

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

In Case of DOUBT or UNCERTAINTY
 the SAFE COURSE MUST BE TAKEN

**IMPACT FORCE AT VARIOUS
 STRIKING SPEEDS**

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

**THE CHESAPEAKE AND OHIO
 RAILWAY COMPANY**

SOUTHERN REGION

TOLEDO TERMINAL DIVISION

TIMETABLE NO. 2

Effective 2:01 A.M. Eastern Standard Time

SUNDAY, OCTOBER 25, 1970

DESTROY ALL TIMETABLES OF PREVIOUS DATE

Read The Instructions

FOR INFORMATION OF EMPLOYEES ONLY

J. EDWARDS, General Manager.

F. R. LUTZ, Assistant General Manager.

C. H. MANNING, Assistant General Manager.

J. W. SHIRES, Supt., Toledo Terminal Division.

Book of Rules, Dated April 27, 1969, Governs

DIVISION OFFICERS

NAME AND LOCATION	TITLE
WALBRIDGE:	
G. S. Athanas	Assistant Superintendent
T. H. McLaughlin	Assistant to Superintendent
J. D. King	Terminal Trainmaster
L. J. Norman	RFE—Assistant Trainmaster
E. B. Rogers	Assistant Terminal Trainmaster
R. C. Tober	Assistant Terminal Trainmaster
M. E. Gillispie	Assistant Terminal Trainmaster
ROSSFORD:	
A. Browning	Trainmaster
L. G. Howland	Assistant Terminal Trainmaster
A. C. Douglas	Assistant Terminal Trainmaster
H. F. Seurkamp	ARFE—Assistant Trainmaster

INDEX OF SPECIAL INSTRUCTIONS

INSTRUCTION	PAGE
Timetable abbreviations	2
T-A.—Designation and use of main tracks	2
T-A-1 & T-A-2.—Joint use of tracks	2-3
T-B.—Location of standard clocks, bulletin books, etc.	3
T-S.—Maximum authorized speed	3
T-S-1.—Speed restrictions	4
T-S-1(a).—Speeds—diesel units	4
T-S-2.—Speed restrictions—equipment	5
T-S-2(a).—Pivoted Cranes	5
T-S-3.—Engine and equipment restrictions	5-8
T-19.—Markers	8
T-83.—Train clearance	8
T-93.—Yards	8-23
T-98.—Additional instructions at junctions and crossings	23
T-103-C.—Highway and street crossings	24
T-105.—Use of sidings and specified tracks	24
T-206.—Use of foreign line engines	24
T-221.—Train order signals	24
T-252.—Crossing over or entering main tracks	25
T-605.—Interlocking rules	25
T-702.—Location and use of spring switches	25
T-725.—Speed limit signs	25
T-727.—Temporary speed signs	25
Changes in operating, train handling and motor car rules	25-28
Movement of MoFW cars	29
Miscellaneous	29-30
Medical department	31
Division map	32

Note.—Additional instructions, distances, passing sidings, office hours, junctions, etc., may be found on schedule and station pages.

TOLEDO TERMINAL DIVISION

WESTWARD FIRST CLASS		EASTWARD FIRST CLASS	
47 Fri., Sat., Sun.	39 Daily	TIMETABLE No. 2 In Effect 2:01 A.M. E.S.T. Sunday, October 25, 1970	
STATIONS		40 Daily	46 Fri., Sat., Sun.
L AM	L PM	A AM	A PM
932	.....	.....	349
936	.....	.....	345
939	.....	.....	341
955	.....	.....	335
1000	245	.....	330
1020	305	.....	310
1025	310	.....	305
A AM	A PM	L AM	L PM
		V. R. TOWER 3.1	
		Walbridge 2.0	
		Rockwell Jct. 2.5	
		Toledo Union Station 8.8	
		Alexis 4.9	
		ERIE	

THIRD SUBDIVISION

SOUTH- WARD FIRST CLASS		NORTH- WARD FIRST CLASS	
53 Daily		TIMETABLE No. 2 In Effect 2:01 A.M. E.S.T. Sunday, October 25, 1970	
A AM		54 Daily	
1156		L PM	
		218	
		230	
L AM		A PM	
		Bates (NEDT) 5.0	
		Toledo	

WESTWARD STATIONS, ETC.

Distance	Passing Siding Capacity in Cars (41 ft.)	TOLEDO TERMINAL DIVISION		OFFICE HOURS		Office Call	Jct. or Crossing
				From	To		
0.0		(WEDT) V. R. TOWER	3.1	Con	Con	VR	Cols. SD
3.1	Yard	(EEDT) Walbridge	2.0	Con	Con	WB	TTRR-PC
5.1		Rockwell Jct.	2.5	.....	.....	.....	PC
7.6		Toledo Union Station	8.8	700 A	300 P	XD	.....
16.4	Yard	(EEDT) Alexis	4.9	Con	Con	.....	PC
21.3		ERIE		*800 A	500 P	RI	Tol. SD

THIRD SUBDIVISION

0.0		Bates (NEDT)	3.5	Con	Con	BS	Tol. Ind.
3.5		PC Interchange	0.4	.....	.....	.....	.....
3.9		PC Jct.	1.1	.....	.....	.....	PC
5.0	Yard	TOLEDO		700 A	300 P	XD	.....

Con—Continuous.

*—Daily except Saturday and Sunday.

SPECIAL INSTRUCTIONS

TIMETABLE ABBREVIATIONS:

TT..... Timetable
 TO..... Train Order

Any reference to "Rule/s" in Special Instructions refers "to Operating Rule/s" unless otherwise noted.

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

SUBDIVISION OR TRACK SECTION BETWEEN	RULES IN EFFECT	TRACK/S
VR Tower and Penn-Central Crossing (Walbridge)	271-276	Single
Penn-Central Crossing (Walbridge) and Rockwell Jet.		
Alexis and Erie on No. 2 Track	D-251, D-252	Two
Alexis and Crossover Stearns Road No. 1 Track		
Alexis and Absolute Block Signals at Crossover Stearns Road on Running Track	271-276	Single
Absolute Block Signals at Crossover Stearns Road and Erie on No. 1 Track		Two
Hallett and Alexis	See note 1	Single
Bates and PC Jct.	271-276	Single
PC Jct. and Toledo	PC	Two

Where more than one track is in service, tracks are numbered from North or East.

Note 1.—Hallett-Alexis.—Signal indication to proceed, displayed at Alexis for southward trains, or at Hallett for northward trains, will authorize train or engine to enter and use Running Track in accordance with indication displayed. Automatic Block Signal Rules 501 to 519 are in effect on Running Track between Hallett and Alexis.

Operators at Alexis and Hallett must check with each other before admitting train or engine to Running Track to ascertain that:

- (a) There are no opposing or conflicting movements;
- (b) Levers are blocked in position to prevent opposing movement from entering Running Track.

JOINT USE OF TRACKS.

T-A-1.—C&O-B&O trains and engines will use the tracks of other railroads in accordance with their timetables, rules and regulations, as follows:

Rockwell Jct. and Union Station, Toledo..PC
 Toledo Union Station and Alexis.....PC
 Stanley Yard.....PC
 Walbridge and Outer Yard.....PC
 Gould and MC Jct., Toledo.....N & W
 Front St.—Homestead Yard.....N & W
 Hallett and Galena Streets, Toledo.....AA
 PC Jct. and Toledo.....PC

T-A-2.—Trains of other railroads will be governed by C&O-B&O Rules and Regulations when using tracks designated as follows:

Rockwell Jct. and Walbridge.....PC
 Alexis and Erie.....PC
 Walbridge Yard.....N & W-PC

T-B.—STANDARD CLOCKS, WATCH REGISTER FORMS, BULLETIN AND NOTICE BOOKS.

STATION	LOCATION OF CLOCK AND FORM CDT-43	LOCATION OF BULLETIN AND NOTICE BOOKS
Walbridge	Terminal Building	Terminal Building*
	.....	Eastbound Yard Office—West End
	.....	Eastbound Yard Office—East End
	.....	Hump Office
	.....	Crew Locker Room—West End Yard D
Presque Isle	.....	Dock Yard Office
Toledo	Union Station	Union Station*
	Hump Yard Office	Hump Yard Office
	Central Yard Office	Dock Junction Yard Office
Rossford	.....	Crew Register Room—Roundhouse*
Lake Front	.....	Yardmasters Office

* B&O bulletin and Notice books located at these Points.

T-S.—MAXIMUM AUTHORIZED SPEED

BETWEEN	PSGR. TRAIN	FRT. TRAIN
	MPH	MPH
VR tower and Walbridge	65	60
Walbridge and Rockwell Jct.	40	40
Hallett and Stearns Road on Running Track (See Note)	30	30
Alexis and Erie	70	60
Bates and Toledo	70	50

Note.—Hallett and Stearns Road.—If operation on Running Track by signal indication is suspended and other methods are used, trains or engines will not exceed a speed of 15 MPH.

Hallett.—Northward Trains receiving MEDIUM CLEAR indication at Hallett governing movement to Running Track may proceed at 15 MPH through interlocking.

Southward trains receiving MEDIUM CLEAR indication at Hallett governing movement to TTRR may proceed at 15 MPH through interlocking.

T-S-1.—SPEED RESTRICTIONS

LOCATIONS AND CONDITIONS	PSGR. TRAIN	FRT. TRAIN
	MPH	MPH
Trains running against the current of traffic (See Rule 93-D and T-93-3(b))	.....	.....
Through turnouts at ends of sidings and main track crossovers except where movement is governed by signal indications	20	15
Curve Rockwell Jct.	30	30
Walbridge: Over Union St. Crossing	30	30
Hallett: through interlocking	15	15
Bates—Wye tracks	10	10
Bates and Dock Jct.	45	30
Dock Jct. and PC Jct.	25	25
PC Jct.—Through turnout	10	10

T-S-1(a).—SPEEDS—DIESEL UNITS.

