.M. to 12:30 P.M.

295. DIESEL UNIT RATING IN TONS

LAKE DIVISION Tonnage Ratings Per Locomotive Unit*

	C36-7		B30-7A	
	GP39-8	C30-7	GP40X	GP30
	SD50	SD40	GP49	GP35
	SD60	SD45	GP50	GP38
			GP59	GP40
				U23B
West or Southbound				
Portsmouth—Columbus	10000	7500	6700	5000
Columbus—Sandusky	10000	7500	6700	5000
Portsmouth—Cincinnati	3100	2300	2100	1600
Buffalo—Conneaut	6000	4500	4000	3000
Conneaut—Bellevue	6000	4500	4000	3000
Bellevue—Toledo	6900	5200	4600	3500
East or Northbound				
Sandusky—Columbus	5300	4000	3500	2700
Columbus—Portsmouth	7100	5300	4700	3600
Cincinnati—Lawshe	3700	2800	2500	1900
Lawshe—Portsmouth	2900	2200	1900	1500
Bellevue—Cleveland	7800	5900	5200	3900
Cleveland—Conneaut	6900	5200	4600	3500
Conneaut—Buffalo	6900	5200	4600	3500
Toledo—Bellevue	5600	4200	3700	2800
West or Southbound				
Bellevue—Fort Wayne	7800	5900	5200	3900
Fort Wayne—Chicago	7000	5300	4700	3500
Detroit—Montpelier	6900	5200	4600	3500
Montpelier—Fort Wayne	7800	5900	5200	3900
Fort Wayne—Peru	6900	5200	4600	3500
DA—Lima	6900	5200	4600	3500
Lima—Frankfort	6000	4500	4000	3000
Cincinnati—Muncie	4600	3500	3100	2300
Muncie—Fort Wayne	6000	4500	4000	3000
Woodburn—Fort Wayne	7800	5900	5200	3900
Michigan City—Belfast	3700	2800	2500	1900
Belfast—Argos	3900	2900	2600	2000
Toledo—Montpelier	7800	5900	5200	3900
East Or Northbound				
Chicago—Fort Wayne	8000	4500	4000	3000
Fort Wayne—Bellevue	7800	5200	5200	3900
Peru—Fort Wayne	6900	5200	4600	3500
Fort Wayne—Montpelier	7800	5900	5200	3900
Montpelier—Detroit	7800	5900	5200	3900
Frankfort—Lima	6000	4500	4000	3000
Lima—DA	6000	4500	4000	3000
Fort Wayne—Muncie	6000	4500	4000	3000
Muncie—Cincinnati	4800	3600	3200	2400
Fort Wayne—Woodburn	7800	5900	5200	3900
Argos—Michigan City	3900	2900	2600	2000
Montpelier—Toledo	7800	5900	5200	3900

These ratings are for single units and will be increased in proportion to the number of units in multiple service. If a unit fails, tonnage will be reduced in proportion to the number of units inoperative and an allowance of 150 tons made for each inoperative unit handled.

These ratings are based on maximum grade and can be increased over certain parts of the line when necessary. Tonnage on time freight trains will be limited to that which will permit maintaining scheduled speed.

When engines will not handle their rating a report must be made to the dispatcher by the engineer.

In making computations, less than 1,000 pounds will be dropped. 1,000 pounds will be counted as a ton.

13. PHYSICIANS' DIRECTORY

B. A. Jones, FP	Adrian, MI
E. S. Parshall, FP	Adrian, MI
D. F. Sarapo, IM	Adrian, MI
L. D. Arbuckle, U	Akron, OH
W. M. Bartholomae, IM	Akron, OH
R. A. Beggs, IM	Akron, OH
A. L. Bertoglio, IM	Akron, OH
R. H. Champion, U	Akron, OH
J. D. Chulik, U	Akron, OH
B. E. Elewski, IM	Akron, OH
W. H. Fairweather, GS	Akron, OH
M. A. Gallagher, GS	Akron, OH
G. W. Mabee, IM	Akron, OH
S. C. Mariano, R.	Akron, OH
J. J. Meli, IM	Akron, OH
W. T. Reed, IM	Akron, OH
P. R. Ricci, IM	Akron, OH
R. K. Seidel, IM	Akron, OH
R. J. Shalowitz, IM	Akron, OH
R. P. White, Jr., IM	Akron, OH
M. D. Wing, IM	Akron, OH
R. A. Wyers, OTO	Akron, OH
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R. R. Coll, GP	Bellevue, OH
D. R. Irons, GS	Bellevue, OH
R. D. Reeves, GP	Bellevue, OH
C. L. Valone, Jr., IM	Bellevue, OH
L. G. Jones, EM	Bluffton, IN
J. D. Miller, EM	Bluffton, IN
A. L. Morton, EM	Bluffton, IN
V. Carrica, FP	Bryan, OH
D. K. Conrad, FP	Bryan, OH
R. K. Mayer, FP	Bryan, OH
J. E. Moats, FP	Bryan, OH
M. F. Rowan, FP	Bryan, OH
M. Sauber, FP	Bryan, OH
R. E. Sharrock, FP	Bryan, OH
D. Hadsaitong, GS	Buffalo, NY
S. Paramosthy, IM	Buffalo, NY
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J. J. Otis, GP	Celina, OH
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D. Chand, ORS	Chicago, IL
K. Chand, ORD	Chicago, IL
D. Pahuja, OM	Chicago, IL
J. L. VanDiver-Elliot, FP	Chicago Heights, IL
T. Ashbury, OPH	Cincinnati, OH
T. Ashburt, OPH	Cincinnati, OH
C. O. Carothers, ORS	Cincinnati, OH
D. H. Jansen, OPH	Cincinnati, OH

