

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 BALTIMORE AND OHIO
RAILROAD COMPANY**
WESTERN REGION

Safety Above Everything



OHIO-NEWARK DIVISION

TIMETABLE No. 85

Effective 3:01 A. M. Eastern Standard Time

SUNDAY, APRIL 30, 1967

DESTROY ALL TIMETABLES OF PREVIOUS DATE

Read The Instructions

FOR INFORMATION OF EMPLOYEES ONLY

Trains run on Eastern Standard Time

H. I. WALTON,
Superintendent

A. W. JOHNSTON,
General Manager

DIVISION OFFICERS

OHIO-NEWARK DIVISION

| | | |
|---------------|-----------------|------------------|
| H. I. Walton | Superintendent | Cincinnati, Ohio |
| E. A. Frazier | Asst. Supt. | Newark, Ohio |
| C. G. Eicher | Divn. Engr. | Cincinnati, Ohio |
| J. H. Long | Master Mechanic | Cincinnati, Ohio |

OHIO PORTION

| | | |
|------------------|-----|-------------------|
| F. R. France | TM. | Chillicothe, Ohio |
| G. W. Myers, Jr. | RFE | Chillicothe, Ohio |
| K. L. Douglas | CTD | Chillicothe, Ohio |

Assistant Chief Train Dispatchers—Chillicothe, Ohio

| | |
|----------------|--------------|
| O. D. Thompson | G. D. Ulen |
| D. E. Manring | J. J. Potter |

NEWARK PORTION

| | | |
|--------------|-------------------|------------------|
| E. Luster | TM. | Newark, Ohio |
| R. V. Lord | ATTM. | Newark, Ohio |
| C. E. Smith | ATTM. | Newark, Ohio |
| R. V. Pyle | RFE | Newark, Ohio |
| C. R. Walker | CTD | Newark, Ohio |
| C. G. Balser | ATM. | Zanesville, Ohio |
| G. C. Davis | Asst. Divn. Engr. | Newark, Ohio |

Assistant Chief Train Dispatchers—Newark, Ohio

| | |
|--------------|-----------------|
| T. A. Anton | E. F. Finley |
| W. D. Raines | J. W. Branscome |

OHIO PORTION

Train Dispatchers—Chillicothe, Ohio

| | |
|----------------|---------------|
| N. McCormick | F. L. Storts |
| G. W. McBride | G. M. Criss |
| H. C. Manring | W. D. Jeffers |
| R. J. Kisler | W. A. Bell |
| W. F. Hardesty | C. F. Dozer |
| S. Sinozich | |

NEWARK PORTION

Train Dispatchers—Newark, Ohio

| | |
|---------------------|-----------------|
| G. W. Tomko | R. W. Meacham |
| W. K. Balser | G. F. Rushman |
| J. G. Bickel | F. N. Hite |
| C. F. Stevens | C. M. Hines |
| N. R. Keene | E. E. Gomerding |
| A. B. Baldeschwiler | R. W. Jackson |

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PARKERSBURG SUBDIVISION
WESTWARD

| TIMETABLE No. 85 In Effect 3:01 a.m. Sunday, April 30, 1967 | | FIRST CLASS | | SECOND CLASS | |
|--|------|--------------------|--------------------|---------------------|--------------------|
| | | 31 Daily | 11 Daily | 93 Daily | 97 Daily |
| <i>Parkersburg</i> | 1.3 | L AML 336 | L PML 612 | ..... | ..... |
| <i>Belpre</i> | 7.3 | 340 | 616 | 130 | 500 |
| <i>Little Hocking</i> | 3.4 | 348 | 624 | 138 | 508 |
| <i>Torch Hill</i> | 12.5 | 352 | 628 | 143 | 512 |
| <i>Cole</i> | 5.5 | 406 | 642 88 | 204 94 | 528 |
| <i>Canaanville</i> | 7.2 | 413 | 647 | 214 | 535 |
| <i>Athens</i> | 1.4 | S 423 | S 702 | 223 | 553 98 |
| <i>Grosvenor</i> | 8.4 | 425 | 705 | 225 | 556 |
| <i>Mineral</i> | 8.9 | 435 | 714 | 236 | 609 |
| <i>Zaleski</i> | 3.5 | 444 | 723 | 246 | 620 |
| <i>Red Diamond</i> | 4.1 | 448 | 726 | 250 | 624 |
| <i>Dundas</i> | 4.4 | 452 | 730 | 254 | 628 |
| <i>Hamden</i> | 7.7 | F 457 | S 738 | 301 | 633 |
| <i>Byers Jct. (EEDT)</i> | 7.6 | 506 98 | 748 | 315 | 645 |
| <i>West Jct. (WEDT)</i> | 7.0 | 513 | 756 | 323 | 656 |
| <i>Schooleys</i> | 5.0 | 519 | 803 | 332 | 705 |
| <i>Renick Jct.</i> | 2.4 | 524 | 813 | 338 | 714 |
| CHILLICOTHE | | A 531 | A 824 | A 345 | A 720 |

The times shown in italics convey no timetable authority and are for information only.

WESTWARD
PARKERSBURG SUBDIVISION
EASTWARD

| SECOND CLASS | | FIRST CLASS | | SECOND CLASS | | | |
|---------------------|--------------------|--------------------|--------------------|---------------------|--------------------|--------------------|--------------------|
| 95 Daily | 99 Daily | 12 Daily | 32 Daily | 94 Daily | 98 Daily | 96 Daily | 88 Daily |
| L PM | L PM | A PM | A PM | A AM | A AM | A AM | A PM |
| ..... | ..... | 1215 | 945 | ..... | ..... | ..... | ..... |
| 400 | 455 | 1211 | 941 | 235 | 639 | 820 | 715 |
| 408 | 503 | 1203 | 926 | 225 | 629 | 810 | 705 |
| 412 | 507 | 1159 | 922 | 221 | 625 | 806 | 701 |
| 428 | 523 | 1142 | 908 | 204 93 | 609 | 750 | 642 11 |
| 435 | 530 | 1135 | 902 | 155 | 602 | 743 | 633 |
| 444 | 539 | S1125 | S 852 | 148 | 553 97 | 733 | 625 |
| 446 | 541 | 1111 | 845 | 145 | 550 | 731 | 623 |
| 456 | 551 | 1102 | 836 | 132 | 539 | 720 | 612 |
| 506 | 601 88 | 1053 | 826 | 121 | 530 | 711 | 601 99 |
| 510 | 605 | 1049 | 822 | 116 | 525 | 706 | 556 |
| 514 | 609 | 1045 | 817 | 111 | 520 | 701 | 551 |
| 519 | 614 | S1040 | S 812 | 106 | 515 | 656 | 546 |
| 531 | 626 | 1027 | 801 | 1252 | 506 31 | 647 | 533 |
| 539 | 634 | 1020 | 754 | 1240 | 459 | 640 | 523 |
| 548 | 643 | 1014 | 747 | 1229 | 450 | 630 | 512 |
| 554 | 649 | 1010 | 742 | 1220 | 443 | 624 | 505 |
| 600 | 655 | 1003 | 735 | 1215 | 439 | 620 | 500 |
| A PM | A PM | L AM | L PM | L AM | L AM | L AM | L PM |

CHILLICOTHE SUBDIVISION

WESTWARD

| TIMETABLE No. 85 | | FIRST CLASS | | SECOND CLASS | |
|---|------|--------------------|--------------------|--------------------|--------------------|
| In Effect 3:01 a.m. Sunday, April 30, 1967 | | 31 Daily | 11 Daily | 93 Daily | 97 Daily |
| | | L | AM | L | PM |
| CHILLICOTHE | 0.1 | | 536 | | 829 |
| Sherman Trk. | 8.2 | | 538 | | 831 |
| RK Jct. (EEDT) | 1.9 | | 548 | | 841 |
| Musselman (WEDT) | 7.1 | | 550 | | 843 |
| Harpers | 6.6 | | 557 | | 850 |
| Greenfield | 9.8 | F | 605 | S | 858 |
| Leesburg | 2.2 | | 614 | | 909 |
| Highland | 5.5 | | 616 | | 911 |
| New Vienna | 3.7 | | 621 | | 916 |
| Farmers | 8.1 | | 624 | | 919 |
| Midland City (EEDT) | 3.1 | | 631 | | 927 |
| BN Jct. (WEDT) | 1.2 | | 635 | | 932 |
| Blanchester | 15.6 | | 636 | S | 937 |
| Loveland | 0.6 | | 655 | S | 955 |
| Dorsey (EEDT) | 7.7 | | 657 | | 956 |
| Madeira | 3.1 | | 705 | | 1006 |
| Madisonville | 1.6 | | 708 | | 1011 |
| Oakley | 9.9 | S | 710 | S | 1015 |
| CINCINNATI | | | 740 | | 1040 |
| | | A | AM | A | PM |

The times shown in italics convey no timetable authority and are for information only

WESTWARD

CHILLICOTHE SUBDIVISION

EASTWARD

| SECOND CLASS | | FIRST CLASS | | SECOND CLASS | | | |
|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|
| 95 Daily | 99 Daily | 12 Daily | 32 Daily | 98 Daily | 96 Daily | 88 Daily | 94 Daily |
| L | PM | L | PM | A | AM | A | PM |
| 610 | 705 | 955 | 730 | 415 | 556 | 440 | 1050 |
| 611 | 706 | 953 | 726 | 410 | 551 | 438 | 1044 |
| 623 | 717 | 944 | 717 | 400 | 539 | 430 | 1034 |
| 626 | 719 | 941 | 714 | 358 | 536 | 428 | 1032 |
| 636 | 730 | 935 | 707 | 350 | 527 | 420 | 1022 |
| 700 32 | 739 | S 928 | S 700 95 | 338 | 519 | 409 | 1008 |
| 710 | 751 | S 917 | 650 | 324 | 508 | 357 | 957 |
| 712 | 753 | 914 | 647 | 321 | 506 93 | 354 | 953 |
| 720 | 758 | 909 | F 643 | 315 | 500 | 345 | 944 |
| 723 | 802 | 905 97 | 640 | 311 | 456 | 339 | 938 |
| 731 | 810 | 858 | F 632 | 303 | 448 | 327 | 930 |
| 736 | 816 | 854 | 627 | 259 | 443 | 318 | 918 |
| 737 | 817 | S 852 | F 626 | 257 | 441 | 316 | 916 |
| 755 | 835 | S 833 | 607 | 232 | 421 | 242 | 846 |
| 757 | 837 | 830 | 605 | 230 | 420 | 240 | 845 |
| 807 | 847 | 821 | 556 | 222 | 412 | 230 | 833 |
| ..... | ..... | 817 | 552 | 218 | 408 | 220 | 823 |
| 817 | 900 | S 815 | S 550 | 215 | 405 | 215 | 820 |
| ..... | ..... | 755 | 530 | ..... | ..... | ..... | ..... |
| A | PM | A | PM | L | AM | L | PM |

WESTWARD PORTSMOUTH SUBDIVISION EASTWARD

| THIRD CLASS | | TIMETABLE No. 85 | THIRD CLASS | | |
|-------------------|----|------------------|-------------------|-------|----|
| DT&I | | | DT&I | | |
| 101 | | | 108 | | |
| Daily Ex. Sun. | | | Daily Ex. Sun. | | |
| L | PM | | | A | PM |
| ..... |  | BYERS JCT. | 9.3 | ..... |  |
| ..... |  | Meadow Run Wye | 5.2 | ..... |  |
| ..... |  | Hamden | 3.1 | ..... |  |
| ..... |  | Wellston | 2.1 | ..... |  |
| ..... |  | Meadow Run Wye | 7.0 | ..... |  |
| ..... |  | DT&I Jct. | 0.2 | ..... |  |
| 1210 | | Jackson | 6.9 | 728 | |
| 1228 | | Abmac | 2.9 | 710 | |
| 1234 | | Clay | 3.1 | 704 | |
| 1240 | | Oak Hill | 3.1 | 657 | |
| 1246 | | Blackfork Jct. | 3.5 | 650 | |
| 1254 | | Fire Brick | 0.6 | 642 | |
| 1256 | | Eifort | 3.1 | 640 | |
| 105 | | Bloom Jct. | 20.7 | 630 | |
| ..... |  | PORTSMOUTH |  | ..... |  |
| A | PM | | | L | PM |