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

DIESEL UNIT	MPH
1435-1467, 4000-4028, RDC 9910-9941	80
2100-2103, 2300-2329, 3000-3046, 3300-3312, 3500-3584, 3684-3779, 3800-3949, 4800-4829, 6600-6607, 6693-6699, 6900-6976, 7400-7536, 8100-8137	70
1826-1840, 2007-2016, 4467-4652, 5420-5537, 5700-6263*, 6400-6599, 6608-6692, 6800-6811, 7033-7095, 7300-7318, 8009-8011, 9400-9428, 9600-9621	65
2209-2250, 9000-9278, 9500-9551, 9700-9726	60
5060-5113, 5200-5298, 9552, 9554, 9558-9565, 9622-9625	50
8400-8422	45
8301-8303	35

* Units 5829, 5830, 5886-5897 and 6083-6088, may be operated at a speed of 70 MPH when used in passenger service.

Note.—A maximum of six units may be used in a locomotive consist with multiple unit control. Tonnage for a six unit consist must not exceed the tonnage rating of five-four axle units.

T-S-2.—SPEED RESTRICTIONS—EQUIPMENT.

Unless otherwise instructed	PSGR. TRAIN	FRT. TRAIN
	MPH	MPH
Pushing Cars	30	25
B&O Express Cars Series 1700 and 1800	60	.....
Ditcher Spreader Cars	.....	30
Air Dump Cars	.....	30
Scale Test Cars	.....	35
Loaded Wood Rack Cars	.....	40
C&O tool car derricks	.....	30
Other derrick cars, power shovels, cranes, ditchers and similar pivoted machinery moving on their own wheels	On tangents	20
	On curves	15

T-S-2(a).—PIVOTED CRANES.—Except C&O tool car derrick or work trains, trains handling cranes moving on own wheels must have boom secured in trailing position.

T-S-3.—Engine and Equipment Restrictions.—General.—Where authority of Superintendent is required (except defective equipment), Superintendent must secure such authorization from Chief Engineer.

(a).—Handling Piggyback Cars.—After spotting cars or after coupling to cars standing on piggyback ramp tracks, the employe in charge of crew must know that the slack is bunched and that all cars are securely coupled and hand brakes applied.

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

(c).—Scale Tracks.—Engines must not be operated over live rail of scale tracks. Cars with gross weight exceeding 220,000 lbs. must not be moved on track scales with capacity of less than 200 tons.

(e).—Heavy Cars.—Cars with gross weight exceeding 315,000 lbs. must not be operated without authority of Superintendent. Loaded cars must not be operated on pits, trestles, bridges and tracks of industrial facilities unless noted in special instructions. (See T-S-3(x).)

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

(g).—Wood Rack Cars.—(1) Pulpwood.—Wood rack cars loaded with pulpwood must not be moved in through freight or manifest trains.

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

T-S-3(g).—Continued.

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

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

(h).—*Handling of Flat Cars, Bi-Level and Tri-Level Cars Loaded with Automobiles.*—Flat cars, bi-level and tri-level cars loaded with automobiles must not be placed directly behind open gondola or hopper cars loaded with sand, gravel, coal, or similar commodity; and must not be cut off while in motion during switching operations. No car moving under its own momentum shall be allowed to strike any of these cars.

(i).—*Handling Defective Cars in Train.*—Unless otherwise authorized by the Superintendent, cars with broken center sills, defective drawbars, draft gears, or similar defects must be handled on rear behind the caboose of freight trains other than manifest. Air brakes must be cut in and in proper working conditions.

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

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

(j).—*Humping 12,000 Gallon or Greater Capacity Tank Cars.*—Where car retarders are not provided on humps, loaded tank cars with 12,000 gallon or greater capacity may be humped only when coupled to an unrestricted car equipped with good hand brakes. Each car must have a rider to properly control the speed of such cars. If such cars are placarded "Dangerous", all pertinent provisions of Bureau of Explosives Poster No. 1 must be complied with.

(k).—*Handling Loaded Welded or Continuously Jointed Rail Cars.*—Cars loaded with welded or continuously jointed rail must be handled in through trains as follows:

A loaded hopper car as a buffer must be placed on each end of the rail cars. Except for cars relating to the welded rail such as unloading cars etc., no other equipment will be handled in this type train and speed must not exceed 30 MPH except through tunnels and over truss bridges where speed must not exceed 10 MPH.

(l).—*Trains Handling C&O Fuel Tank Cars or C&O Rodger Ballast Cars (Loaded or Empty).*—C&O Fuel Tank Cars 40-206, inclusive, and C&O Rodger Ballast Cars 20000-20699, inclusive, should be handled in local freight trains when practicable to do so.

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

(m).—*Handling Hydrocyanic Acid (HCN) Tank Cars.*—Tank cars containing Hydrocyanic Acid (HCN) painted white with horizontal and vertical red stripes placarded on both sides and ends of cars must be handled according to the following instructions.

1. To be handled only when authorized by message over the signature of the Chief Dispatcher.
2. Notify Chief Dispatcher immediately of any occurrence that may be hazardous.
3. In case of suspected leakage, isolate car and keep all except authorized persons away.

T-S-3 (m).—Concluded.

4. Under no circumstances should other than authorized persons get close to car in case of derailment.
5. Read carefully the placarded instructions posted in yard offices, cabooses and work force bunk cars involving the handling of these cars.
6. Instructions attached to each waybill and boarded instructions on each car must be complied with.
7. These instructions are applicable to empty cars as well as loaded cars.

(n).—*Loaded Covered Hoppers.*—All loaded covered hoppers CNJ series 450-456 inclusive, 501-625 inclusive, L&NE series 12101-12665 inclusive, and CRDX series 4040-4059 inclusive, must be handled on rear of freight trains at a speed not exceeding 30 MPH.

(s).—*100-ton Hi-Cube (2800 cubic ft. or greater capacity) covered hoppers.*—Trains handling 100-ton Hi-Cube (2800 cubic ft. or greater capacity) covered hopper cars will avoid operation in the speed range of 10 to 25 miles per hour. If speed cannot be maintained above 25 miles per hour, it should be reduced to 10 miles per hour.

(x).—Unless otherwise authorized by the Superintendent, engines and/or equipment are restricted in use of tracks, bridges, trestles, etc., as designated below:

STATION—TRACK, BRIDGE, ETC.	ENGINE OR EQUIPMENT	RESTRICTION
Presque Isle— All Piers	All Tenders	Must not move on.
Presque Isle: Dumppers No. 1, No. 2, No. 3 Dumper No. 4	Cars with gross weight exceeding 263,000 lbs.	Must not operate on.
	All Engines	Must not operate on Barney inclines on load tracks nor beyond kickback switches on empty tracks. Must not operate on Barney incline on load track nor on trestle on empty return track.
	Cars with gross weight exceeding 263,000 lbs.	Must not operate on.
W&LE— River Bridge	2007-2016, 2200-2233, 6800-6811	Must not operate on.
Toledo Passenger Station	2200-2233	Must not operate on tracks adjacent to the platform curbs.
Toledo— East Toledo storage silos—Libbey-Owens Track No. 18 Loading Chute.	All Equipment	Engines and equipment must not be operated under loading chute unless chute is swung clear and secured against No. 8 silo.
Rosford: Engine Terminal Coal Trestle to Power Plant	Cars with gross weight exceeding 240,000 lbs.	Must not operate on.

Additional Restrictions:

STATION—TRACK, BRIDGE, ETC.	ENGINE OR EQUIPMENT	RESTRICTION
All Platforms—Industrial Tracks and Yard Tracks	Spreader Cars BS-2 and BS-3	Move with caution, avoid platforms when possible.
All bridges and trestles on industrial tracks	All tenders	Must not move on.
All bridges and trestles on other than industrial tracks	<i>Tenders:</i> 18,000-21,000 gallon capacity	When loaded with coal or water, must not move on unless separated from engine or another tender by at least two cars.

T-19.—MARKERS.

(a).—The use of reflectorized markers is permitted.

T-83.—TRAIN CLEARANCE.

Trains must receive Clearance Form A before leaving stations designated below as follows:

Toledo Union Station...	Eastward	C&O Passenger (see Note 1)
Toledo Union Station...	Northward	C&O Passenger (see Note 2)
Toledo Union Station...	Southward	B&O Passenger
Walbridge.....	Northward	Northern Region Freight (See Note 3)

Note 1.—Eastward C&O passenger trains may be cleared verbally by C&O operator at Walbridge as authorized by C&O Yardmaster, Walbridge for movement on C&O rails.

Note 2.—C&O Northward passenger trains may be cleared verbally by operator TOL Telegraph Office between 7:00 A.M. and 3:00 P.M. When no operator on duty at TOL telegraph office, C&O Northward passenger trains will be cleared verbally by operator at Walbridge as authorized by *Saginaw Division Train Dispatcher*, for movement on C&O Rails.

Note 3.—Northward C&O freight trains enroute to Northern Region will obtain Chesapeake and Ohio Clearance Form A, authorized by the *Saginaw Division Train Dispatcher*, before leaving Walbridge.

T-93.—YARDS.—Yard Rules are in effect on main track at:
Walbridge
Ottawa

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

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

Caboose cars must not be cut off while in motion unless accompanied by a rider. (This instruction will not apply to caboose cars being held by Hump Retarders.)

T-93-3.—WALBRIDGE YARD.