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 E. A. Hill, FP Massillon, OH
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 W. S. Yocum, FP Merrillville, IN
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 R. T. Hartman Milan, MI
 R. Gundadapeni, IN Middleburg, OH
 R. T. Hartman Milan, MI
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 L. Rivera, FP Montpelier, OH
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 D. B. Hanzel, FP New Boston, OH

13. PHYSICIANS' DIRECTORY

N. E. SmithNew Castle, IN
 R. J. Noveroske, RNewburgh, IN
 S. K. Waghray, FPNorth Olmsted, OH
 D. C. Randolph, OMNorwood, OH
 R. E. Culver, GPOregon, OH
 J. F. Vormohr, FPPortland, IN
 R. A. Adams, FPPortsmouth, OH
 G. E. Esham, IMPortsmouth OH
 T. D. Morris, III, OPHPortsmouth OH
 J. R. Sheets, GPPortsmouth, OH
 R. R. Turner, ORSPortsmouth, OH
 H. Williams, FPPortsmouth, OH
 R. K. Foley, ORSPrinceton, IN
 H. Rayes, GSPrinceton, IN
 P. C. Rodriguez, GPRichmond, IN
 J. C. Glackman,Rockport, IN
 E. F. Chapman, GPRomulus, MI
 G. Kerwin, OMRomulus, MI
 J. S. Carlisle, GPSt. Thomas, Ont., CN
 H. Merritt, EMSaline, MI
 C. S. Ahluwalia, IMSandusky, OH
 J. W. Nielsen, IMSandusky, OH
 R. D. WoodsonSandusky, OH
 F. A. Sunseri, FPSteubenville, OH
 M. S. CisarSycamore, OH
 D. P. SmithSycamore, OH
 P. Arakawa, GPTiltonville, OH
 L. A. Hart, FPTipton, IN
 R. K. KincaidTipton, IN
 R. S. Kurtz, FPTipton, IN
 T. Li Peng, FPToledo, OH
 O. Meufeld, FPToledo, OH
 E. S. Perrigo, CDSToledo, OH
 C. P. Prezgia, DMToledo, OH
 R. T. Torchia, OPHToledo, OH
 E. C. ThompsonTopeka, IN

13. PHYSICIANS' DIRECTORY

H. R. Butler, ATrenton, MI
 A. R. Morley, GPTrenton, MI
 C. A. Nelson, GPWest Lebanon, IN
 H. Laughlin, FPWestfield, NY
 K. R. Gaspich, GPWheelersburg, OH
 R. McColister, IMWheelersburg, OH

KEY TO PHYSICIANS' DIRECTORY

CARDIO — Cardiology (heart)
 DERM — Dermatology (skin)
 DENT SURG — Dental Surgery
 EENT — Eye, Ear, Nose, Throat
 FP — Family Practice
 GP — General Practice
 GS — General Surgery
 GYN — Gynecology
 INT — Internal Medicine
 NEURO — Neurosurgery
 OM — Occupational Medicine
 OPH — Ophthalmology (eye)
 ORS — Orthopedic Surgeon
 ORTHO — Orthopedics (bone)
 OTO — Otolaryngology (ear)
 PATH — Pathology (laboratory)
 PSY — Psychiatry
 PS — Plastic Surgeon
 RAD — Radiology (X-ray)
 SURG — Surgery
 URO — Urology (kidneys and bladder)

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 Temp. °F	*Maximum Number of Cars (Based on 50-foot 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.

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HAZARDOUS MATERIALS SWITCHING CHART

TYPE OF CAR	Any Car	Any Car	Tank Car	Tank Car	Tank Car	Tank Car	Tank Car	Tank Car	Loaded Tank Car	Loaded Flat Car
PLACARD APPLIED	Explosives A	Poison Gas	Poison Gas Empty	Flammable Gas	Chlorine 1017	+Special Commodity	Other Placard	Any Placard		
Shall not be cut off in motion or struck by a free moving car	X	X	X	X	X	X				X
Shall be separated from engine by one non-placarded car	X									
<u>HUMP SWITCHING</u>										
Only cut off single cars and only single cut cars may strike car							1 X			
When hand brakes are used preceding cars must clear ladder before cut off—Try brakes first							X			
Couple to or into with no more force than necessary to make coupling	X	X	X	X	X	X	X		X	X
Must not be placed under bridges or highways	X									

+ Special Commodity	Name	Placarded	UN Number	Name	Placarded	UN Number
	Phosphorous	Flammable Solid	1381	Ethylene Oxide	Flammable Liquid	1040
	Ethyleneimine	Flammable Liquid	1185	Propylene Oxide	Flammable Liquid	1280
	Acrylonitrile	Flammable Liquid	1093	Epichlorohydrin	Flammable Liquid	2023

¹ Restriction does not apply to loaded tank car placarded "COMBUSTIBLE," or to any tank car placarded "RESIDUE."