WESTWARD O&LK SUBDIVISION EASTWARD

| THIRD CLASS | | TIMETABLE No. 85 | THIRD CLASS | | | | |
|-------------------|-------------------|----------------------|---|-------------------|-------------------|---|----|
| 373 | 381 | | 380 | 374 | | | |
| Daily Ex. Sun. | Daily Ex. Sun. | | In Effect 3:01 a.m. Sunday, April 30, 1967 | Daily Ex. Sun. | Daily Ex. Sat. | | |
| L | AM | L | AM | A | AM | A | PM |
| ..... | ..... | PARKERSBURG | 1.3 | ..... | ..... |  |  |
| 700 | ..... | Belpre | 8.1 | ..... | 120 | | |
| 730 | ..... | Bakelite | 3.8 | ..... | 1245 | | |
| 800 | ..... | West Marietta | 0.7 | ..... | 1225 | | |
| 810 | ..... | Harmer | 21.7 | ..... | 1213 | | |
| 915 | ..... | Waterford | 6.0 | ..... | 1043 | | |
| 1030 | ..... | Beckett | 9.4 | ..... | 1030 | | |
| 374 | ..... | Stockport | 9.5 | ..... | 373 | | |
| 1055 | ..... | Malta | 0.3 | ..... | 942 | | |
| 1120 | ..... | McCoy Siding | 15.1 | ..... | 904 | | |
| 1130 | ..... | Homer | 1.9 | ..... | 902 | | |
| 1220 | 1000 | Philo | 6.9 | ..... | 803 | | |
| 1230 | 1010 | Fair Oaks | 0.5 | ..... | 755 | | |
| 1255 | 1040 | PRR Jct. | 1.2 | ..... | 727 | | |
| 100 | 1050 | Zanesville |  | ..... | 725 | | |
| 110 | 1100 |  |  | ..... | 715 | | |
| A | PM | A | AM | L | AM | L | AM |

Note.—No. 373 is superior to No. 380 between Homer and Zanesville (See TTSI-1).

The times shown in italics convey no timetable authority and are for information only.

WESTWARD

CENTRAL OHIO SUBDIVISION

EASTWARD

| THIRD CLASS | | TIMETABLE No. 85 In Effect 3:01 a.m. Sunday, April 30, 1967 | | THIRD CLASS | |
|-------------------------|-------------|---|-------|-------------------------|--------------|
| 83 Daily Ex. Sun. | 85 Daily | | | 84 Daily Ex. Sat. | 102 Daily |
| L AM | L AM | | | A PM | A PM |
| 1030 | 430 | <i>Benwood</i> | 1.2 | 300 | 855 |
| 1035 | 435 | <i>Bellaire</i> | 1.5 | 255 | 850 |
| 1040 | 440 | <i>Schick</i> | 7.6 | 250 | 845 |
| 1100 | 456 | <i>Glencoe</i> | 11.3 | 135 | 831 |
| 1130 | 520 | <i>Bethesda</i> | 6.2 | 100 | 809 |
| 1210 84 | 535 | <i>Barnesville</i> | 7.2 | 1210 83 | 755 |
| 1225 | 552 | <i>SC Tower</i> | 3.0 | 1120 | 735 |
| 1230 | 557 | <i>Salesville</i> | 6.8 | 1040 | ..... |
| 105 | 610 | <i>Lore City</i> | 3.9 | 1010 | 715 |
| 115 | 617 | <i>Mineral Siding</i> | 4.4 | 1000 | 708 |
| 125 | 627 | <i>Cambridge</i> | 8.7 | 935 | 658 |
| 205 | 644 | <i>New Concord</i> | 10.4 | 920 | 643 |
| 230 | 704 | <i>Sonora</i> | 6.3 | 840 | 623 |
| 250 | 716 | <i>BZ Tower</i> | 1.2 | 815 | 611 |
| 255 | 721 | <i>Zanesville</i> | 6.7 | 805 | 605 |
| 340 | 736 84 | <i>Dillon</i> | 8.1 | 736 85 | 550 |
| 355 | 751 | <i>Toboso</i> | 8.7 | 710 | 535 |
| 410 | 805 | <i>NK Booth</i> | 1.5 | 650 | 520 |
| ..... | ..... | NEWARK | ..... | ..... | ..... |
| A PM | A AM | | | L AM | L PM |

The times shown in italics convey no timetable authority and are for information only.

LAKE ERIE SUBDIVISION

WESTWARD

| TIME TABLE No. 85 In Effect 3:01 a.m. Sunday, April 30, 1967 | | THIRD CLASS | | | |
|--|----------------------------|-------------|--------------------------|-------|-------|
| 95 Daily | 73 Mon. Wed. Fri. | 87 Daily | 359 Daily Ex. Sat. | | |
| L AM | L AM | L AM | L PM | L AM | L PM |
| NEWARK | 1201 | 730 | 900 | ..... | ..... |
| Kibler | 1210 | 740 | 910 | ..... | ..... |
| Vanatta | 1217 | 750 | 918 | ..... | ..... |
| Utica | 1232 | 810 | 932 | ..... | ..... |
| Hunt | 1242 | 825 | 942 | ..... | ..... |
| MN Tower | 1251 | 835 | 952 | ..... | ..... |
| Mt. Vernon | 1252 | 840 | 954 88 | ..... | ..... |
| Knox | 104 | 855 | 1015 74 | ..... | ..... |
| Butler | 125 | 920 88 | 1030 | ..... | ..... |
| Lexington | 145 | 945 | 1043 | ..... | ..... |
| Alta | 155 | 1005 | 1103 | ..... | ..... |
| Mansfield | 206 | 1015 | 1118 | ..... | ..... |
| North Siding | 210 | 1040 | 1136 | ..... | ..... |
| Shelby Jct. | 230 | 1120 | 1156 | ..... | ..... |
| Plymouth | 246 | 1145 | 1219 | ..... | ..... |
| New Haven | 304 | 1155 | 1231 | ..... | ..... |
| Willard | 320 | 1205 | 1245 | 745 | ..... |
| Monroeville | ..... | ..... | ..... | 835 | ..... |
| SANDUSKY | ..... | ..... | ..... | 950 | ..... |
| A AM | A PM | A PM | A PM | A PM | A PM |

LAKE ERIE SUBDIVISION

EASTWARD

TIMETABLE No. 85

In Effect 3:01 a.m.
Sunday, April 30, 1967

THIRD CLASS

| 88 | 74 | 358 | 90 |
|-------|-------------------------|-------------------|-------|
| Daily | Tues. Thurs. Sat. | Daily Ex. Sat. | Daily |

| | L | AML | AML | PML | PM |
|---------------------|------|-----------|------------|-------|-------|
| SANDUSKY | 16.4 | ..... | ..... | 500 | ..... |
| Monroeville | 13.5 | ..... | ..... | 600 | ..... |
| Willard | 2.5 | 700 | 730 | 645 | 600 |
| New Haven | 3.1 | 710 | 740 | ..... | 610 |
| Plymouth | 7.8 | 730 | 805 | ..... | 620 |
| Shelby Jct. | 10.9 | 755 | 830 | ..... | 635 |
| North Siding | 1.4 | 826 | 901 | ..... | 654 |
| Mansfield | 4.0 | ..... | 905 | ..... | ..... |
| Alta | 4.2 | 838 | 913 | ..... | 715 |
| Lexington | 10.9 | 848 | 923 | ..... | 725 |
| Butler | 12.0 | 920 73 | 947 | ..... | 747 |
| Knox | 5.5 | 940 | 1015 87 | ..... | 815 |
| Mt. Vernon | 0.4 | 954 87 | 1027 | ..... | 825 |
| MN Tower | 5.0 | 1000 | 1028 | ..... | 827 |
| Hunt | 5.9 | 1010 | 1038 | ..... | 837 |
| Utica | 8.0 | 1022 | 1050 | ..... | 847 |
| Vanatta | 4.0 | 1040 | 1108 | ..... | 905 |
| Kibler | 1.4 | 1048 | 1116 | ..... | 913 |
| NEWARK | | 1100 | 1125 | ..... | 925 |
| | | A | AM | A | PM |

WESTWARD

MIDLAND SUBDIVISION

EASTWARD

THIRD CLASS

| 97 | 43 | 85 |
|-------|-------------------|-------|
| Daily | Daily Ex. Sun. | Daily |

TIMETABLE No. 85

In Effect 3:01 a.m.
Sunday, April 30, 1967

THIRD CLASS

| 102 | 104 |
|-------|-------|
| Daily | Daily |

| L | AM | L | AM | L | PM | | A | PM | A | PM |
|-----|-------|-------------|----|---|----|-----------------------------------|------|------------|-----|----|
| 131 | 730 | 1222 | | | | <i>Columbus</i> | 1.6 | 114 | 829 | |
| 140 | 740 | 1232 | | | | <i>C. C. C. & St. L. Jct.</i> | 0.9 | 104 | 819 | |
| 143 | 745 | 1233 | | | | GN Tower | 0.3 | 103 | 818 | |
| 145 | 746 | 1234 | | | | Mound Street | 6.4 | 102 | 817 | |
| 158 | 805 | 1250 102 | | | | Grove City | 6.3 | 1250 85 | 805 | |
| 211 | 825 | 105 | | | | Orient | 3.7 | 1242 | 757 | |
| 221 | 835 | 120 | | | | Derby | 4.8 | 1235 | 750 | |
| 230 | 850 | 132 | | | | Mt. Sterling | 6.5 | 1227 | 742 | |
| 246 | 910 | 144 | | | | Haynes | 3.7 | 1217 | 732 | |
| 253 | 920 | 154 | | | | Bloomington | 5.6 | 1211 | 726 | |
| 306 | 935 | 205 | | | | Washington C. H. | 0.7 | 1202 | 717 | |
| 324 | ..... | 217 | | | | Potter | 10.0 | 1140 | 655 | |
| 344 | ..... | 242 | | | | Sabina | 4.6 | 1126 | 641 | |
| 400 | ..... | 254 | | | | Melvin | 6.1 | 1117 | 632 | |
| 419 | ..... | 313 | | | | Wilmington | 10.8 | 1107 | 622 | |
| 445 | ..... | 337 | | | | MIDLAND CITY | | 1045 | 600 | |
| A | AM | A | AM | A | PM | | L | AM | L | PM |

The times shown in italics convey no timetable authority and are for information only.