(c).—*Markers.*—Yard engines will display markers when making extended movements between Walbridge-Rockwell Jct.-Presque Isle and Ottawa yard.

Markers on runs pulling into any yard must not be removed until the train is in the clear in the track where the train is to be yarded.

(d).—*Engine Lights.*—Number lights, white classification lights and marker lights, on diesel engines at Walbridge, Presque Isle and the Dock will be lighted from Sunset to Sunrise and at other times when weather conditions require.

(e).—*Dock Jct. and Hump Yard.*—Trains, engines or yard cuts using the Yard Main between Dock Junction and the Hump Yard Office will first secure permission from the Yardmaster at the Hump Office.

(f).—*Lakefront Dock.*—While in service at the Lakefront Dock and Railroad Terminal Company, employes of the C&O-B&O will be governed by Rules and special instructions of the C&O-B&O.

2.—TOLEDO TERMINAL R. R.

TRACK	INSTRUCTIONS
All Tracks	(a) Trains and engines of other railroads using Toledo Terminal tracks will do so in accordance with the Toledo Terminal Railroad Timetable and Current Special Instructions. C&O-B&O crews will use tracks of the Toledo Terminal Railroad Company in accordance with the above instruction and are not required to have T.T.R.R. Book of Operating Rules.
Main	(a) Between VR Tower and Rockwell Jct, the Yardmaster at Walbridge instead of the Train Dispatcher will supervise train and engine movements on main tracks in accordance with the rules and special instructions in effect. Rule 250-D modified. When trains are delayed, or may cause delay to other trains, the conductor or engineman will communicate with the Yardmaster at Walbridge. (b) <i>Joint PC-C&O Movement Against the Current of Traffic.</i> —Movements against the current of traffic between CP-286 (Oakdale Ave.) and PC Crossing Walbridge may be made upon verbal permission as follows: Southward or Eastward—Permission of PC Train Dispatcher at Toledo Union Station. Northward or Westward—Permission of C&O Yardmaster at Walbridge. Before granting permission for such movements, the PC Train Dispatcher and the C&O Yardmaster will consult with each other to know that proper protection has been afforded. Following movements against the current of traffic must not be permitted except in emergency.

TRACK	INSTRUCTIONS
General	(c) Engineers placing engines in the passing track at Walbridge to be relieved, will leave the engine as near as possible to the first switch of the crossover from the passing track to the ore track, located 575 ft. east of the road crossing, so additional engines may be placed behind them without fouling the west end of the track.
	(d) <i>Normal Position of Switches.</i> —Switch leading from C&O Yard "A" lead to the Toledo Terminal Railroad must be left lined for movement to the Toledo Terminal R. R. direction "A" main track after using.
	Switch leading from C&O Yard "A" lead, to the Toledo Terminal R. R. Yard must be left lined for C&O Yard "A" lead after using.
	Normal position of switches on PM Caboose Track is for movement on straight track.
	The normal position of hand-operated switches in Hump Lead and Eastbound Pullout Track is normal for movement on new connecting track.
	Normal position of No. 13 switch Yard "D" is for movement on west lead.
	Normal position of west switch of crossover at Cummings Rd. is for movement on No. 19 track and east switch of crossover is for movement on No. 18 track.
	(e) Crews of road trains and yard cuts leaving their trains or cars in arrival yard will remain in clear after cutting off and must not foul ANY track without permission of Yardmaster as designated below: East end of arrival yard—Arrival Yard Yardmaster. West end of arrival yard—Yard D Yardmaster.
	(f) <i>Train Check.</i> —To permit clerk to check cars in train (unless otherwise instructed), trains entering or leaving Walbridge Yard limits will not exceed a speed of 8 miles per hour with entire train while passing Terminal Building or VR Tower.
	(h) <i>Hot Box-Set Off.</i> —Conductors setting off cars account hot boxes, after complying with provisions of Rule C-225 of CDT-30, will report to the Dispatcher as soon as practicable, giving the car number and point set out, and stating whether or not journal box had been ablaze. Upon receipt of such information and where there is a possibility of the car or contents being damaged by a subsequent fire, the Dispatcher must immediately notify the nearest Car Foreman to make an immediate inspection and take such action as might be necessary to prevent fire damage to the car or its contents.

TRACK	INSTRUCTIONS												
General	(i) When making air brake tests on puller runs at Walbridge the whistle must be sounded as provided in Rules 14-A and -B of Book of Rules. After test is completed, whistle 14-B must again be sounded and members of crew will immediately contact Yardmaster for instructions.												
	(k) All puller runs from connections will spot rear end of trains at air plugs west end of Eastbound Receiving Yard.												
	(l) All empty trains from Presque Isle consisting of 70 or more cars will spot head end of train at air plug just west of overhead bridge at Cummings Road.												
	(m) Iron ore trains will be spotted as instructed by the Yardmaster.												
	(n) Conductors and brakemen on puller and yard cuts moving into Walbridge Yard will stay with their train until it is yarded.												
Northern Region Trains Leaving Walbridge	(r) Northern Region trains leaving Walbridge Yard will call Yardmaster at Terminal Building, Walbridge, as to route to be used for the movement from Yard "D" and Hump Classification Yard to the Toledo Terminal Railroad.												
	(s) Westward freight trains and engines will be governed by indications displayed on track indicator located just east of "VR" Tower:												
Yarding of Hocking Division Trains at VR Tower	<table border="1"> <thead> <tr> <th>Aspect</th> <th>Indication</th> </tr> </thead> <tbody> <tr> <td>A-1</td> <td>Head in No. 1 track Arriving Yard.</td> </tr> <tr> <td>A-2</td> <td>Head in No. 2 track Arriving Yard.</td> </tr> <tr> <td>A-3</td> <td>Head in No. 3 track Arriving Yard.</td> </tr> <tr> <td>A-4</td> <td>Head in No. 4 track Arriving Yard.</td> </tr> <tr> <td>H</td> <td>Head in Hump Receiving Yard.</td> </tr> </tbody> </table>	Aspect	Indication	A-1	Head in No. 1 track Arriving Yard.	A-2	Head in No. 2 track Arriving Yard.	A-3	Head in No. 3 track Arriving Yard.	A-4	Head in No. 4 track Arriving Yard.	H	Head in Hump Receiving Yard.
	Aspect	Indication											
	A-1	Head in No. 1 track Arriving Yard.											
	A-2	Head in No. 2 track Arriving Yard.											
	A-3	Head in No. 3 track Arriving Yard.											
A-4	Head in No. 4 track Arriving Yard.												
H	Head in Hump Receiving Yard.												
Hump Receiving Yard	(t) <i>Hump Receiving Yard.</i> —Dual-control switches and signals governing movements to and from Tracks 1 to 8, inclusive, are controlled by operator at VR Tower. Dual-control switches must not be hand operated without permission of operator at VR Tower who will secure authority of yardmaster at Hump (when on duty), otherwise from Yardmaster directing the movement. When signals governing movement over dual-control switches cannot be changed to display other than "STOP", the Yardmaster may authorize movement over switches in compliance with Rule 509-A(3).												
	(u) Crews working on either end of Eastbound Yard will not place more than 80 cars in Tracks Nos. 1, 2, 3, 4, 5, 6, 7 and 9 from their end of the yard without first contacting the crew or yardmaster at the opposite end of the yard to determine the situation.												
	(v) When Yardmaster at opposite end of yard has been contacted as mentioned above, he will immediately notify crew switching at his end of the yard and the crew so notified will provide protection accordingly.												
Eastbound Yard													

TRACK	INSTRUCTIONS
Eastbound Yard Concluded	(w) When car men are working on or about cars on No. 18 track, Eastbound Yard, a blue flag derail located 170 feet west of east end of track will be locked with car department lock in derailing position. When this derail is not used for protection it must be stored in a convenient location by car department employes.
	(x) When crew is using the east lead of repair track and east end of No. 1 track in spotting or pulling the repair track, the conductor will notify the Yardmaster or crew working at Crandall Road.
	(y) The switch under overhead bridge on No. 1 Track leading to the east repair track lead must be lined for No. 1 Track at all times when not in use.
	(z) East switch of switching lead located in pull-out track 546 feet west of eastward dwarf signal (governing movement from pull-out track at VR Tower) is a RACOR TRAIL THROUGH SWITCH (painted yellow). Eastward movements on either switching lead or eastbound pull-out track may trail through switch without stopping when there are no conflicting movements from the adjacent track and the route is seen or known to be clear. When operated by hand, the hand-throw lever must be placed and left completely at rest on the lever stop to assure that the points are secured in place to provide safe operation over the switch and proper function of the switch mechanism at the time of the next trail-through movement. Eastward movements that change position of switch points by trail-through movement, must not take slack nor reverse direction until one full car or at least two sets of trucks has passed through the switch points.
Yard E	(zz) Yard crews coupling cars on Shop Track while car repairmen are on duty, must not couple more than 4 cars at a time until the entire track is coupled, and use every precaution while performing this work.
	(aa) Switches for No. 12, Yard "E", known as Wrecker Track, must be kept lined and locked for movement on the Lead at both ends. Either switch found unprotected by lock must be immediately reported to the Trainmaster's office.