² Restriction governing loaded placarded flat cars includes placarded TOFC and COFC cars.

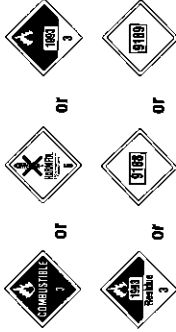
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Position in train of placarded cars containing hazardous materials

NOTE A: Cars with alternate numbered placards will be handled the same as cars with word description Placards.

NOTE B: Cars with same placard may be placed next to each other.

No restrictions on Cars placarded or marked



(See: NOTE B)

RESTRICTIONS

Cars Placarded: Explosives A	Cars Placarded: PG 1 Zone A	Cars Placarded: RADIOACTIVE 7	Loaded tank Cars Placarded:	Empty tank Cars Placarded:	Loaded cars, other than Tank Cars, Placarded:

(See: NOTES (A & B))

Restriction	Explosives A	PG 1 Zone A	RADIOACTIVE 7	Loaded tank Cars Placarded:	Empty tank Cars Placarded:	Loaded cars, other than Tank Cars, Placarded:
Must not be nearer than the sixth car from the engine or occupied caboose	•	•	•	•	•	•
When train length does not permit, must be placed near the middle of train but not nearer than the second car from the engine or occupied caboose	•	•	•	•	•	•
Engine	•	•	•	•	•	•
Loaded flat car (1)	•	•	•	• (2)	• (2)	• (2)
Open top car (3)	•	•	•	•	•	•
Car with automatic refrigeration or heating apparatus in operation, or a car with open flame apparatus in service, or with an internal combustion engine in operation	•	•	•	•	•	•
Car containing lighted heaters, stoves or lantern	•	•	•	•	•	•
Occupied car	• (4)	• (4)	•	•	•	•
Occupied caboose	• (4)	• (4)	•	•	•	•
Explosives A	•	•	•	•	•	•
Poison Gas	•	•	•	•	•	•
Radioactive	•	•	•	•	•	•
Undeveloped film	•	•	•	•	•	•
Any loaded placarded car (other than combustible)	•	•	•	•	•	•

← MUST NOT BE NEXT TO

(1) A flat car, equipped with permanently attached ends of rigid construction is considered to be an open top car.
 (2) A loaded flat car, other than a specially equipped car in trailer-on-flat-car or container-on-flat-car service or a flat car loaded with automobiles and trucks secured by means of a device designed for that purpose and permanently installed on the flat car, and of a type generally accepted for handling in interchange between railroads. This exception for cars in trailer-on-flat-car service does not apply to loaded flatbed trucks, loaded flatbed trailers, or loaded trucks or trailers without security placards.
 * Cars, other than tank cars, placarded POISON or POISON GAS need be handled as second car from engine or occupied caboose.

(3) An open top car when any of the leading protrudes beyond the car ends or when any of the leading extending above the car ends is liable to shift so as to protrude beyond the car ends.
 (4) A rail car placarded EXPLOSIVES A, must be next to and ahead of any car occupied by the guards or technical escorts accompanying the train. However, if a car occupied by guards or technical escorts is equipped with a lighted heater or stove, it must be the fourth car behind any car requiring EXPLOSIVES A, EXPLOSIVES 1.1 or EXPLOSIVES 1.2 placards.

SPEED TABLE

TIME Going 1 Mile		MILES Per Hour	TIME Going 1 Mile		MILES Per Hour
Min.	Sec.		Min.	Sec.	
5	00	12.00	1	22	43.90
4	00	15.00	1	20	45.00
3	00	20.00	1	18	46.15
2	50	21.18	1	16	47.37
2	40	22.50	1	15	48.00
2	30	24.00	1	14	48.65
2	24	25.00	1	13	49.31
2	20	25.72	1	12	50.00
2	15	26.67	1	11	50.70
2	10	27.69	1	10	51.43
2	05	28.80	1	09	52.17
2	00	30.00	1	08	52.94
1	55	31.30	1	07	53.73
1	50	32.73	1	06	54.55
1	45	34.29	1	05	55.38
1	42	35.29	1	04	56.25
1	40	36.00	1	03	57.14
1	38	36.73	1	02	58.06
1	36	37.50	1	01	59.02
1	34	38.29	1	00	60.00
1	32	39.13		59	61.02
1	30	40.00		58	62.07
1	28	40.91		57	63.14
1	26	41.86		56	64.29
1	24	42.86		55	65.45

Compliance with
OPERATING RULES

AND

SAFETY RULES

INSURES

SAFE and EFFICIENT

Operation