WESTWARD

STATIONS, ETC.

| Distance | Passing Siding Capacity in Cars (45 ft.) | PARKERSBURG SUBDIVISION | | OFFICE HOURS | | Office Call | Jct. or Crossing |
|----------|--|-------------------------|-------|--------------|--------|-------------|-------------------|
| | | | | From | To | | |
| 0.0 | ..... | PARKERSBURG | 1.3 | C | C | OB | ..... |
| 1.3 | W 155 E 140 | Belpre | 1.5 | ..... | ..... | ..... | Mon. Div. O&LK SD |
| 2.8 | ..... | Rockland | 2.9 | ..... | ..... | ..... | ..... |
| 5.7 | ..... | Porterfield | 2.7 | ..... | ..... | ..... | ..... |
| 8.4 | 117 | Little Hocking | 3.4 | ..... | ..... | ..... | ..... |
| 11.8 | ..... | Torch Hill | 6.2 | ..... | ..... | ..... | ..... |
| 18.0 | ..... | Frosts | 6.3 | ..... | ..... | ..... | ..... |
| 24.3 | 112 | Cole | 1.3 | ..... | ..... | ..... | ..... |
| 25.6 | ..... | Guysville | 4.2 | ..... | ..... | ..... | ..... |
| 29.8 | 112 | Canaanville | 7.2 | ..... | ..... | ..... | ..... |
| 37.0 | 136 | Athens | 1.4 | ‡800 A | 500 P | A | ..... |
| 38.4 | 71 | Grosvenor | 5.6 | C | C | AS | NYC |
| 44.0 | ..... | New Marshfield | 2.8 | ..... | ..... | ..... | ..... |
| 46.8 | W 84 E 70 | Mineral | 5.3 | ..... | ..... | ..... | ..... |
| 52.1 | ..... | Hope | 3.6 | ..... | ..... | ..... | ..... |
| 55.7 | 124 | Zaleski | 3.5 | *700 A | 400 P | DR | ..... |
| 59.2 | 45 | Red Diamond | 4.1 | ..... | ..... | ..... | ..... |
| 63.3 | ..... | Dundas | 4.4 | ..... | ..... | ..... | C&O |
| 67.7 | W 85 E 105 | Hamden | 7.7 | 700 A | 1100 P | DN | Ports-mouth SD |
| 75.4 | ..... | Byers Jct. (EEDT) | 2.9 | ..... | ..... | ..... | Ports-mouth SD |
| 78.3 | ..... | Ray | 4.7 | ..... | ..... | ..... | ..... |
| 83.0 | 87 | West Jct. (WEDT) | 2.5 | C | C | BK | Renick SD |
| 85.5 | ..... | Vigo | 4.5 | ..... | ..... | ..... | ..... |
| 90.0 | 45 | Schooleys | 2.5 | ..... | ..... | ..... | ..... |
| 92.5 | ..... | Gravel Pit | 2.5 | ..... | ..... | ..... | ..... |
| 95.0 | ..... | Renick Jct. | 2.4 | ..... | ..... | ..... | ..... |
| 97.4 | ..... | CHILLICOTHE | ..... | C | C | DO | N&W |

C-Continuous.

*-Daily except Saturday and Sunday.

‡-Daily except Sunday.

WESTWARD

STATIONS, ETC.

| Distance | Passing Siding Capacity in Cars (45 ft.) | CHILLICOTHE SUBDIVISION | | OFFICE HOURS | | Office Call | Jct. or Crossing |
|----------|--|-------------------------|-------|--------------|--------|-------------|--------------------|
| | | | | From | To | | |
| 0.0 | ..... | CHILLICOTHE | ..... | C | C | DO | N&W Parkersburg SD |
| 0.1 | 165 | Sherman Track | 6.6 | ..... | ..... | ..... | ..... |
| 6.7 | ..... | Anderson | 1.6 | ..... | ..... | ..... | ..... |
| 8.3 | ..... | RK Jct. (EEDT) | 1.9 | ..... | ..... | ..... | Renick SD |
| 10.2 | ..... | Musselman (WEDT) | ..... | C | C | MS | Tol.-Ind. Div. |
| 17.3 | 129 | Harpers | 7.1 | ..... | ..... | ..... | ..... |
| 20.2 | ..... | Lyndon | 2.9 | ..... | ..... | ..... | ..... |
| 23.4 | ..... | Thrifton | 3.2 | ..... | ..... | ..... | ..... |
| 23.9 | 123 | Greenfield | 0.5 | ..... | ..... | ..... | DT&I |
| 30.5 | ..... | East Monroe | 6.6 | 730 A | 1130 P | X | ..... |
| 33.7 | 57 | Leesburg | 3.2 | ..... | ..... | ..... | ..... |
| 35.9 | 151 | Highland | 2.2 | *700 A | 400 P | SF | ..... |
| 41.4 | ..... | New Vienna | 5.5 | ..... | ..... | ..... | ..... |
| 45.1 | 127 | Farmers | 3.7 | ..... | ..... | VA | ..... |
| 47.9 | ..... | Martinsville | 2.8 | ..... | ..... | ..... | ..... |
| 53.2 | ..... | Midland City (EEDT) | 5.3 | ..... | ..... | ..... | ..... |
| 56.3 | ..... | BN Jct. (WEDT) | 3.1 | C | C | V | Midland SD |
| 57.5 | ..... | Blanchester | 1.2 | ..... | ..... | ..... | ..... |
| 64.1 | ..... | Pleasant Plain | 6.6 | ..... | ..... | ..... | ..... |
| 66.8 | ..... | Cozaddale | 2.7 | ..... | ..... | ..... | ..... |
| 72.5 | ..... | O'Bannon | 5.7 | ..... | ..... | ..... | ..... |
| 73.1 | ..... | Loveland | 0.6 | ..... | ..... | ..... | ..... |
| 73.2 | ..... | U. Tower | 0.1 | ..... | ..... | ..... | ..... |
| 73.7 | ..... | Dorsey (EEDT) | 0.5 | C | C | U | PRR |
| 81.4 | E 63 | Madeira | 7.7 | ..... | ..... | ..... | ..... |
| 84.5 | ..... | Madisonville | 3.1 | *800 A | 500 P | G | ..... |
| 86.1 | ..... | Oakley | 1.6 | ..... | ..... | ..... | ..... |
| 96.0 | ..... | Cincinnati | 9.9 | ..... | ..... | ..... | Cin. Term. SD CUT |

C-Continuous.

*-Daily except Saturday and Sunday.

WESTWARD

STATIONS, ETC.

| Distance | Passing Siding Capacity in Cars (45 ft.) | PORTSMOUTH SUBDIVISION | OFFICE HOURS | | Office Call | Jct. or Crossing |
|----------|--|---------------------------|--------------|--------|----------------|---------------------|
| | | | From | To | | |
| 0.0 | ..... | BYERS JCT. | ..... | ..... | ..... | Parkers- burg SD |
| 5.8 | ..... | Coalton | ..... | ..... | ..... | C&O |
| 9.3 | ..... | Meadow Run Wye | ..... | ..... | ..... | ..... |
| 0.0 | ..... | Hamden | 700 A | 1100 P | DN | Parkers- burg SD |
| 3.1 | ..... | Wellston | 800 A | 500 P | WN | C&O |
| 3.9 | ..... | Grand Crossing | ..... | ..... | ..... | C&O |
| 5.2 | ..... | Meadow Run Wye | ..... | ..... | ..... | ..... |
| 6.5 | ..... | Roads | ..... | ..... | ..... | ..... |
| 12.2 | ..... | DT&I Jct. | ..... | ..... | ..... | DT&I |
| 12.4 | 47 | Jackson | 730 A | 430 P | JA | ..... |
| 17.1 | ..... | Keystone | ..... | ..... | ..... | ..... |
| 19.3 | 62 | Abmac | ..... | ..... | ..... | ..... |
| 22.2 | 18 | Clay | ..... | ..... | ..... | ..... |
| 25.3 | 42 | Oak Hill | 700 A | 400 P | NY | ..... |
| 28.4 | 12 | Blackfork Jct. | *700 A | 400 P | BF | ..... |
| 31.9 | ..... | Fire Brick | ..... | ..... | ..... | ..... |
| 32.5 | 19 | Eifort | ..... | ..... | ..... | ..... |
| 35.6 | 38 | Bloom Jct. | ..... | ..... | ..... | DT&I |
| 37.8 | ..... | South Webster | ..... | ..... | ..... | ..... |
| 39.9 | ..... | Edmunds | ..... | ..... | ..... | ..... |
| 42.7 | 8 | Gepharts | ..... | ..... | ..... | ..... |
| 47.4 | 29 | East Dillard | ..... | ..... | ..... | ..... |
| 47.6 | 29 | West Dillard | ..... | ..... | ..... | ..... |
| 49.8 | ..... | Sciotoville | ..... | ..... | ..... | ..... |
| 56.3 | ..... | PORTSMOUTH | *730 A | 430 P | AR | N&W |

*—Daily except Saturday and Sunday.

†—Daily except Sunday.

WESTWARD

STATIONS, ETC.

| Distance | Passing Siding Capacity in Cars (45 ft.) | EASTERN OHIO SUBDIVISION | OFFICE HOURS | | Office Call | Jct. or Crossing |
|----------|--|-----------------------------|--------------|-------|----------------|---------------------|
| | | | From | To | | |
| 0.0 | | CAMBRIDGE | C | C | CB | Cent.- Ohio SD |
| 9.4 | | C&M-Albin | 9.4 | ..... | ..... | PRR |
| 16.7 | | CUMBERLAND | 7.3 | ..... | ..... | ..... |

SHAWNEE SUBDIVISION

| | | | | | | |
|------|-------|---------------|-----|-------|-------|--------------------|
| 0.0 | ..... | SHAWNEE | 2.1 | ..... | ..... | ..... |
| 2.1 | ..... | McCuneville | 4.1 | ..... | ..... | ..... |
| 6.2 | 16 | Bristol | 4.4 | ..... | ..... | ..... |
| 10.6 | 12 | Junction City | 8.8 | ..... | ..... | PRR |
| 19.4 | ..... | Somerset | 0.4 | ..... | ..... | ..... |
| 19.8 | 25 | Lee | 6.2 | ..... | ..... | ..... |
| 26.0 | 32 | Glenford | 1.6 | ..... | ..... | ..... |
| 27.6 | ..... | Yost | 1.4 | ..... | ..... | ..... |
| 29.0 | ..... | Walser | 3.0 | ..... | ..... | NYC |
| 32.0 | 6 | Thornville | 4.0 | ..... | ..... | ..... |
| 36.0 | ..... | National Road | 7.6 | ..... | ..... | ..... |
| 43.6 | ..... | NEWARK | C | C | WF | Cent.-O. SD—PRR |

RENICK SUBDIVISION

| | | | | | | |
|------|-------|------------------------|-----|-------|-------|---------------------|
| 0.0 | ..... | WEST JCT. | C | C | BK | Parkers- burg SD |
| 2.7 | ..... | Richmondale | 2.7 | ..... | ..... | ..... |
| 3.9 | ..... | RA Jct. (EEDT) | 1.2 | ..... | ..... | C&O |
| 4.5 | ..... | Rittenours | 0.6 | ..... | ..... | ..... |
| 9.2 | 156 | Vaues Center Siding | 4.7 | ..... | ..... | ..... |
| 9.9 | ..... | VA Jct. (WEDT) | 0.7 | ..... | ..... | ..... |
| 12.4 | ..... | Scioto Jct. | 2.5 | 900 A | 600 P | VA |
| 13.1 | ..... | Renick | 0.7 | ..... | ..... | C&O |
| 14.5 | ..... | Chillicothe | 1.4 | C | C | XD |
| 23.4 | ..... | RK JCT. | 8.9 | 700 A | 400 P | CH |
| | | | | | | Chilli- cothe SD |

C—Continuous.

†—Daily except Sunday.