TRACK	INSTRUCTIONS
No. 68 Hump	(ac) Engines crossing from westbound running track to No. 68 Hump must get permission from Hump Yardmaster (when on duty), otherwise from the Yardmaster directing the movement, who must notify Car Retarder Operator in "D" Tower when such movements are to be made. After movement is completed, hand-operated switches must be restored.
Switching or Hump Operation	(ae) <i>Receiving Hump.</i> —When crews are assigned to switch cars out of trains or make set over, at east end of receiving hump tracks, it will be necessary to contact Yardmaster on hump before entering tracks No. 1 to No. 8 Receiving Hump. This does not apply to crews handling road cabooses from Hump to road caboose tracks.
	(af) <i>Glass Shipments and Flat Cars.</i> —In handling carload shipments of flat glass consigned to the Libby-Owens-Ford Glass Company, the following instructions will govern: <ol style="list-style-type: none"> (1) Cars of glass must not be humped into tracks against other cars or other cars humped into tracks against cars of glass. (2) Cuts containing cars of glass must not be flat switched until cars of glass are set aside. (3) In flat switching, cars of glass must not be kicked into tracks against other cars, or other cars kicked into tracks against cars of glass. (4) Do not hump or flat switch loaded flat cars. Such cars must be given special handling.
	(ag) <i>Hump Classification Tracks No. 1 to No. 68.</i> —Green indication shows switch lined for movement to the left-hand track and yellow indication for movement to the right-hand track. When indicator is dark, facing point movement must not be made over switch until it is ascertained that it is safe to do so.
	(ah) Hump Classification Tracks must not be used at the west end for switching without permission from the Hump Yardmaster. When placing cars in west end of Hump Classification Yard, before shoving, all hand brakes must be released. The required number of hand brakes must be applied when cars are in clear.
	(aj) <i>Humping Signals.</i> —Color light signals governing movement to north hump from tracks 8 and 7, (also track 6 when crossover is lined for movement to track 7) are controlled from hump office. When more than one movement is involved, Humping Signal will NOT be displayed until

TRACK	INSTRUCTIONS																								
Switching or Hump Operation	<p>(aj)—Concluded.</p> <p>engineers concerned have been instructed that the signal does not apply to their movement.</p> <p style="text-align: center;">North Humping Signals</p> <table border="0" style="width: 100%;"> <thead> <tr> <th style="text-align: left;">Aspect</th> <th style="text-align: left;">Indication</th> </tr> </thead> <tbody> <tr> <td>Green.....</td> <td>Proceed</td> </tr> <tr> <td>Red.....</td> <td>STOP</td> </tr> <tr> <td>Yellow following Green.....</td> <td>Reduce Speed</td> </tr> <tr> <td>Yellow following Red.....</td> <td>Back Up</td> </tr> <tr> <td>Green following Yellow.....</td> <td>Increase Speed</td> </tr> </tbody> </table> <p>Color light signals governing movement to south hump from tracks 1 to 5, inclusive, (also track 6 when crossover is lined for movement on track 6), are controlled from Conductors shanty, located across from hump office. When more than one movement is involved, Humping Signal will NOT be displayed until engineers concerned have been instructed that the signal does not apply to their movement.</p> <p style="text-align: center;">South Humping Signals</p> <table border="0" style="width: 100%;"> <thead> <tr> <th style="text-align: left;">Aspect</th> <th style="text-align: left;">Indication</th> </tr> </thead> <tbody> <tr> <td>Red over Red.....</td> <td>STOP</td> </tr> <tr> <td>Green over Red.....</td> <td>Proceed</td> </tr> <tr> <td>Yellow over Red following Green over Red.....</td> <td>Reduce Speed</td> </tr> <tr> <td>Yellow over Red following Red over Red.....</td> <td>Back Up</td> </tr> <tr> <td>Green over Red following Yellow over Red.....</td> <td>Increase Speed</td> </tr> </tbody> </table>	Aspect	Indication	Green.....	Proceed	Red.....	STOP	Yellow following Green.....	Reduce Speed	Yellow following Red.....	Back Up	Green following Yellow.....	Increase Speed	Aspect	Indication	Red over Red.....	STOP	Green over Red.....	Proceed	Yellow over Red following Green over Red.....	Reduce Speed	Yellow over Red following Red over Red.....	Back Up	Green over Red following Yellow over Red.....	Increase Speed
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	<p>(ak) <i>Trimmer Signals</i>.—Trimmer signal located on south side of north hump lead governs eastward movement from tracks 1 through 27.</p> <p>Trimmer signals located between south hump lead and dog leg governs eastward movement from tracks 28 through 68.</p> <table border="0" style="width: 100%;"> <thead> <tr> <th style="text-align: left;">Aspects</th> <th style="text-align: left;">Indications</th> </tr> </thead> <tbody> <tr> <td>RED.....</td> <td>Remain in Clear</td> </tr> <tr> <td>YELLOW.....</td> <td>Move East</td> </tr> </tbody> </table> <p>Car retarder operator in "A" Tower must keep trimmer signals in stop position (red light) at all times except when instructed by the Yardmaster to display them (yellow light) for an immediate movement.</p> <p>Engines must remain in clear in hump classification tracks 1 through 68 until permission for movement is received from Hump Yardmaster and proper trimmer signal is displayed. Hump Yardmaster may permit a train or engine to pass STOP trimmer signal when it is known that the switches involved are properly lined and the engine involved has received specific instructions from Hump Yardmaster to make the movement.</p>	Aspects	Indications	RED.....	Remain in Clear	YELLOW.....	Move East																		
Aspects	Indications																								
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TRACK	INSTRUCTIONS										
Switching or Hump Operation	<p>(ak)—Concluded</p> <p>Member of hump train crew must either be positioned in vicinity of hump apex to be seen and give hand signal or issue instructions via radio, to hump engines, indicating proper line-up for eastward movement into Hump Receiving tracks. Engineer will accept such hand signal or instructions to move eastward over apex after receiving trimmer signal and/or required permission of Hump Yardmaster.</p> <p>(al) <i>Switching Signal No. 20 Lead</i>.—Switching signal governing switching or double over movements on No. 20 lead with aspects and indications displayed to the <i>West only</i> as follows:</p> <table border="0" style="width: 100%;"> <thead> <tr> <th style="text-align: left;">Aspects</th> <th style="text-align: left;">Indications</th> </tr> </thead> <tbody> <tr> <td>Red Light.....</td> <td>STOP</td> </tr> <tr> <td>Yellow Light.....</td> <td>Move East</td> </tr> <tr> <td>Green Light.....</td> <td>Move West</td> </tr> <tr> <td>Dark.....</td> <td>Not in Use</td> </tr> </tbody> </table> <p>Instructions for use of switching signal are posted in control box located on northeast corner of roundhouse.</p>	Aspects	Indications	Red Light.....	STOP	Yellow Light.....	Move East	Green Light.....	Move West	Dark.....	Not in Use
	Aspects	Indications									
Red Light.....	STOP										
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Green Light.....	Move West										
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Skatemen	<p>(am) Skatemen assigned at the west end of the Hump Classification Tracks will report by telephone to the Hump yardmaster at the time they go on duty. They will be responsible for having one skate on rail of each classification track except No. 1. Skates will be located between 5 and 12 car lengths from the west end of the tracks. Crews switching in these tracks, or making movements through the tracks, will remove the skates for their movement and replace them after passing the skate location, except crews handling trains from Classification Tracks will not be required to replace skates.</p> <p>(an) Skatemen will get a turn-over from the men they relieve regarding clear tracks, brakes set, clearances at the west end of the tracks and such other information as may be needed.</p> <p>(ao) The skatemen will station themselves in a position to protect cars moving into their tracks and will remain in the proper position to give this protection at all times. They will secure information regarding tracks to be used in humping trains.</p> <p>(ap) Skatemen will check to see that skates and hand brakes are on all tracks and also to determine the clearance at the west end of the tracks and will observe where there are gaps between cars. This information will be reported to the Yardmaster from time to time as conditions require.</p> <p>(aq) Skatemen will be responsible for a specific group of tracks and will assist on other tracks as they may be instructed by the Hump Yardmaster.</p>										

TRACK	INSTRUCTIONS
Skatemen	(ar) Skatemen will set hand brakes on the six west cars in all tracks and more if necessary.
	(as) Skatemen will assist in coupling cars and will protect the west end of the tracks for movements being made from the opposite end.
Car Retarder Operators	(at) Near the close of the trick, skatemen will check the condition of tracks and will give this information to the men relieving them. Skatemen will continue on duty until their relief arrives or until they are relieved by the Hump Yardmaster.
	(au) All instructions to car retarder operators from Hump yardmaster must be immediately acknowledged by car retarder operators affected by these instructions.
PC Crossing Main Tracks	(av) Car retarder operator in "B" Tower must keep switch lined for No. 2 Track at all times except when instructed by yardmaster for immediate movement.
	(aw) No. 1-68 crossover from the North to South Hump must not be lined or re-lined except on instructions from the yardmaster. Switches controlling movement of this crossover must be kept locked at all times until permission for its use has been secured.
	(ax) <i>Car Retarder Operators.</i> —Switch levers must not be moved until the switch indication light is displayed or until it is definitely known the last car has cleared the switch point.
	(ay) When practicable and upon instruction of the yardmaster all "digs" must be brought to the Apex of the Hump in order to secure benefit of master retarder.
	(az) Cars must at all times be retarded in such a manner to avoid overspeed impacts and to allow cars to roll at such a speed to be safely protected by skatemen.
	(ba) Car retarder operators must be alert at all times to protect against run-away cars or cars that have been misrouted.
	(bb) Unless otherwise provided, cars moving over the hump with engine attached must be retarded the same as cars moving without an engine. Car Retarder must be fully released before engines move through the retarder.
	(bc) In applying Rule 609 to reverse movements within interlocking limits of PC Crossing, road crews or yard crews, doubling train or switching within interlocking limits are authorized to accept instructions of yardmaster as permission for movement. The Yardmaster will, before authorizing such movement have a thorough understanding and permission of the operator at PC Tower of the movements to be made.