WESTWARD

STATIONS, ETC.

| Distance | Passing Siding Capacity in Cars (45 ft.) | O&LK SUBDIVISION | | OFFICE HOURS | | Office Call | Jct. or Crossing |
|----------|--|--------------------|-------|--------------|-------|-------------|---------------------|
| | | | | From | To | | |
| ..... | ..... | PARKERSBURG | 1.3 | C | C | OB | ..... |
| 0.0 | ..... | Belpre | ..... | ..... | ..... | ..... | Mon. Div. Pksbg. SD |
| 5.1 | ..... | Constitution | 5.1 | ..... | ..... | ..... | ..... |
| 6.8 | ..... | Riverview | 1.7 | ..... | ..... | ..... | ..... |
| 8.1 | 63 | Bakelite | 1.0 | ..... | ..... | ..... | UC&C |
| 9.1 | ..... | Moore's Jct. | 2.8 | ..... | ..... | ..... | ..... |
| 11.9 | 25 | West Marietta | 0.7 | *700 A | 400 P | H | ..... |
| 12.6 | 27 | Harmer | 12.2 | ..... | ..... | ..... | ..... |
| 24.8 | 20 | Lowell | 9.5 | ..... | ..... | ..... | ..... |
| 34.3 | 11 | Waterford | 4.7 | *800 A | 500 P | WA | ..... |
| 39.0 | ..... | Relief | 1.3 | ..... | ..... | ..... | ..... |
| 40.3 | 60 | Beckett | 9.4 | ..... | ..... | ..... | ..... |
| 49.7 | 20 | Stockport | 9.5 | ..... | ..... | ..... | ..... |
| 59.2 | ..... | Malta | 0.3 | *700 A | 400 P | S | ..... |
| 59.5 | 17 | McCoy Siding | 12.7 | ..... | ..... | ..... | ..... |
| 72.2 | 6 | Merriam | 2.4 | ..... | ..... | ..... | ..... |
| 74.6 | ..... | Homer | 1.9 | ..... | ..... | ..... | ..... |
| 76.5 | 35 | Philo | 2.2 | *700 A | 400 P | WC | ..... |
| 78.7 | ..... | Sealover | 4.7 | ..... | ..... | ..... | ..... |
| 83.4 | 23 | Fair Oaks | 0.5 | ..... | ..... | ..... | ..... |
| 83.9 | ..... | PRR Jct. | 1.2 | ..... | ..... | ..... | PRR |
| 85.1 | ..... | ZANESVILLE | ..... | C | C | QN | Cent.-Ohio SD |

C-Continuous.

*-Daily except Saturday and Sunday.

WESTWARD

STATIONS, ETC.

| Distance | Passing Siding Capacity in Cars (45 ft.) | CENTRAL OHIO SUBDIVISION | | OFFICE HOURS | | Office Call | Jct. or Crossing |
|----------|--|--------------------------|-------|--------------|--------|-------------|---------------------------------------|
| | | | | From | To | | |
| ..... | ..... | BENWOOD | 1.2 | C | C | FY | ..... |
| 0.0 | ..... | Bellaire | ..... | ..... | ..... | ..... | Monongah Div. |
| 1.5 | ..... | Schick | 1.5 | ..... | ..... | ..... | ..... |
| 2.7 | ..... | Neffs | 2.7 | ..... | ..... | ..... | ..... |
| 4.2 | ..... | Glencoe | 4.2 | ..... | ..... | ..... | ..... |
| 9.1 | 92 | Warnock | 3.2 | ..... | ..... | ..... | ..... |
| 12.3 | ..... | Belmont | 6.1 | ..... | ..... | ..... | ..... |
| 18.4 | ..... | Bethesda | 2.0 | ..... | ..... | ..... | ..... |
| 20.4 | 89 | Speidel | 2.5 | ..... | ..... | ..... | ..... |
| 22.9 | ..... | Barnesville | 3.7 | ..... | ..... | ..... | ..... |
| 26.6 | 126 | SC Tower | 7.2 | ‡700 A | 1100 P | AR | ..... |
| 33.8 | 137 | Quaker City | 1.0 | ..... | ..... | ..... | ..... |
| 34.8 | ..... | Salesville | 2.0 | ..... | ..... | ..... | ..... |
| 36.8 | 51 | Lore City | 6.8 | ..... | ..... | ..... | ..... |
| 43.6 | 85 | Mineral Siding | 3.9 | ..... | ..... | ..... | ..... |
| 47.5 | 101 | Cambridge | 4.4 | ..... | ..... | ..... | ..... |
| 51.9 | W 85 | New Concord | 8.7 | C | C | CB | PRR |
| 60.6 | E 43 | Sonora | 10.4 | ..... | ..... | ..... | ..... |
| 71.0 | 76 | BZ Tower | 6.3 | ..... | ..... | ..... | ..... |
| 77.3 | 84 | Zanesville | 1.2 | ..... | ..... | ..... | ..... |
| 78.5 | 87 | Dillon | 6.7 | C | C | QN | O&LK SD PRR |
| 85.2 | 120 | Toboso | 8.1 | ..... | ..... | ..... | ..... |
| 93.3 | 135 | Weiant | 7.3 | ..... | ..... | ..... | ..... |
| 100.6 | ..... | NK Booth | 1.4 | ..... | ..... | ..... | ..... |
| 102.0 | ..... | NEWARK | 1.5 | C | C | NK | ..... |
| 103.5 | ..... | ..... | ..... | C | C | WF | Lake Erie, Shawnee SD's; C&N Div.—PRR |

C-Continuous.

‡-Daily except closed 11:00 P.M. Friday to 3:00 P.M. Sunday.

WESTWARD

STATIONS, ETC.

| Distance | Passing Siding Capacity in Cars (45 ft.) | LAKE ERIE SUBDIVISION | OFFICE HOURS | | Office Call | Jct. or Crossing |
|----------|--|-----------------------|--------------|--------|-------------|---------------------------------|
| | | | From | To | | |
| 0.0 | ..... | NEWARK | C | C | WF | Cent.-Ohio SD Shawnee SD-PRR |
| 1.4 | ..... | Kibler | 4.0 | ..... | ..... | ..... |
| 5.4 | 119 | Vanatta | 3.1 | ..... | ..... | ..... |
| 8.5 | ..... | St. Louisville | 4.9 | ..... | ..... | ..... |
| 13.4 | 45 | Utica | 5.9 | *700 A | 400 P | U |
| 19.3 | 97 | Hunt | 5.0 | ..... | ..... | ..... |
| 24.3 | ..... | MN Tower | 0.4 | C | C | MN |
| 24.7 | 115 | Mt. Vernon | 5.5 | ..... | ..... | ..... |
| 30.2 | 92 | Knox | 1.5 | ..... | ..... | ..... |
| 31.7 | ..... | Fredericktown | 4.6 | ..... | ..... | ..... |
| 36.3 | ..... | Ankenytown | 5.9 | ..... | ..... | ..... |
| 42.2 | W 88 | Butler | 5.4 | *800 A | 500 P | IN |
| 47.6 | ..... | Bellville | 5.5 | ..... | ..... | ..... |
| 53.1 | 88 | Lexington | 4.2 | *800 A | 500 P | NG |
| 57.3 | 97 | Alta | 4.0 | ..... | ..... | ..... |
| 61.3 | ..... | Mansfield | 1.4 | ..... | ..... | PRR-EL |
| 62.7 | W 85 | North Siding | 10.2 | C | C | FS |
| 72.9 | E 77 | Shelby | 0.7 | ..... | ..... | Empire Reeves |
| 73.6 | W 45 | Shelby Jct. | 7.8 | C | C | SY |
| 81.4 | E 66 | Plymouth | 3.1 | *800 A | 500 P | MY |
| 84.5 | 154 | New Haven | 2.5 | ..... | ..... | NYC |
| 87.0 | ..... | Willard | C | C | WM | Akron Chicago Div. |
| 89.1 | ..... | Centerton | 2.1 | ..... | ..... | ..... |
| 92.9 | ..... | Havana | 3.8 | ..... | ..... | ..... |
| 100.5 | ..... | Monroeville | 7.6 | *800 A | 500 P | VI |
| 105.4 | ..... | Kimball | 4.9 | ..... | ..... | NYC N&W |
| 107.5 | ..... | Prout Junction | 2.1 | ..... | ..... | N&W |
| 113.2 | ..... | Wilmer | 5.7 | ..... | ..... | ..... |
| 118.0 | ..... | SANDUSKY | 4.8 | *800 A | 500 P | SD |

C-Continuous.

*-Daily except Saturday and Sunday.

WESTWARD

STATIONS, ETC.

EASTWARD

| Distance | Passing Siding Capacity in Cars (45 ft.) | MIDLAND SUBDIVISION | OFFICE HOURS | | Office Call | Jct. or Crossing |
|----------|--|------------------------|--------------|--------|-------------|------------------------|
| | | | From | To | | |
| 0.0 | ..... | COLUMBUS | 1.6 | C | C | US |
| 1.6 | ..... | C. C. C. & St. L. Jct. | 0.9 | ..... | ..... | C&N Div NYC |
| 1.9 | ..... | GN Tower | 0.3 | C | C | GN |
| 2.2 | W 57 | Mound Street | 6.4 | ..... | ..... | ..... |
| 8.6 | E 84 | Grove City | 3.2 | *800 A | 500 P | RO |
| 11.8 | 93 | Pleasant Corners | 3.1 | ..... | ..... | ..... |
| 14.9 | 19 | Orient | 3.7 | ..... | ..... | ..... |
| 18.6 | 86 | Derby | 4.8 | ..... | ..... | ..... |
| 23.4 | 28 | Mt. Sterling | 6.0 | *800 A | 500 P | MS |
| 29.4 | ..... | Madison Mills | 0.5 | ..... | ..... | ..... |
| 29.9 | 94 | Haynes | 3.7 | ..... | ..... | ..... |
| 33.6 | 14 | Bloomingsburg | 5.6 | *800 A | 500 P | B |
| 39.2 | 48 | Washington C. H. | C | C | WH | DT&I-Tol. Ind. Div. |
| 39.9 | 77 | Potter | 10.0 | ..... | ..... | ..... |
| 49.9 | 54 | Sabina | 4.6 | *800 A | 500 P | SA |
| 54.5 | 95 | Melvin | 5.1 | ..... | ..... | ..... |
| 59.6 | ..... | PRR Jct. | 1.0 | ..... | ..... | PRR |
| 60.6 | 50 | Wilmington | 10.8 | *800 A | 500 P | WG |
| 71.4 | ..... | MIDLAND CITY | C | C | V | Chilli- cothe SD |

C-Continuous

*-Daily except Saturday and Sunday

SPECIAL INSTRUCTIONS

TIMETABLE ABBREVIATIONS:

TT.....Timetable
 SI.....Special Instructions
 TO.....Train Order
 SD.....Subdivision

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

1.—SUPERIORITY OF TRAINS

On single track Eastward trains are superior to Westward trains of the same class: except No. 373 is superior to No. 380 on the O&LK SD.

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

OHIO PORTION:

| SUBDIVISION OR TRACK SECTION BETWEEN | OPERATING RULES IN EFFECT | TRACK/S |
|---|---------------------------|---------|
| Belpre Station and Byers Jct. (Note 1) | 505-519 | Single |
| Byers Jct. and West Jct. | 251-254 | 2 |
| West Jct. and Renick Jct. (via Pksbg. SD) | 505-519 | Single |
| Renick Jct. and RK Jct. | 676 | |
| RK Jct. and Musselman | 676 | 2 |
| Musselman and Midland City | 505-519 | Single |
| Midland City and BN Jct. | 676 | 2 |
| BN Jct. and Dorsey | 676 | Single |
| Dorsey and Oakley | 251-254 | 2 |
| West Jct. and RA Jct. (via Renick SD) | 676 | Single |
| RA Jct. and VA Jct. (via C&O Rails) | C&O Rules 271-278 | 2 |
| VA Jct. and Renick Jct. (via cutoff) | 676 | |
| Scioto Jct. and RK Jct. (via Renick SD) | 301-303 | Single |
| Portsmouth SD | 301-303 | |

NEWARK PORTION:

| | | |
|---|---------------|--------|
| Schick and NK Booth | 305-330 | |
| NK Booth and Newark | 301-303 | |
| Newark and east Crossover Myrtle Ave. Willard | 305-330 | Single |
| Willard and Sandusky | 301-303, TTSI | |
| Belpre and PRR Jct. | 301-303, TTSI | |

1-A.—Concluded.

NEWARK PORTION—Concluded:

| SUBDIVISION OR TRACK SECTION BETWEEN | OPERATING RULES IN EFFECT | TRACK/S |
|---------------------------------------|---------------------------|---------|
| Columbus and GN Tower (via NYC Rails) | NYC Rules | 2 |
| GN Tower and Midland City | 305-330 | |
| Shawnee SD | 301-303, TTSI | Single |
| Eastern Ohio SD | | |

Note 1.—Belpre.—Movement of trains, engines and MofW equipment, west of Belpre Station on the Parkersburg SD, will be controlled by the Ohio-Newark train dispatcher at Chillicothe.

Note 2.—Where Rules 251-254 are in effect, Rules 505-519, inc., are also in effect.

Where two main tracks are in service the north track is designated as No. 1 track and the south track as No. 2 track.

Except where Rule 676 is in effect, current of traffic is:

No. 1 track.....Westward
 No. 2 track.....Eastward

JOINT USE OF TRACKS

1-B.—Baltimore and Ohio trains and engines will use the tracks of other railroads in accordance with their timetables, rules and regulations between the points shown below:

Renick SD RA Jct. & VA Jct.....C&O
 O&LK SD Zanesville & PRR Jct.....PRR
 Eastern Ohio SD Cambridge & C&M-Albin.....PRR
 Midland SD Columbus & GN Tower.....NYC
 Columbus: 4th St. and Park St.....CUD

1-C.—Trains and engines of other railroads will be governed by Baltimore and Ohio Ry. timetables, rules and regulations when using the tracks designated as follows:

Central Ohio SD West Zanesville and Belt
 Line connection at 5th Street.....N&W
 Midland SD—West Switch Potter and PRR Jct.
 WilmingtonPRR
 Lake Erie SD Monroeville—between N&W
 transfer and Sites track.....N&W
 Sandusky between Water St. and Hancock
 Street.....NYC
 O&LK SD Marietta—between Marietta and a
 train length east of east switch PRR inter-
 change West Marietta.....PRR
 Portsmouth SD—between Jackson and Bloom
 Jct.DT&I RR

1-D.—TIMETABLES IN EFFECT.

| TIMETABLE | IN EFFECT BETWEEN |
|--------------------------|--------------------------------|
| Cincinnati Terminal SD | Oakley West |
| Monongah Division | Parkersburg and Belpre Station |
| | Benwood and Schick |
| C&O Ashland-Russell Div. | RA Jct. and VA Jct. |
| PRR Western Region | Zanesville and PRR Jct. |
| PRR Central Region | Cambridge and C&M-Albin |
| NYC Ohio Central Div. | Columbus and GN Tower |

2.—LOCATION—STANDARD CLOCKS, BULLETIN BOARDS, GENERAL ORDERS AND WATCH COMPARISON FORMS.

OHIO PORTION:

| STATION | LOCATION OF CLOCK | GENERAL ORDERS, ETC. |
|--------------|----------------------------|----------------------------|
| | OB TO Ofc. | OB TO Ofc. |
| Parkersburg | ..... | Yard Ofc. |
| | Crew Disprs. Ofc. | Crew Disprs. Ofc. |
| Chillicothe | DO TO Ofc. | DO TO Ofc. |
|  | ..... | Crew Disprs. Ofc. |
| Midland City | Depot | Depot |
| Cincinnati | Stock Yards Roundhouse | Stock Yards Roundhouse |
| | C. U. T. Crew Disprs. Ofc. | C. U. T. Crew Disprs. Ofc. |
| Wellston | Depot | Depot |
| Jackson | Depot | Depot |
| Portsmouth | TO Ofc. | TO Ofc. |

NEWARK PORTION:

| | | |
|-----------|-----------|-----------|
| Benwood | TO Ofc. | TO Ofc. |
| | Yard Ofc. | Yard Ofc. |
| Cambridge | TO Ofc. | TO Ofc. |

2.—Concluded.

NEWARK PORTION—Concluded:

| STATION | LOCATION OF CLOCK | GENERAL ORDERS, ETC. |
|---------------|---------------------------|-----------------------------|
| | TO Ofc. | ..... |
| Zanesville | ..... | Yard Ofc. |
|  | ..... | Trainmens Locker Room |
| West Marietta | ..... | TO Ofc. |
| | TO Ofc. | TO Ofc. |
| | NK Booth | ..... |
|  | ..... | Trainmens Locker Room No. 2 |
| Newark | ..... | Trainmens Locker Room No. 5 |
| | Crew Disprs. Ofc. | Crew Disprs. Ofc. |
| | Chief Disprs. Ofc. | ..... |
| Port Columbus | Yard Office Register Room | Yard Office Register Room |
| Wash. C. H. | Depot | Depot |
| North Siding | TO Ofc. | TO Ofc. |
| Willard | TO Ofc. | TO Ofc. |
|  | ..... | Crew Disprs. Ofc. |
| Sandusky | Locker Room | Locker Room |

3.—TRAIN REGISTER STATIONS.

OHIO PORTION:

| STATION | LOCATION | TRAINS REQUIRED TO REGISTER |
|------------|----------|-----------------------------|
| Jackson | Depot | Third Class (See Note) |
| Bloom Jct. | Booth | |

Note.—Jackson and Bloom Jct.—Engineers of trains having a conductor are not required to examine register. (Rule 55 modified accordingly.)

NEWARK PORTION:

| STATION | LOCATION | TRAINS REQUIRED TO REGISTER |
|---------------|----------|-----------------------------|
| West Marietta | TO Ofc. | All trains (See Note) |

Note.—West Marietta.—PRR Trains and Engines are not required to register at West Marietta, but must examine register as required by Rule 6 and 55.

4.—CLEARANCE CARD FORM A.

(a).—Rule 111 is modified to permit trains to leave the stations designated below without Clearance Card Form A except when train order signal (where provided) is displayed for orders.

4.—Continued.

OHIO-NEWARK DIVISION

| Station | Trains |
|-------------------------|--|
| Cincinnati C. U. T..... | Eastward First Class |
| Cincinnati—Hopple St... | Freight Trains |
| East Norwood..... | Eastward Trains Chillicothe SD |
| Midland City..... | Westward Trains from Midland SD |
| Bloom Jct..... | DT&I No. 108 |
| Wellston..... | Trains routed between Wellston and Hamden (when office closed) |
| Homer..... | Westward (originating) |
| West Marietta..... | Originating trains and engines (when office closed) |
| Sandusky | Eastward Trains |

(b).—Trains are required to receive Clearance Card Form A before leaving stations designated below:

OHIO PORTION

| Station | Trains |
|---------------|--|
| Wellston..... | Trains routed between Wellston and Hamden (when office open) |
| Hamden..... | Trains routed via west leg of wye (from open station in advance) |

NEWARK PORTION

| Station | Trains |
|---------------|--|
| ND Cabin..... | Eastward C&N Div. Trains routed to Central Ohio SD (obtained via operator at WF train order office and applies only between south lead switch Newark and NK Booth) |

(c).—Rule 221 is modified to require the use of Clearance Card Form A in lieu of fixed signal at stations designated below. Trains are required to receive Clearance Card Form A (when operator is on duty).

OHIO PORTION

| Station | Trains |
|------------------|----------------------|
| Chillicothe..... | All trains |
| Portsmouth..... | All trains |
| Hamden..... | Portsmouth SD trains |

NEWARK PORTION

| Station | Trains |
|----------------------|------------------------|
| Monroeville..... | All trains |
| Willard..... | All trains |
| Washington C. H..... | All trains |
| Newark..... | All trains |
| NK Booth..... | All trains |
| Zanesville..... | O&LK SD trains |
| Cambridge..... | All trains |
| Philo..... | All trains |
| Malta..... | All trains |
| Waterford..... | All trains |
| West Marietta..... | All trains |
| Benwood..... | Central Ohio SD trains |

4.—Concluded.

(d).—*Manual Block Indication.*—Rule 305 is modified to require the use of Clearance Card Form A in lieu of Manual Block Signals to indicate the condition of the manual block at stations designated below:

NEWARK PORTION

| | |
|--------------|--------------------------|
| Willard | Cambridge |
| MN Tower | Benwood—(See Note 1) |
| Newark | GN Tower |
| NK Booth | Washington C. H. |
| Midland City | Shelby Jct. (See Note 2) |

Note 1.—Benwood.—Westward trains originating FY-Benwood will receive Clearance Card Form A as per Rule 111. Westward trains receiving permissive indication at Schick will be governed by Manual Block Indication received on Clearance Card Form A at FY-Benwood.

Note 2.—Shelby Jct.—Manual Block condition will be indicated by top semaphore arm of home signals, when Clearance Card Form A not required.

(e).—DELIVERY OF TRAIN ORDERS.

Rule 222 in effect at: Leesburg
Zaleski
Athens

5.—MAXIMUM AUTHORIZED SPEED.

Definition: Maximum Authorized Speed.—The maximum speed authorized by timetable, or by special instructions, for a subdivision or a portion of a subdivision, subject to designated speed restrictions.

OHIO PORTION:

| BETWEEN | PSGR. TRAINS | MFST TRAINS | OTHER FRT. |
|---------------------------|--------------|-------------|------------|
| Belpre and Byers Jct. | 60 | 50 | 40 |
| Byers Jct. & Chillicothe | 70 | 55 | 40 |
| Chillicothe and Cozaddale | 70 | 60 | 40 |
| Cozaddale and Oakley | 60 | 55 | 40 |
| Portsmouth SD | 25 | 25 | 25 |
| Renick SD | 40 | 40 | 40 |

NEWARK PORTION:

| | | | |
|-----------------|----|----|----|
| Central Ohio SD | 40 | 40 | 40 |
| Lake Erie SD | 45 | 45 | 40 |
| Midland SD | 45 | 45 | 40 |
| O&LK SD | 25 | 25 | 25 |
| Eastern Ohio SD | 20 | 20 | 20 |
| Shawnee SD | 25 | 25 | 25 |

Note 1.—Trains with thirty or more open-top loads of coal, sand, stone and ore will be governed by speed restrictions applying to other freight trains but will not be operated in excess of forty miles per hour.

Note 2.—Unless otherwise restricted, shop car trains will not be operated in excess of twenty five miles per hour.

5-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 UNITS | M.P.H. |
|--|--------|
| 1408-1413, 1415-1430, 1433-1457, 2407-2419, RDC 1900-1910, 1951, 1960, 1961, 1970 | 79 |
| RDC 9082 | 75 |
| 2234-2249, 3500-3575, 3684-3699, 6700-6701, 6900-6976, 7400-7499 | 70 |
| 1826-1840, 4106-4110, 4128-4137, 4467-4499, 4500-4599, 4600-4654, 5420-5499, 5500-5537, 6400-6499, 6500-6599, 6600-6618, 6693-6699, 6702-6708, 7032-7093, 7503-7546, 8500-8506, 9400-9428, 9600-9621 | 65 |
| 9000-9099, 9100-9144, 9150-9155, 9200-9278, 9376-9399, 9500-9551, 9700-9726 | 60 |
| 8400-8422 | 45 |
| 8301-8302 | 35 |

5-B.—CHECKING SPEED RECORDERS.