TRACK	INSTRUCTIONS
Alexis-Hallett	(a) <i>Alexis-Hallett.</i> —Unless immediate movement to the double track section of T.T.R.R. can be made, operator at Alexis will hold Southward C&O trains at Home Signal located at south end of Running Track. When STOP indication is displayed on block signal located at Dixie Highway all trains or engines will stop clear of flasher circuits at State Line Road Crossing and a member of the crew will call Operator immediately.
	(c) Yard Crews operating northward from Hallett and having work to perform at Wabash-Lagrange Spur will perform such work from either the running track or siding as may be designated by a sign located on hand rail at entrance to Operators office at Hallett. Letter "R" denotes Running Track. Letter "S" denotes Head in Siding. When letter "S" is displayed, member of crew will call operator Hallett immediately upon arrival at North End of Siding. After clearing in siding, the running track must not be re-entered without permission of Operator Hallett. Trains or engines clearing on Wabash-Lagrange spur tracks will before operating switches to re-enter running track contact operator Hallett to ascertain if there are any opposing or conflicting movements.
Stearns Road—Automatic Highway Crossing Gates and Flasher Light Signals	(d) When authorized by Saginaw Division Train Dispatcher, Northern Region Road Trains will use Thoroughfare Track between Alexis and Erie when movement cannot be made on the Running Track and No. 1 Main Track. Unless otherwise instructed by the Train Dispatcher, tracks other than the Thoroughfare Track must not be used for this purpose. Trains or engines entering running track between Alexis and Hallett, will, before operating the switch, contact the operator at Hallett to ascertain if there are any opposing or conflicting movements.
	(e) Nos. 22 and 55 tracks in Ottawa Yard are designated as a thoroughfare track. Normal position of all hand-operated switches is for movement on thoroughfare track and must be restored to normal position and locked after having been used.
	(f) White Post, indicating beginning of RESTART limit for crossing protection on No. 1 Track, is located on east side of No. 1 track 200 feet north of centerline of crossing. When necessary for southward trains or engines to stop on No. 1 Main Track before reaching crossing, stop will be made before passing white post. When engines are switching or train or engine standing on track circuit causing flasher signals to operate or gates to lower and train or engine

TRACK	INSTRUCTIONS
Stearns Road—Automatic Highway Crossing Gates and Flasher Light Signals	(f)—Concluded. will not move over or foul crossing, the crew may use control push buttons, where provided, to stop flasher signals or to raise gates to allow street or highway traffic to move. When control push button has been used for this purpose, movement must not be made over crossing until control push button has been operated to restore flashers or gates to automatic operation and flashers are working or gates are lowered, or a member of the crew protects the crossing. Michigan State Law reads: "No train or yard movement shall obstruct vehicular traffic on public streets or highways for a longer period than 5 minutes, nor shall successive train or yard movements be permitted to obstruct streets or highways until all vehicular traffic previously delayed has been cleared or a period of 5 minutes has elapsed between such movements. Penalty for violation is a fine of \$500.00 or 90 days, or both." When it is known that public street or highway crossings will be blocked for a period longer than five (5) minutes, the crossing must be cut.
Use of Tower "K" Track	(h) The portion of Tower "K" track between the pipe-connected derail located 143 feet north of junction switch of Tower "K" track and T T R. R. main track and a point 250 feet north of the switch to Tuschman Steel and Wabash LaGrange Steel Company tracks will be used by locomotive crane of the Tuschman Steel Co. Trains or engines using Tower "K" track will approach and move through the above territory expecting to find the track occupied by this locomotive crane or other equipment.

5.—PRESQUE ISLE YARD.

No. 3 Empty Hole	(a) The kickback in No. 3 empty hole must not be used for any purpose other than placing cabooses on rear end of trains.
Scissors Crossover	(b) Movement over scissors crossover must not be made until proper hand signal is given by a member of the crew, stationed at the switch nearest the engine, or on the leading car, or on the end of the engine in the direction moving, to protect the movement.
Brake Test Puller Runs	(c) Unless otherwise provided when engines at Dock are coupled to trains for Walbridge, as soon as brake test is started Head Brakeman will ask for clearance from Operator at MI Cabin. When brake test is completed, Head Brakeman will inform Operator train is ready to depart. Conductors and/or Engineers will see that the above instructions are complied with and that the whistle is sounded as provided by Rules 14-A and 14-B

TRACK	INSTRUCTIONS								
Hand Brakes	(e) When cars are left on the High Buck Tracks, sufficient hand brakes must be set to hold cars, except when pusher operator is at that point and assumes responsibility for the cars. In such cases, Trainmen must have a definite understanding with the pusher operator regarding the responsibility. (f) When placing cars for coal machines or into Stub Tracks, a sufficient number of hand brakes must be set to assist the engineer to properly control the speed of the cars being handled. (g) When placing cars in west end of Hump Classification Yard, before shoving, all hand brakes must be released. The required number of hand brakes must be applied when cars are in clear. In compliance with Rule 103-E, sufficient hand brakes must be set on west end of cars left standing in the ten "woods" tracks at Presque Isle Dock. Engineers must not attempt to shove these tracks before all hand brakes are released.								
Loaded Tracks all 4 coal Machines (Switches)	(h) Movement must not be made over any of the spring-loaded switches located on all loaded tracks at the four coal machines, Presque Isle Docks until a member of the crew has manually positioned the switch or switches for movement. Rule 104 applies. They must not be considered as spring switches. (i) Unless otherwise instructed, Conductor or Brakemen on runs entering yard will call Yardmaster as soon as train stops in clear unless otherwise instructed. (j) <i>Operation of Power Switches and Electrically-Locked Switches.</i> —Power and electrically-locked switches are controlled by retarder operator (when on duty). Switches may be operated locally by trainmen after securing permission of Retarder Operator (when on duty). Instructions for operating switches are posted in control boxes.								
All Tracks	(k) <i>Switching Signals.</i> —Signals governing switching movements on new Ore Track may be operated from the control boxes located at west end of Woods lead and west end of Ore Dock between No. 2 and No. 3 Ore Tracks. Instructions for operating signals are posted in control boxes. (l) Aspects and indications displayed by color light switching signals are as follows: <table border="0" style="margin-left: auto; margin-right: auto;"> <thead> <tr> <th style="text-align: center;">Aspect</th> <th style="text-align: center;">Indication</th> </tr> </thead> <tbody> <tr> <td style="text-align: center;">Red Light.....</td> <td style="text-align: center;">Stop</td> </tr> <tr> <td style="text-align: center;">Yellow Light.....</td> <td style="text-align: center;">Move East</td> </tr> <tr> <td style="text-align: center;">Green Light.....</td> <td style="text-align: center;">Move West</td> </tr> </tbody> </table>	Aspect	Indication	Red Light.....	Stop	Yellow Light.....	Move East	Green Light.....	Move West
Aspect	Indication								
Red Light.....	Stop								
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Ore Dock Lead	(m) <i>Crossing Protection Signals and Derails in Service.</i> —Following aspects and indications will be displayed by signals governing movements								

TRACK	INSTRUCTIONS									
	(m)—Concluded. over tracks listed below when Hayes derrails are in normal or derailing position on Ore Dock Lead and No. 5 Ore Machine Track:									
	<table border="0"> <thead> <tr> <th>Track</th> <th>Aspect</th> <th>Indication</th> </tr> </thead> <tbody> <tr> <td>New Coal Dumper Lead.....</td> <td>Green Light...</td> <td>Proceed Over Crossing</td> </tr> <tr> <td>Ore Dock Lead No. 5 Ore Machine Track</td> <td>..Red Light.....</td> <td>Stop</td> </tr> </tbody> </table>	Track	Aspect	Indication	New Coal Dumper Lead.....	Green Light...	Proceed Over Crossing	Ore Dock Lead No. 5 Ore Machine Track	..Red Light.....	Stop
Track	Aspect	Indication								
New Coal Dumper Lead.....	Green Light...	Proceed Over Crossing								
Ore Dock Lead No. 5 Ore Machine Track	..Red Light.....	Stop								
Ore Dock Lead	When derrails are in non-derailing position following aspects and indications will be displayed:									
	<table border="0"> <thead> <tr> <th>Track</th> <th>Aspect</th> <th>Indication</th> </tr> </thead> <tbody> <tr> <td>New Coal Dumper Lead.....</td> <td>Red Light.....</td> <td>Stop</td> </tr> <tr> <td>Ore Dock Lead No. 5 Ore Machine Track</td> <td>..Yellow Light..</td> <td>Proceed Over Crossing</td> </tr> </tbody> </table>	Track	Aspect	Indication	New Coal Dumper Lead.....	Red Light.....	Stop	Ore Dock Lead No. 5 Ore Machine Track	..Yellow Light..	Proceed Over Crossing
Track	Aspect	Indication								
New Coal Dumper Lead.....	Red Light.....	Stop								
Ore Dock Lead No. 5 Ore Machine Track	..Yellow Light..	Proceed Over Crossing								
	Power Failure. —In event of power failure, no aspects will be displayed by the signals. Before moving over crossing, arrangements must be made to properly protect movement.									
"Hard Crossing" No. 39 Lead and "Long Circle" Track	(n) All movements on either track must stop clear of crossing of No. 39 Switching Lead "Hard Crossing" and Long Circle Track to No. 4 Machine unless proper hand signal to govern movement over crossing is received from a member of crew stationed at the crossing. Before giving hand signal for movement, employe stationed at crossing must know there are no conflicting movements.									
Dock Tracks: Overseas Terminal	(o) Gantry Crane: Toledo Overseas Terminal. —Trains or engines using DOCK tracks will not move west of gantry crane rail stops painted yellow until it is known that gantry crane is stationary and lifting device of crane is retracted to its upper limit. Trains or engines must expect to find the crane, which spans these tracks, anywhere between the rail stops and west end of tracks. High or wide loads must not be moved under crane unless authorized by Superintendent.									
Iron Ore Buck	(p) Close Clearance. —Electric Pushers spotted on Iron Ore Buck opposite Ore Dock Clerk's Office east of Iron Ore Machine will not clear awnings and storm windows of diesel engines and must not be passed until proper clearance has been provided.									
Highway and Street Crossings Millard Ave.	(q) Light engines moving eastward must stop before entering the approach track circuit, to provide a minimum of 22 seconds flasher signal protection between end of circuit and Millard Avenue crossing. When using leads for air test on Dock Runs to Walbridge, crews must see that engine is clear of track circuit.									