Engineers will check speed recorders between posts located one mile apart at following points:

| | |
|----------------------|---|
| Parkersburg SD..... | { Mile Post 189—Mile Post 190 Pole 103-06—Pole 104-6 |
| Chillicothe SD..... | { Pole 91-03—Pole 92-03 Pole 35-40—Pole 36-40 |
| Central Ohio SD..... | { Mile Post 99—Mile Post 98 Pole 4-16—Pole 5-17 |
| Lake Erie SD..... | { Mile Post 84—Mile Post 83 Pole 6-30—Pole 7-28 |

5-1.—SPEED RESTRICTIONS.

OHIO PORTION:

| LOCATIONS AND CONDITIONS | PSGR. TRAINS | MFST TRAINS | OTHER FRT. |
|---|-----------------|----------------|---------------|
| | MPH | MPH | MPH |
| <i>Parkersburg Subdivision:</i> | | | |
| Belpre and Pole 193-25 | 30 | 30 | 30 |
| Pole 193-25 and Pole 192-3 | 40 | 40 | 40 |
| Pole 181-32 and Pole 181-16 | 45 | 40 | 40 |
| Pole 180-32 and Pole 180-5 | 45 | 40 | 40 |
| Pole 175-35 and Pole 175-19 | 50 | 45 | 40 |
| Pole 168-12 and Pole 167-16 | 55 | 40 | 40 |
| Pole 159-40 and Pole 159-19 | 55 | 45 | 40 |
| Pole 159-19 and Pole 157-39 | 25 | 25 | 25 |
| Pole 154-23 and Pole 151-41 | 55 | 40 | 40 |
| Pole 127-41 and Pole 127-14 | 45 | 45 | 40 |
| Pole 122-28 and Pole 121-38 | 50 | 40 | 40 |
| Byers Jct.—entering or leaving No. 1 Track | 30 | 25 | 25 |
| Byers Jct.—entering or leaving Portsmouth SD | 15 | 15 | 15 |
| West Jct.—normal and reverse movement single track to No. 2 track | 50 | 40 | 40 |
| West Jct.—normal and reverse movement No. 1 track to single track | 30 | 25 | 25 |
| West Jct.—entering or leaving Renick SD | 15 | 15 | 15 |

5-1.—Continued.

| LOCATION AND CONDITIONS | PSGR. TRAINS | MFST TRAINS | OTHER FRT. |
|---|-----------------|----------------|---------------|
| | MPH | MPH | MPH |
| <i>Parkersburg Subdivision—Concluded:</i> | | | |
| Pole 107-9 and Pole 106-32 | 50 | 40 | 40 |
| Renick Jct. and Scioto Jct. | 30 | 30 | 30 |
| Renick Jct. and TO Station—Chillicothe | 20 | 20 | 20 |
| <i>Chillicothe Subdivision:</i> | | | |
| Chillicothe—TO station and Sherman Track | 20 | 20 | 20 |
| RK Jct.—westward trains moving from single track to No. 1 track | 30 | 25 | 25 |
| RK Jct.—eastward trains moving from No. 1 track to single track | 30 | 30 | 30 |
| RK Jct.—entering or leaving Renick SD | 15 | 15 | 15 |
| RK Jct. and Musselman—No. 1 track | 40 | 40 | 40 |
| Musselman—through crossovers | 25 | 25 | 25 |
| Pole 88-8 and Pole 87-26 | 60 | 45 | 40 |
| Pole 82-7 and Pole 81-29 | 65 | 50 | 40 |
| Pole 74-12 and Pole 73-20 | 30 | 30 | 30 |
| Pole 45-5 and Pole 44-38 | 35 | 35 | 25 |
| Entering or leaving No. 1 track at Midland City | 30 | 25 | 25 |
| Entering or leaving No. 1 track BN Jct. | 30 | 30 | 30 |
| Pole 40-40 and Pole 40-10 | 30 | 30 | 30 |
| Pole 30-33 and Pole 29-50 | 50 | 50 | 30 |
| Pole 28-41 and Pole 28-22 | 55 | 45 | 35 |
| Pole 27-05 and Pole 26-37 | 50 | 40 | 30 |
| Pole 26-07 and Pole 25-28 | 55 | 45 | 35 |
| Pole 24-49 and Pole 24-30 | 15 | 15 | 15 |
| Entering or leaving No. 1 Track Dorsey | 30 | 30 | 30 |
| Pole 22-06 and Pole 21-30 | 45 | 35 | 35 |
| Pole 18-7 and Pole 16-44, No. 1 Track | 50 | 45 | 30 |
| Pole 14-38 and Pole 14-16, No. 1 Track | 50 | 45 | 40 |
| Pole 14-16 and Pole 16-26, No. 2 Track | 45 | 45 | 35 |
| <i>Portsmouth Subdivision:</i> | | | |
| Byers Jct. and Roads | 20 | 20 | 20 |
| Meadow Run Wye and Grand Crossing | 20 | 20 | 20 |
| Portsmouth | 10 | 10 | 10 |
| <i>Renick Subdivision:</i> | | | |
| Pole 77-31 and Pole 78-6 | 20 | 20 | 20 |
| Pole 78-31 and Pole 80-23 | 20 | 20 | 20 |
| Entering or leaving Scioto Jct. | 30 | 30 | 30 |
| Entering or leaving VA Jct. | 30 | 30 | 30 |
| Entering or leaving RA Jct. | 30 | 30 | 30 |
| Pole 94-7 and Pole 94-30 | 30 | 30 | 30 |
| West Jct. and Pole 95-12 | 15 | 15 | 15 |
| Entering or leaving West Jct. | 15 | 15 | 15 |

5-1.—Continued.
NEWARK PORTION

| LOCATIONS AND CONDITIONS | PSGR. TRAINS | MFST TRAINS | OTHER FRT. |
|-----------------------------------|-----------------|----------------|---------------|
| | MPH | MPH | MPH |
| Central Ohio Subdivision: | | | |
| Pole 15-16 and Pole 15-22 | 35 | 25 | 25 |
| Pole 20-17 and Pole 20-31 | 35 | 35 | 35 |
| Pole 21-49 and Pole 22-40 | 35 | 35 | 30 |
| Barnesville and Mile Post 30 | 40 | 30 | 30 |
| Mile Post 30 and Mile Post 32 | 30 | 30 | 30 |
| Cambridge PRR Crossing | 15 | 15 | 15 |
| Mile Post 72 and Pole 72-10 | 25 | 25 | 25 |
| Pole 75-14 and Pole 75-29 | 25 | 25 | 25 |
| Pole 77-07 and Pole 77-17 | 35 | 25 | 25 |
| Zanesville Station and Bridge 110 | 10 | 10 | 10 |
| Newark PRR Crossing | 10 | 10 | 10 |

Lake Erie Subdivision:

| | | | |
|--|----|----|----|
| Willard and Sandusky | 30 | 30 | 30 |
| Newark Station and Pole 2-28 | 25 | 25 | 25 |
| Mile Post 24 and Pole 26-5 | 30 | 30 | 30 |
| Mile Post 41 and Pole 42-35 | 45 | 30 | 30 |
| Pole 46-20 and Pole 48-3 | 30 | 30 | 30 |
| Pole 60-30 and Pole 62-10 | 25 | 25 | 25 |
| Empire—Reeves Crossing | 20 | 20 | 20 |
| Plymouth—AC&Y Crossing | 15 | 15 | 15 |
| Willard, Akron—Chicago Division Crossing | 10 | 10 | 10 |
| Monroeville—NYC and N&W Crossings | 10 | 10 | 10 |
| Pole 100-19 and Pole 101-14 | 20 | 20 | 20 |
| Kimball—N&W Crossing | 20 | 20 | 20 |
| Pole 116-06 and Pole 118-00 | 10 | 10 | 10 |

Midland Subdivision:

| | | | |
|--|----|----|----|
| Columbus—Union Depot Tracks | 10 | 10 | 10 |
| PRR Crossing, west of GN Tower | 30 | 30 | 30 |
| Mt. Sterling—First and second street crossings east of station | 40 | 40 | 40 |
| Washington C. H.—North, Pearl and Delaware Streets | 12 | 12 | 12 |
| Washington C. H.—DT&I and Toledo-Indianapolis Division Crossings | 15 | 15 | 15 |
| Sabina—Pole 21-05 and Pole 21-25 | 30 | 30 | 30 |
| Pole 10-3 and Pole 11-25 | 25 | 25 | 25 |
| Midland City—Station curve | 15 | 15 | 15 |

O&LK Subdivision:

| | | | |
|---------------------------|----|----|----|
| Pole 49-12 and Pole 49-19 | 20 | 20 | 20 |
| Pole 50-2 and Pole 50-20 | 15 | 15 | 15 |
| Pole 51-12 and Pole 51-15 | 10 | 10 | 10 |
| Pole 60-5 and Pole 60-10 | 10 | 10 | 10 |

5-1.—Concluded.

| LOCATION AND CONDITIONS | PSGR. TRAINS | MFST TRAINS | OTHER FRT. |
|-------------------------|-----------------|----------------|---------------|
| | MPH | MPH | MPH |

O&LK Subdivision—Concluded:

| | | | |
|----------------------------------|----|----|----|
| Pole 67-12 and Pole 67-17 | 5 | 5 | 5 |
| Crossing Marietta Concrete Plant | 20 | 20 | 20 |
| Pole 69-24 and Pole 1-12 | 15 | 15 | 15 |
| Marietta—Bridge 470 | 10 | 10 | 10 |
| Pole 12-6 and Pole 12-22 | 20 | 20 | 20 |

Shawnee Subdivision:

| | | | |
|---|----|----|----|
| Bridge 548—South Newark | 15 | 15 | 15 |
| Bridge 547—east of Newark | 15 | 15 | 15 |
| Bridge 538—east of Glenford | 15 | 15 | 15 |
| Bridge 533—West of Somerset | 15 | 15 | 15 |
| Somerset Cut— $\frac{1}{4}$ -mile west and $\frac{1}{4}$ -mile east | 10 | 10 | 10 |
| Bridge 531—east of Somerset | 15 | 15 | 15 |
| Bristol Tunnel— $\frac{1}{4}$ -mile east and $\frac{1}{4}$ -mile west | 10 | 10 | 10 |
| Bridge 508—west of McCuneville | 15 | 15 | 15 |

5-1(a).—GENERAL—ALL SUBDIVISIONS.

| UNLESS OTHERWISE RESTRICTED | PSGR. MPH | FRT. MPH |
|---|--------------|-------------|
| | | |
| Through turnouts at ends of double track, passing sidings and main track crossovers except where movement is governed by signal indications | 10 | 10 |
| When picking up Clearance Card Form A | 30 | 30 |

5-1(b).—SPEED RESTRICTIONS LIGHT ENGINES.—Unless otherwise restricted to lower speeds, all light diesel road units operating in multiple control will not exceed the speeds shown below:

OHIO PORTION:

| | MPH |
|----------------------------------|-----|
| Parkersburg and Chillicothe SD's | 60 |
| Portsmouth SD | 25 |
| Renick SD | 40 |

NEWARK PORTION:

| | |
|------------------------------|----|
| Central Ohio SD | 40 |
| Midland SD | 45 |
| Between Newark and Willard | 45 |
| Between Willard and Sandusky | 30 |
| Single Units—General. | |
| Single Diesel Unit | 30 |
| Single Budd Car Unit | 30 |

5-1(c).—TRAINS HANDLING RELIEF CRANES.

OHIO PORTION:

| UNLESS OTHERWISE RESTRICTED | FOR- WARD MOVT. | PUSHING TRAIN OR CRANE AHEAD OF ENGINE |
|----------------------------------|-----------------------|--|
| | MPH | MPH |
| Parkersburg and Chillicothe SD's | 35 | 20 |
| Portsmouth and Renick SD's | 25 | 20 |

NEWARK PORTION:

| | | |
|---------------------------------|----|----|
| Midland SD | 35 | 20 |
| Lake Erie and Central Ohio SD's | 25 | 15 |
| O&LK SD | 20 | 10 |
| Eastern Ohio and Shawnee SD's | 15 | 10 |

5-2.—SPEED RESTRICTIONS—EQUIPMENT.

| UNLESS OTHERWISE RESTRICTED | MPH |
|---|-----|
| Foreign Line Short ore cars: | |
| On curves..... | 20 |
| Tangents..... | 30 |
| Other than B&O Relief (Wreck) Cranes, unless otherwise restricted by Train Order, derrick cars, power shovels, cranes, ditchers and similar pivoted machinery moving on their own wheels. | |
| On tangents.. | 20 |
| On curves..... | 15 |

5-2(a).—PIVOTED CRANES.

Except relief or work trains, trains handling cranes moving on own wheels must have boom secured in trailing position.

6-3.—ENGINE AND EQUIPMENT RESTRICTIONS—GENERAL.

(a).—*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 and conditions require further speed restrictions, Chief Train Dispatcher should be so notified, who will advise whether to set engine out or reduce speed.

(b).—*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.

6-3.—Continued.

(c).—*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 condition.

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.

(d).—*Heavy Cars.*—Cars with gross weight exceeding 263,000 lbs. must not be operated without authority of Superintendent. (See TTSI 6-3(x).)

(e).—*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.

(f).—*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 maximum speed of 35 miles per hour. First paragraph, Rule C-229, of Form CDT-30 modified accordingly.

(g).—*Pullman Standard PS-2CD 4000 or greater, Cubic Foot Capacity 100 Ton Covered Hoppers.*—Train handling these cars on six degree or sharper curves must maintain speed in excess of 25 miles per hour. Trains not being able to maintain a speed greater than 25 miles per hour must reduce to a speed not to exceed 10 miles per hour. Train and engine crews should observe these cars frequently enroute and where excessive rocking is noted, crews should promptly reduce speed below the 10 miles per hour limit.

Location of all six degree or sharper curves are listed in General Notice.

Train and engine crews will be given train order notifying them when their train contains any of these cars.

These cars must not be moved on the Advance Manhattan, Manhattan, Manhattan Trailer Jet, St. Louisan, or St. Louis Trailer Jet.

(h).—*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.

6-3.—Continued.

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.

(i).—**DODX and USNX 28000 Series 50-ton, 50-foot DX Box Cars.**—Must be handled not more than 16 cars ahead of occupied caboose when length of train permits, complying with Section 74.589(g), ICC regulations for transportation of explosives and other dangerous articles, etc., dated April 10, 1961. **THESE CARS MUST NOT BE HANDLED IN TRAINS REQUIRING HELPER SERVICE.**

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

(k).—**Handling of Loaded Bi-Level and Tri-Level Cars.**—Loaded bi-level and tri-level cars must not be placed directly behind open gondola or hopper cars loaded with sand, gravel, coal, or similar commodity.

(l).—**Loaded Foreign Line Cars.**—Loaded foreign line cars of 70 tons or greater capacity with length of 37 feet 9 inches or less between pulling faces of coupler knuckles must not be operated without authority of the superintendent.

(m).—**Air Dump Cars.**—Will be handled in local freight trains only and speed must not exceed 30 MPH.

(x).—ENGINE AND/OR EQUIPMENT RESTRICTIONS.

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

OHIO PORTION:

| STATION, TRACK, BRIDGE, ETC. | ENGINE OR EQUIPMENT | RESTRICTION |
|--|--|----------------------|
| Portsmouth Subdivision: | | |
| Meadow Run to Portsmouth | Cars with gross weight exceeding 251,000 lbs. | Must not operate on. |
| Wellston: McNally Pittsburg Co. Track | 1454-1457, 1826-1840, 3500-3575, 3684-3699, 6600-6618, 6693-6699, 6900-6976, 7400-7499 | |
| | Cars with gross weight exceeding 190,000 lbs. | |
| | Engines | |
| Jackson: Jackson Iron & Steel Co.—Bridge 10-2 | Cars with gross weight exceeding 170,000 lbs. | |

6-3(x).—Continued.

OHIO PORTION—Concluded:

| STATION, TRACK, BRIDGE, ETC. | ENGINE OR EQUIPMENT | RESTRICTION |
|---|---|----------------------|
| Renick Subdivision: | | |
| Chillicothe: Hub Coal Co. Mead Corp. Wood Track | 1433-1457, 1826-1840, 2414-2419, 3500-3575, 3684-3699, 6200-6215, 6400-6618, 6693-6708, 6900-6976, 7400-7499, 9225-9278, 9366-9399, 9500-9551, 9600-9621, 9700-9726 | Must not operate on. |
| | | |

NEWARK PORTION:

Central Ohio Subdivision:

| | | |
|---|---|--------------------------------------|
| Neffs to Echo | Cars with gross weight exceeding 251,000 lbs. | Must not operate on. |
| Echo Road Crossing 5214 to Willow Grove Mine | All equipment | |
| Bethesda: Stone Track | Engines | Single unit only. |
| Barnesville: Watt Car & Wheel Co. Sdg.—Bridge 39-1 | Engines | |
| Hill Track—Bridge 39-2 | Cars with gross weight exceeding 180,000 lbs. | Must not operate on. |
| | Cars with gross weight exceeding 240,000 lbs. | |
| Salesville: Carol Mine—No. 3 Track | Engines | Must not operate over unloading pit. |
| Cambridge: Industrial Track, 2nd St. | Cars with gross weight exceeding 240,000 lbs. | |
| Zanesville: Zanesville Passing Sdg. | Cars with gross weight exceeding 240,000 lbs. | Must not operate on. |
| Newark: Power House Trestle Bridge 127-3 | Engines | |
| | Cars with gross weight exceeding 150,000 lbs. | |

O&LK Subdivision:

| | | |
|--------------------------------------|---|----------------------|
| PRR Trackage, Zanesville to PRR Jct. | Cars with gross weight exceeding 251,000 lbs. | Must not operate on. |
| PRR—Bridge 16.80 | All equipment | 10 m.p.h. |
| PRR Jct. to Belpre | Cars with gross weight exceeding 251,000 lbs. | Must not operate on. |

NEWARK PORTION—Continued:

| STATION, TRACK, BRIDGE, ETC. | ENGINE OR EQUIPMENT | RESTRICTION |
|---|---|----------------------|
| <i>Philo:</i> Ohio Power Co. Empty Drop Track | Engines | Must not operate on. |
| <i>Malta:</i> Team Track | Cars with gross weight exceeding 240,000 lbs. | |
| West Marietta to Marietta | Cars with gross weight exceeding 240,000 lbs. | |
| Muskingum River—Bridge 470, Marietta | Engines rated over 220 | Single unit only |
| <i>Marietta:</i> Farm Bureau Track beyond Platform | Engines | Must not operate on. |
| Marietta Metals Track beyond Wood St. | Engines | |

Lake Erie Subdivision:

| | | |
|---|--|---|
| <i>Newark:</i> Water Works—Bridge 553-C | Engines Cars with gross weight exceeding 210,000 lbs. | Must not operate on. |
| <i>Mt. Vernon:</i> Continental Can Co. Track | Engines | Must not operate beyond Ink House, 400 feet inside gate, if windows are open on track side. |
| | 3684-3699, 7400-7499 | |
| <i>Mansfield:</i> Industrial Track | Cars with gross weight exceeding 230,000 lbs. | Must not operate on. |
| Barnes Mfg. Co. Sdg. | All equipment | Must not operate beyond East end of Bridge. |
| Empire Reeves Steel Co. | Engines | Must not operate over pit on No. 1 track in Stock House. |
| <i>Monroeville:</i> Herman McLean Track | Engines | Must not operate over scale. |
| <i>Sandusky:</i> Ohio Soldiers & Sailors Home Branch | Cars with gross weight exceeding 240,000 lbs. Engines | Must not operate on. |
| Ohio Soldiers & Sailors Home—Bridge 648-5 | Cars with gross weight exceeding 180,000 lbs. | |
| <i>Sandusky:</i> Wagner Quarries track | Engines | Must not operate beyond Stop signs on Main and North tracks. |

NEWARK PORTION—Concluded:

| STATION, TRACK, BRIDGE, ETC. | ENGINE OR EQUIPMENT | RESTRICTION |
|--|---|---|
| <i>Shawnee Subdivision:</i> | | |
| | 1826-1840, 3684-3699, 7400-7499 | |
| <i>Newark to Shawnee</i> | Cars with gross weight exceeding 210,000 lbs. | Must not operate on. |
| <i>Bristol:</i> Sidwell Mine Track | Engines | Must not operate under tipple. |
| <i>Shawnee:</i> Wye Track | All equipment | Must not operate beyond 600 feet from switch on tail track. |
| <i>Midland Subdivision:</i> | | |
| <i>Melvin:</i> Quarry Track Scale | Engines | Must not operate on. |
| Elevator Track | Engines | Must not operate over coal unloading pit. |
| <i>Wilmington:</i> Haines Coal Co. Track Champion Bridge Track Irwin Auger Bit Track | Engines | Must not operate on. |

Note.—Ohio-Newark Division.—Movement over all industrial trestles and bridges must not exceed 10 m.p.h.

8.—USE OF ELECTRIC LOCKED SWITCHES.

Traffic Control System

To enter tracks equipped with electric locks, movement must stop within 100 feet of switch. After obtaining permission from operator and/or train dispatcher, remove switch lock. After indicator light is lit operate foot treadle to release electric lock.

To enter main track at electric locked switch, obtain permission from operator and/or train dispatcher, then remove switch lock. After indicator light is lit, operate foot treadle to release electric lock.

Following switches and derails equipped with electric locks under direction of Operator, Midland City:

| | |
|---------------|--|
| Midland City— | West end yard track. |
| Blanchester — | East end Storage Track. Crossover. West end Storage Track. |
| O'Bannon — | East end Storage Track. West end Storage Track. |
| Loveland — | Transfer track. |

8-1.—USE OF NON-ELECTRIC-LOCKED SWITCHES.

Following switches not equipped with electric locks. Trains and engines are prohibited from clearing in these tracks:

Richmondale
Pleasant Plain
Dorsey (Gas track)

9.—ADDITIONAL INSTRUCTIONS AUTOMATIC BLOCK SYSTEM

(a).—*Crossing Over or Occupying Main Tracks.*—In automatic block territory, hand-operated switches must be opened 5 minutes before fouling main or crossover tracks.

Exception:

Chillicothe.—Between Riverside St. and Renick Jct., yard engines and light engines may occupy the main track immediately after permission is obtained from the operator at "DO" Train Order Office, who must know that signal protection is provided before such permission is granted. (Rule 512 modified)

(b).—*Directional Circuits.*—Signal circuits are arranged for eastward traffic as superior movement. Westward trains arriving at west end of passing sidings and occupying main track to meet an opposing train automatically set the signals governing eastward train at STOP to the next passing siding west. Conductors or Engineers of westward trains should immediately operate a push button located in small box on the side of relay box, or signal mast adjacent to the absolute signal. When using push button it should be held depressed not less than 15 seconds.

When trains move out of passing sidings to make reverse move on main tracks, a member of crew will operate a push button located in box on signal mast which governs or on side of relay box adjacent to the signal to restore operation of the signal.

When a train is entering or leaving a passing siding, neither the main track switch nor the inside switch will be restored to normal position until the entire train has passed the dwarf signal at clearance point or signal protecting facing switch.