TRACK	INSTRUCTIONS
"A" Lead	(r) West switches of Nos. 1, 2 and 3 receiving yard tracks, leading from East End of "A" Lead, are equipped with RACOR TRAIL THROUGH SWITCHES (painted yellow). These switches may be trailed through without stopping when there are no conflicting movements on adjacent tracks and the route is seen or known to be clear. When operated by hand, the hand-throw lever must be placed and left completely at rest on the lever stop to assure that the points are secured in place to provide safe operation over the switch and proper function of the switch mechanism at the time of the next trail-through movement. Movements that change position of switch point by trail-through movement must not take slack nor reverse direction until one full car (or at least two sets of trucks) has passed through the switch points. Switches at east end of New Receiving Yard Tracks 1, 2 and 3 are Dual-Control and are power-operated by the Operator at Millard Avenue Interlocking. Eastward movement must not be made beyond clearance point at the east end of the New Receiving Yard Tracks 1, 2 and 3 without permission from the Operator at Millard Avenue. When not properly lined, member of crew must request Operator to power-operate dual-control switch or obtain his permission to hand-operate switch to proper position, but this will not relieve crew of knowing there are no conflicting movements and the route is clear before proceeding. Switch indicators are in service to indicate track for which switch is lined.

T-93-6.—GENERAL NOTICE—ALL YARDS.

SUBJECT	INSTRUCTIONS
Placarded Cars	(a) Placarded Cars.—Explosive and Flammable. —Attention is called to the requirements of Bureau of Explosives Poster No. 1, posted in all yard offices and caboose cars, outlines the requirements for handling cars placarded "EXPLOSIVES", "DANGEROUS", "POISON GAS". Bureau of Explosives pamphlets are distributed to all employes having to do with the handling of such cars. Employes and supervisory officers should provide themselves with, and carefully study these instructions. Section 74.589 paragraph (d) is supplemented as follows: "Cars containing dangerous articles when switched on tracks which can be serviced from both ends must be at rest before other cars are permitted to strike against the car or draft containing the car." Employes who violate regulation requirements make themselves legally liable and subject to prosecution.

SUBJECT	INSTRUCTIONS
Placarded Cars	(a) <i>Placarded Cars.</i> —Concluded. Tank cars have been discovered discharging objectionable fumes through the vents account becoming hot from heat from the sun. Fumes escaping from cars containing acids may be dangerous when they are inhaled. In the event a tank car containing sulphuric acid is found to be giving off fumes, it should be set off and not allowed to go forward until the unsafe condition is corrected. Such cars should be switched to some track as far as possible from employes so that danger of inhaling any volume of fumes would be negligible; also away from oil-burning switch lamps or open flames or fires from which the fumes might catch fire. Yardmen, trainmen and car inspectors must see that tank cars giving off fumes are immediately set off and given necessary attention.
	(b) <i>EBAX Cars.</i> —Motor Fuel Antiknock Compound (Ethyl Brand) cars bear EBAX markings and are series 300, 3000, 600 and 6000. The commodity transported therein is a "Class B Poison." Accordingly, it is chiefly dangerous by contact with the body or inhalation of its vapors. Metallic Sodium is shipped in EBAX Cars of 400 series. This is an inflammable solid which will flash when it comes in contact with water. 1. <i>Do not under any conditions</i> a. transfer lading b. open dome cover, dome valves or fill car with water c. make repairs requiring the application of heat d. use empty cars in any other service. 2. Notify the Ethyl Corporation immediately of any major bad order conditions and necessary assistance or instructions will be furnished. You may telephone or telegraph at their expense to: ETHYL Corporation at Baton Rouge, La., Phone 6161 or 405 Lexington Avenue New York 17, N. Y. Phone Murray Hill 4-4000 Bureau of Explosives regulations require cars containing anti-knock compounds to carry a "Poison Gas" placard and metallic sodium to carry a "Dangerous" placard.
Type "H" Knuckles	(d) In order to easily identify Type "H" Tightlock Knuckles, all such knuckles carried as spares on F-7, FP-7, and E-8 diesel units and in equipment lockers of baggage cars will be marked with a red stripe 1 inch to 1½ inch wide running vertically down entire face of knuckle.

SUBJECT	INSTRUCTIONS
Vacations: Marking Up	(e) It is the responsibility of men going on vacation to <i>mark off for vacation</i> and to <i>mark up promptly</i> at the close of the vacation period. Except engineers and firemen who have made arrangements in advance with the road foreman of engines and trainmen who have made arrangements with the crew clerk at Walbridge for additional time off, men who fail to mark up at the expiration of their vacation period will be considered absent without permission. When a man marks up at the close of his vacation period and desires extra time off, he will be permitted to again mark off, provided that sufficient men are available.
Bids Vacancies	(f) Enginememen working at Presque Isle Dock, Lake Front Dock, Rossford Yard and all locations at Walbridge other than Terminal Building who send a bid to the Walbridge Terminal Building Crew Dispatchers Office from either of those points must verify this by calling the Crew Dispatcher by telephone before the bidding period closes, giving him the same information shown on the bid.
Foreign Interchange	(g) Crews will not make other than initial coupling between cuts of cars on foreign yards when pulling from or delivering to the various connections, unless authorized by proper authority to do so.
Non-Spin Type Hand Brakes	(h) <i>Handling of Non-Spin Type Brakes.</i> —Employes handling non-spin type hand brakes must turn hand wheel sufficiently to allow brake shoe to fall away from wheel of car preventing friction which gives indication of stuck brakes. When non-spin brake is fully released, the bell crank fulcrum is in down position and brake chain is slack.
Time Tickets	(j) <i>Walbridge and Presque Isle.</i> —When turning in time at the completion of tour of duty, relieving time will be the time engine stops at the point designated by the Yardmaster. Conductors and Engineers will report their relieving time on the actual minute basis. When filling out Puller Slip Form CF 663, the exact time must be shown in the column assigned Puller under <i>Going Trip</i> . This means that the actual time that Engine is put on train in Puller Service.

T-98.—ADDITIONAL INSTRUCTIONS AT JUNCTIONS AND CROSSINGS.

(a).—Engines or cars must not be detached and left standing between absolute signals governing movement over, nor between derails protecting, a railroad crossing at grade.

(b).—*Alexis.*—PC Crossing on Mather Lead.—Protected by combination pole and gate target. Normal position is VERTICAL with gate over PC rails for C&O movement. Must be returned to normal (vertical) position and locked with PC switch lock after using.

T-103-C.—HIGHWAY AND STREET CROSSINGS.

(a).—In addition to complying with Rule 103-C, trains and engines will stop before moving over the highway and/or street crossings designated below:

SUBDIVISION	LOCATION	HIGHWAY OR STREET
Third	Rossford	Glenwood Road (Tracks One to Eight, inclusive)

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

LOCATION AND STREET	INSTRUCTIONS
Rossford (Glenwood Rd.)	Tracks 1 to 8 inclusive and northward moves on new outbound track must stop and protect highway traffic if more than 2 minutes are consumed from a point 1100 feet south of crossing.
Toledo (Oakdale Ave.)	Northward movements on yard main will not exceed 5 miles per hour from a point 100 ft. south of Oakdale Ave., and until engine or leading car has passed Oakdale Ave.

Where cut section sign "CS" is installed near a highway crossing protected by automatic flashers or gates, if it can be avoided, no portion of train should pass the "CS" sign when picking up or setting off cars. When train departs for movement over crossing, not less than twenty seconds shall be consumed after passing the "CS" sign before reaching the crossing.

When engines are switching or train or engine standing on track circuit causing flasher signals to operate or gates to lower and train or engine will not move over or foul crossing, the crew may use manual control feature where provided, to stop flasher signals or to raise gates to allow street or highway traffic to move. When Manual Control feature has been used for this purpose, movement must not be made over crossing until Manual Control feature has been operated to restore flashers or gates to automatic operation and flashers are working or gates are lowered, or a member of the crew protects the crossing.

T-105.—USE OF SIDINGS AND SPECIFIED TRACKS.

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

Gates and doors must be closed and secured and derails (where provided) replaced after work is completed.

T-206.—USE OF FOREIGN LINE ENGINES.

When Baltimore and Ohio, Western Maryland or Reading engines are used on C&O rails, it will not be necessary to precede the engine number with initials of the other railroad in train orders. Rule 206 modified.

T-221.—TRAIN ORDER SIGNALS.

Walbridge.—Train Order Signal at Walbridge (Terminal Bldg.) does not apply to trains terminating at Walbridge.

T-252.—CROSSING OVER OR ENTERING MAIN TRACKS.

(a).—**Clearing Main Track.**—Crews doing switching at Libby-Owens will promptly clear No. 1 and No. 2 main tracks on their arrival, reporting to the operator at PC Tower and Yardmaster Walbridge when their train is clear of the main tracks and will not enter or foul the main tracks without permission of Yardmaster and operator at PC Tower Walbridge.

T-605.—INTERLOCKING RULES.

Interlocking Rules 605 to 609, inclusive, are in effect within interlocking limits at:

- Alexis (PC RR).
- Hallett (AA&TT).
- Millard Ave. (TTRR)
- Walbridge, PC Tower (PC-TT).
- Bates

T-702.—LOCATION AND USE OF SPRING SWITCHES.

LOCATIONS	NORMAL POSITION FOR MOVEMENT ON	DESIGNATED SPEED IN NORMAL POSITION	
		FACING MOVEMENT	WHEN SPRINGING SWITCH
VR Tower— East switch of connecting track between hump lead and eastbound pull-out track (See Note).	For Movement on Connecting Track.	15 m.p.h.	15 m.p.h.

Note.—Slack must not be taken nor switching movements made on Eastbound Pull-out track between spring switch and clearance post located 200 feet west of spring switch until switch has been hand operated to reverse position.

When dwarf signal at V.R. Tower governing movement on Eastbound Pull-out Track displays STOP indication, eastward movements on *Eastbound Pull-out Track* must stop at clearance post and must not foul connecting track without permission of Operator at V.R. Tower.

Eastward movements on *Connecting Track* must not foul *Eastbound Pull-out Track* without permission of the Operator at V.R. Tower and in addition, must ascertain that there are no conflicting movements on the Eastbound Pull-out Track.

Yard engines will secure this permission through the Yardmaster at the Arrival Yard.

T-725.—SPEED LIMIT SIGNS. (Bates and Toledo)

The triangular permanent reduce speed signs (where used) designating speeds on curves, etc., remain in service. Rule 725 modified.

T-727.—TEMPORARY SPEED SIGNS. (Bates and Toledo)

Speed restrictions may be governed by bulletin when numerals designating speed are displayed on Temporary Reduce Speed Signs.

CHANGES IN OPERATING, TRAIN HANDLING, AND MOTOR CAR RULES:

RULE OR INST. NO.	REVISION
Rule 11-A of Operating Rules Modified	In Automatic Block Signal Territory, the explosion of two torpedoes is a signal to look out for flagman or other signal for one mile.

RULE OR INST. NO.	REVISION
Rule 11-A of Operating Rules Modified	<p>In other than Automatic Block Signal Territory, the explosion of two torpedoes is a signal to immediately reduce speed sufficiently to stop short of train or obstruction and to proceed at that speed for one mile.</p> <p>The explosion of one torpedo will indicate the same as two, but the use of two is required.</p> <p>Torpedoes must not be placed at stations or on public crossings.</p>
Section A CDT-30 supplemented	<p>PROCEDURE FOR REDUCING OVERCHARGED AIR BRAKE SYSTEM ON FREIGHT CARS:</p> <ol style="list-style-type: none"> 1. Adjust feed valve for standard brake pipe pressure and charge entire train at least three minutes. 2. Place automatic brake valve in emergency position for one minute. 3. Place automatic brake valve in release (or running) position until brake pipe pressure shows twenty pounds pressure. 4. Place No. 24-RL automatic brake valve in lap position (No. 26-C automatic brake in handle off position) and permit service exhaust of brake pipe air for one minute. 5. Place automatic brake valve in release position and charge train in preparation for air brake test.
A-28 L-414 (CDT-30) Supplemented	<p>(a) The dynamic brake may be used to reduce speed of trains for slowdowns or control speed during the descent of grades, but must not be used for stopping. The same care must be used in bunching slack with the dynamic brake as with the independent brake or rough handling will result. To avoid sliding wheels the dynamic brake and independent brake must not be used at the same time on the locomotive. The dynamic brake must always be applied and released gradually. Depress independent brake handle frequently enough to insure that brake cylinder pressure does not develop.</p> <p>(b) Maximum dynamic braking must not exceed the equivalent of twenty (20) operative traction motors. This can be accomplished by observing the load indicator. When the number of traction motors in dynamic braking exceeds 20; the amperage reading shown on load indicator must be limited to 25 amperes less than the maximum of 700 amperes for each additional traction motor.</p> <p>(c) The load indicator meter must be carefully observed at all times during dynamic braking. When the dynamic brake is being applied and it is noted that amperage does not build up normally with respect to lever position and speed; do not continue its use. This condition will be noted on locomotive inspection report for attention to the relieving engineer and maintenance forces.</p>

RULE OR INST. NO.	REVISION
A-28 L-414 (CDT-30) Supplemented	<p>(d) It is important to plan movement well in advance, to avoid maximum dynamic brake while head end cars are passing through a crossover, turnout or around sharp curves. This is particularly important when the dynamic brake is used entirely for controlling the speed of train and the train has empties or light loads on head end and heavy loads on rear end.</p> <p>(e) When preparing to use the dynamic brake, the throttle will be in "Idle" position and the selector lever in the No. 1 position. Allow at least ten (10) seconds to elapse for five (5) units (or less) of dynamic brake before the selector lever is moved to "Off" position. If train brakes are not applied at time the selector lever is moved to "Off" position, leave in "Off" position not less than five (5) seconds before moving to "B" position and leave in "B" position not less than five (5) seconds before moving into the braking zone. (Note: Allow an additional second for each unit of dynamic brake in excess of five (5) units.) Then apply dynamic brake gradually to properly adjust the slack. After slack has been bunched, increase the dynamic brake output gradually as operating conditions require. Never advance the braking lever rapidly in the braking zone.</p> <p>(f) When train brakes are used in conjunction with the dynamic brake, the air brakes will be started with a minimum brake pipe reduction, (or heavier with respect to local instructions) and followed by additional reductions necessary to properly control the train speed.</p> <p>(g) If train brakes are to be released while the train is moving, leave dynamic brake applied until sufficient time has been allowed for brakes to release on train. After train brakes have been released, continue to use the dynamic brakes as needed. If not needed, gradually reduce the dynamic brake, pausing not less than five (5) seconds in "B" and "Off" positions before using power.</p>
C-228 CDT-30 Supplemented	<p>Dump Cars.—Loaded dump cars built prior to 1969 must not be used or handled in work trains or switched on or adjacent to a main track unless they are equipped with proper chains to prevent possibility of a car being dumped in opposite direction from that intended. Before such cars are moved, conductor must see that chains are fastened in proper position and that chains are not disconnected on side to be dumped during dumping operation.</p> <p>Air dump cars, when moved in through trains, must have air bled from the dumping system and dump line air hose must be attached to dummy couplings when cars are so equipped.</p>

RULE OR INST. NO.	REVISION
First paragraph C-229 (CDT-30) Modified	Scale Test Cars in regular service must be handled three cars ahead of caboose and train must have 85% operative air brakes. Train on which handled must not exceed a maximum speed of 35 miles per hour.
Locomotive Short Time Rating CDT-30 Supplemented	<p>The following instructions govern the operation of locomotives when the traction motor current is greater than the continuous rating listed on the short time rating plate:</p> <ol style="list-style-type: none"> 1. <i>Starting.</i>—When starting train the load meter reading may exceed the continuous rating for any throttle setting provided its reading reduces below the continuous rating as speed increases and throttle is fully opened. 2. <i>Full throttle operation.</i>— <ol style="list-style-type: none"> a. When operating at full throttle the locomotive should not be operated in the short time ratings any longer than listed on the short time rating plate. b. Operation in short time ratings less than 20 minutes apart must be added together. Their sum shall not exceed that indicated by the most restrictive zone reached by the loadmeter pointer. c. Operation in short time ratings 20 minutes or more apart are to be considered as separate operations. d. (1) The throttle must be kept fully open when operating in Short Time Ratings. (2) Throttle must not be reduced to cause loadmeter reading to reduce below the continuous rating. (3) Throttle may be reduced for short periods to overcome excessive wheel slip when operating in Short Time Ratings. 3. Whenever Short Time Ratings have been used for full allowable time and overload condition still exists, stop train and cool the electrical equipment for 20 minutes by opening GF switch, centering the reverser and place throttle half open (#4 position). After cooling period the locomotive may again be operated within short time ratings as described above. <p><i>Note.</i>—When locomotive is equipped with a Manual Power Reduction Device, it can be used to overcome excessive wheel slip. However, when using this device, bear in mind the trailing units are still operating under maximum load.</p>
MC-7(c) and MC-7(d)	Motor Car Rules 7(c) and 7(d) referring to "C&O Rule 271 or B&O Rule 676" are modified to refer only to Rule 271.
MC-12(a) modified	The speed of all high-rail trucks, while operating on tracks must not exceed 20 MPH.

MC-4.—Additional instructions governing the movement of MofW Cars and equipment modifying or supplementing M. C. Rule 4.

TRACK SECTION BETWEEN	AUTHORITY FOR MOVEMENT
Rockwell Jct. and PC Crossing, Walbridge	(a) Verbal permission of yardmaster at Walbridge who will arrange with PC Dispatcher for protection before authorizing car movement.
Walbridge and VR Tower	(b) Verbal permission of Operator at Walbridge or VR Tower, who will consult each other before authorizing movement. Permission of Yardmaster not required.
PC Jct. and Bates	(c) Verbal permission of Operator at Bates. (Operator will consult Train Dispatcher for information of through train movements before issuing permission.) Car Operator will be protected against yard engines between these points.

(d).—Permission of Yardmaster is not required for main track movement through or within yard limits between PC Jct. and Bates.

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

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

MISCELLANEOUS

(a).—*High Voltage Wires.*—In the event wires carrying high voltage, or power lines in connection with Automatic Block System are broken, swinging or on the ground, employes will immediately notify the Train Dispatcher. If wires are in position to interfere with traffic or are liable to cause injury to persons, arrangements must be made to place watchmen at the point until relief can be obtained.

(b).—*Personal Injury Reports.*—Whenever employes are injured, the officer or employe in charge will act as follows:

(1) *Non-Train Accident.*—Whenever employes are injured in a non-train accident, equipment or machinery involved must be given an immediate inspection by officer or employe in charge to ascertain condition.

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

MISCELLANEOUS—Concluded

- (3) If any employe furnishes to a person, other than an official of the Railway Company, written statement concerning an accident, or injury, employe shall promptly furnish an exact copy of statement to his immediate superior.
 - (4) In all highway crossing accidents the Conductor of the train involved will make report on Form C.J-8 to the Superintendent. He should include, in space Z, under "REMARKS" the names and addresses of all outside witnesses at the scene, together with the license numbers of all automobiles that were stopped at the crossing at time of accident.
 - (5) In the event a passenger train is involved in an accident and accident is of such a nature that passengers might possibly have been subjected to injury, the Conductor in charge of train will have such passengers complete and sign Form CJ-99, regardless of whether or not such passengers claim to have been injured, as provided for in printed instructions accompanying Form CJ-99. (See General Rule M-2, Book of Rules.)
 - (6) When physically able to do so, an employe sustaining injury, will report it to the Supervisor before leaving company premises. The Supervisor must arrange prompt first aid and when necessary, place the employe under the care of a company surgeon as soon as possible. Injuries must be reported promptly on the prescribed forms, however minor they may appear.
 - (7) In case of fatal accident on line of road, the nearest state or local police should be promptly notified. If such police cannot be promptly contacted and brought to the scene within a short time, train will proceed without further delay. A member of the crew or other agent of the Company will be left at the scene to notify the police and make sure that the body is placed in the hands of the proper authority.
- (c).—*Holidays*.—New Year's, Washington's Birthday, Decoration Day, Fourth of July, Labor Day, Thanksgiving, Christmas.
- (d).—*Use of Radio*.—Use of privately owned and licensed Citizens Band Radios for operating purposes is forbidden.
- (e).—*Defective Equipment*.—
- (1) *Loose Wheels*.—Unless a representative of the Mechanical Department is available to give prompt inspection, equipment detected with loose wheels must be set out at the first available point. Extreme care must be exercised in handling this equipment.
 - (2) *Procedure For Hot Box Inspection*.—The attention of train and engine employes is directed to poster—"STANDARD PROCEDURE FOR HOT BOX INSPECTION BY TRAIN CREWS".
- (f).—*Telephone Numbers*: Chief Dispatcher Dayton, Ohio Area 513-222-5821; Indianapolis Area 317-632-3371 Daily from 8:00 A.M. to 5:00 P.M. except Saturday, Sunday and Holidays. At other times 632-3123.

C&O—SURGICAL STAFF

LOCATION	OFFICE ADDRESS	TELEPHONE NO.
Toledo, Ohio		
*T. H. Brown.....	} 3636 Monroe St.....	241-3191
Thomas H. Brown, Jr.....		
*H. P. Drake.....	University Medical Bldg.....	531-4203

* Asterisk indicates doctors who will respond to emergency calls.

B&O MEDICAL DEPARTMENT

COMPANY SURGEONS

Toledo, Ohio.....	Dr. F. S. Skopek
	Dr. E. A. Orwig, Oculist
	Dr. J. F. Whitacre
	Dr. G. S. Bova
	Dr. F. E. Foss

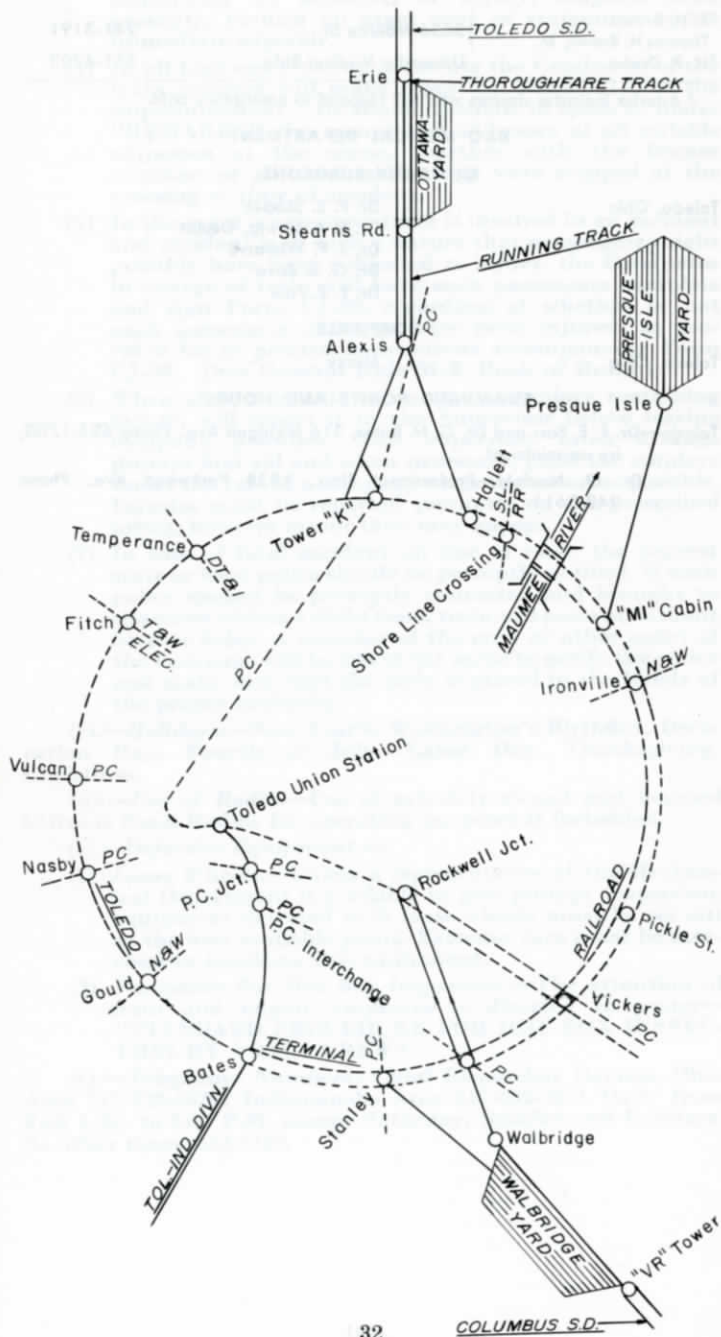
HOSPITALS

Toledo, Ohio.....	Mercy
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EXAMINING POINTS AND HOURS

Toledo—	Dr. F. E. Foss and Dr. G. N. Bates, 316 Michigan Ave., Phone 685-1700, by appointment
	Dr. O. Neufeld, Professional Bldg., 1838 Parkwood Ave., Phone 242-3611

TOLEDO TERMINAL DIVISION



SPEED TABLE

Time per Mile	Miles per Hour	Time per Mile	Miles per Hour	Time per Mile	Miles per Hour	Time per Mile	Miles per Hour
0 45	80.00	1 20	45.00	1 55	31.30	2 30	24.00
0 46	78.26	1 21	44.44	1 56	31.03	2 31	23.84
0 47	76.59	1 22	43.90	1 57	30.77	2 32	23.68
0 48	75.00	1 23	43.37	1 58	30.51	2 33	23.53
0 49	73.47	1 24	42.86	1 59	30.25	2 34	23.38
0 50	72.00	1 25	42.35	2 00	30.00	2 35	23.23
0 51	70.59	1 26	41.86	2 01	29.75	2 36	23.08
0 52	69.23	1 27	41.38	2 02	29.51	2 37	22.93
0 53	67.92	1 28	40.91	2 03	29.27	2 38	22.78
0 54	66.66	1 29	40.45	2 04	29.03	2 39	22.64
0 55	65.45	1 30	40.00	2 05	28.80	2 40	22.50
0 56	64.28	1 31	39.56	2 06	28.57	2 41	22.36
0 57	63.16	1 32	39.13	2 07	28.34	2 42	22.22
0 58	62.07	1 33	38.71	2 08	28.12	2 43	22.08
0 59	61.02	1 34	38.29	2 09	27.91	2 44	21.95
1 00	60.00	1 35	37.89	2 10	27.69	2 45	21.82
1 01	59.02	1 36	37.50	2 11	27.48	2 46	21.69
1 02	58.06	1 37	37.11	2 12	27.27	2 47	21.56
1 03	57.14	1 38	36.73	2 13	27.07	2 48	21.43
1 04	56.25	1 39	36.36	2 14	26.87	2 49	21.30
1 05	55.38	1 40	36.00	2 15	26.66	2 50	21.18
1 06	54.54	1 41	35.64	2 16	26.47	2 51	21.05
1 07	53.73	1 42	35.29	2 17	26.28	2 52	20.93
1 08	52.94	1 43	34.95	2 18	26.09	2 53	20.81
1 09	52.18	1 44	34.61	2 19	25.90	2 54	20.70
1 10	51.43	1 45	34.29	2 20	25.71	2 55	20.58
1 11	50.70	1 46	33.96	2 21	25.53	2 56	20.45
1 12	50.00	1 47	33.64	2 22	25.35	2 57	20.34
1 13	49.31	1 48	33.33	2 23	25.17	2 58	20.22
1 14	48.65	1 49	33.03	2 24	25.00	2 59	20.11
1 15	48.00	1 50	32.73	2 25	24.83	3 00	20.00
1 16	47.37	1 51	32.43	2 26	24.66	4 00	15.00
1 17	46.75	1 52	32.14	2 27	24.49	6 00	10.00
1 18	46.15	1 53	31.86	2 28	24.32	12 00	5.00
1 19	45.55	1 54	31.58	2 29	24.16		