(c).—*General—All Subdivisions: Single Budd Units.*—Where Rules 505-519, inc., are in effect when handling single Budd Car Unit, after initial stop is made, the unit must immediately be moved forward at least ten (10) feet and a second stop made without the use of sand.

Passengers must not be permitted to entrain or detrain until second stop has been made.

If second stop cannot be made, flagman will immediately go back a sufficient distance to stop a following train moving at maximum authorized speed. Rule 99 modified)

(d).—*Stop Signals.*—Byers Jct.—RK Jct.—Musselman.—When stop indication is displayed for movements designated below, Rule 633 is supplemented to require permission of the operator at West Jct. or Musselman for train or engine to proceed:

- (1) Movements from Portsmouth SD at Byers Jct.
- (2) Movements from Renick SD at RK Jct.
- (3) Movements from Toledo-Indianapolis Division at Musselman.

When from failure of communication, permission cannot be secured, trains or engines so stopped must not proceed until communication is restored or train order is received.

Trains from Portsmouth SD at Byers Jct., Renick SD at RK Jct. or Toledo-Indianapolis Division at Musselman must report to operator at West Jct. or Musselman if their train is not intact.

9.—Concluded.

(e).—*RK Jct.—Westward.*—When westward home signals at RK Jct. displays Stop-Indication, operator at Musselman will be contacted immediately. If necessary to pass stop-indication, train order must be secured indicating "No opposing trains in block, proceed (on designated track) at restricted speed".

Eastward.—When stop-indication is displayed at RK Jct. for movement to Renick SD, if superiority will permit, after having a complete understanding with the operator at Musselman regarding the operation of dual-control switches, train may proceed in accordance with their superiority.

If communication has failed, trains having superiority to proceed may hand-operate dual-control switches, then after waiting ten (10) minutes, proceed in accordance with the rules.

(f).—*Byers Jct.—Westward.*—When Westward Home Signal at Byers Jct. displays stop-indication, trains will immediately contact the operator at West Jct. If authorized by train order to proceed to West Jct. on No. 2 track, will secure permission of the operator at West Jct. to operate push button located at right of telephone. Push button must be held depressed for fifteen (15) seconds.

(g).—*Chillicothe.*—Second-class and Extra trains will not proceed from Main Street or Renick Yard without permission from Operator "DO" office, Chillicothe, who will indicate route to be used.

Chillicothe.—After receiving permission from operator "DO" Train Order Office engines from ready tracks to trains and yard crews working trains on main track between Watt Street and telephone booth east of McGraw's crossing may pass stop indication at restricted speed when working trains between these two points. Rule 509-B modified.

(h).—*Dorsey.*—Westward trains using No. 2 track at Dorsey will operate push button (located inside booth, east of signal) to obtain signal indication to proceed.

9-1.—ADDITIONAL INSTRUCTIONS MANUAL BLOCK SYSTEM.

(a).—*Meeting Trains.*—Unless otherwise instructed, trains taking siding to meet or be passed by other trains will not report clear of main track or obtain permission to re-enter the main track after complying with train order but will proceed on their train order superiority and the provisions of Clearance Card Form A, line 3, received at entrance to the block. Operating Rules 321 and 323 modified.

(b).—*Manual Block—Within Yards.*—In Manual Block territory where block is partly within yard limits, a train not carrying passengers upon receipt of Clearance Card Form A, Part 3, at entrance to the block indicating block occupied by yard movements only, may proceed through that portion of block outside of yard limits the same as if clear block had been received. Part 3 will read: Manual Block is occupied to (Name of next open Train Order Station). Directly under should read: "By yard movements (Name of yard involved)". Proceed. (Rules 317 and 330 modified)

(c).—*Zanesville-Muskingum River Bridge.*—Opposing train and engine movements must not be permitted over Muskingum River Bridge at Zanesville. All movements over bridge will be governed as follows:

Eastward Trains.—Upon Clear Manual Block Indication received at NK Booth.

9-1—Concluded.

When other than Clear Manual Block Indication is received, eastward trains are required to obtain verbal permission of Operators at Zanesville and NK Booth over telephone located at Pole 80-25 or at meeting point between West Yard limit sign and Muskingum River Bridge.

Westward Trains.—When manual block is secured at Zanesville.

Yard Engines.—Must not move over bridge without verbal permission of Operator at Zanesville or NK Booth and are required to report when clear of bridge.

10.—FIXED SIGNALS NOT IN CONFORMITY WITH THE BOOK OF RULES.

(a).—Square end blades may be used in place of round end blades as illustrated in Rules 281-H, 289-E and 292-G.

(b).—*VA Jct.*—Rule 222(c) is modified to permit the use of lights instead of flags on westward B&O train order signal at VA Jct.

(c).—*Reflectorized Targets.*—Rules 272 and 296 are modified to permit the use of reflectorized targets instead of lamps on derails.

10-1.—HAND SIGNALS—FLAGGING.

(a).—Operating Rule 99 is modified as follows:

“99. Unless otherwise provided, trains, engines and other on track equipment must be given flag protection as follows:

When moving: Lighted fuses must be dropped at proper intervals to insure full protection when moving under circumstances in which may be overtaken.

When standing: A member of crew must go back immediately with proper flagging equipment a sufficient distance to insure full protection, placing two torpedoes on rail, and, when necessary, displaying lighted fusee. When recalled, if safety will permit, he may return, leaving lighted fusee and torpedoes when conditions require.

When necessary, head end must be protected in the same manner.

Stop signals must be answered promptly. Flaggings signals will be repeated until answered.

Exception.—When operating under Automatic Block System Rules 505 to 519, inclusive, rear end flag protection for *Trains or Engines* is not required against following movements on the same track, except as provided by Rules 98(B), 511, 512, 514 and 515. (Does not apply to other On Track equipment or where Special Instructions require otherwise.)”

10-1.—Concluded

(b).—*Flagging Equipment.*—Rule 11-(A) is modified to eliminate red and white lanterns on engines.

(c).—*Flag Protection.*—Rule 99 is modified to eliminate flag protection against following trains on the same main track as specified below, except when notified by train order that Rule 99 is in effect:

Between: Sandusky and Willard
Shawnee SD
Eastern Ohio SD
Homer and Lowell

This will not relieve trains or engines of providing flag protection where other rules, conditions or specific instructions require flag protection to be provided.

(d).—*Monroeville.*—Rule 99 is modified to permit N&W trains or engines to occupy Lake Erie SD main track between N&W Tfr. and Sites track without train orders or flag protection. B&O trains must approach and move through these limits at restricted speed expecting to find the main track occupied.

(e).—*Running Tracks Within Yard Limits.*—In compliance with Ohio State Law, passenger or freight cars must not be left standing or on a track commonly called a “Running Track” within yard limits unless protected by a flagman, or red light is displayed on end of car. Red light must be displayed at least 30 minutes before sunset and not removed until at least 30 minutes after sunrise.

(f).—*Use of Yellow Fusees.*—Yellow fusees will be used for passing signals where view of hand or lantern signals is restricted. Red fusees must not be used for any other purpose than to give stop signals.

10-2.—HAND-OPERATED SWITCHES.

10-2(a).—Unless otherwise provided, hand signal from operator-switchtenders or switchtenders will govern movements over the hand-operated switches designated below:

NK Booth..... { Crossover, main track and Weiant Storage track
Yard storage track and No. 1 track
Yard storage track and No. 2 track. (See Note 1)

Newark.....PRR Crossing. (See Note 2)

Willard.....Crossing of Akron-Chicago Divn.

Note 1.—*NK Booth.*—Yard crews may handle their own switches after obtaining permission of the operator at NK Booth. When switching is completed yard crews will restore switches to normal position and inform the operator accordingly. After reporting clear to operator, yard crews will thereafter be governed by hand signal from operator.

Note 2.—*Newark.*—All movements between clearance point of south lead switch and ETC sign just west of PRR crossing will be governed by hand signal from switchtender, in addition to grade crossing target signal.

10-2.—Concluded.

Yard engines are permitted to move between south lead at west end Newark Yard and Thomas Track when switches are properly lined and a yellow flag (or light) is displayed on the bracket attached to ETC sign 100 feet west of Licking River Bridge.

10-3.—NORMAL POSITION OF HAND-OPERATED SWITCHES.

(a).—*Marietta*.—The normal position of the switch at west end of Bridge 470 is for movement to PRR.

(b).—*West Marietta*.—The Junction switch may be left in position last used. Trains and engines will approach this switch expecting to find it lined against their movement.

11.—MARKERS—GENERAL.

(a).—Last paragraph of Rule 28, is modified to permit trains of other railroads to display markers as prescribed by that railroad when operating on Baltimore and Ohio rails.

(b).—*Freight Trains*.—In accordance with Rule 28 the use of reflectorized markers is permitted.

(c).—*Light Engines*.—Red classification lights may be used as markers. Rule 28 modified.

11-1.—CLASSIFICATION SIGNALS.

(a).—Rules 24(A) and 27 are modified to permit trains to continue the display of the same classification signals (as before required) when operating over the territory designated below:

Renick SD

Between Midland City and Oakley

12.—USE OF SIDINGS AND SPECIFIED TRACKS.

(a).—*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 and secured.

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

When switching industrial or team tracks, conductors and yard foremen will assure themselves that there are no brow plates, pipe connections or all weather doors fouling equipment to be moved.

Crews doing work on sidings will determine that engine and equipment will clear building, tipples and elevator spouts.

12.—Concluded

CENTRAL OHIO SUBDIVISION

(b).—*Zanesville*.—Zanesville passing siding is located on north side of main track and extends eastward from 5th Street crossover to a point 300 feet east of west switch of BZ Tower passing siding.

(c).—*Zanesville*.—Clearance point at west end of yard track 11 is east of Market St. Due to close clearance between Market St. and west switch of this track, it will not be used between these points while another engine or train is on main track.

(d).—*Barnesville*.—Cars on house track must not be left closer than 200 feet east of derail.

O&LK SUBDIVISION

(e).—*Bakelite*.—Bakelite passing siding is north of, and parallel to, the main track and extends eastward from the first switch east of Bridge 475 to the crossover located 3189 feet east of the first switch.

LAKE ERIE SUBDIVISION

(f).—*Newark*.—Eastward Lake Erie SD third-class and extra trains will call yardmaster, Newark, from telephone located at Pole 2-16 at yard limit sign for instructions.

(g).—*Newark*.—Movements on Kibler storage track are under the supervision of the yardmaster. Track must not be used by other than yard engines without permission of the yardmaster.

(h).—*Willard*.—Westward Lake Erie Subdivision trains will stop at grade crossing of Akron-Chicago Division at Willard and call switchtender. If train is to be yarded in eastward yard, will secure permission of Operator at WM Office to use the crossover Akron-Chicago eastward main track to enter eastward yard.

(i).—*Sandusky*.—The main track between Water Street and Hancock Street at Sandusky is used jointly with the NYC. Stop signs are located at both entrances to this track. Trains or engines using the joint track section, after stopping at Stop sign must not proceed until the track is seen or known to be clear.

Switches will be handled by trainmen and may be left in position last used.

MIDLAND SUBDIVISION

(j).—*Washington C. H.*—Simultaneous movements on the west leg of wye and Midland SD main track over Dayton Avenue must not be made.

Before fouling Dayton Avenue on west leg of wye track it must be known that there will be no movements on Midland SD main track over Dayton Avenue.

(k).—*Wilmington*.—North walkway over trestle on Haines Coal track must not be used by employees.

12-1.—DIRECTIONAL PASSING SIDINGS.

(a).—Passing sidings of an assigned direction are located as shown below and their use is governed by Rule 60, unless otherwise provided.

| | |
|-------------------|--|
| Mineral..... | South siding is Westward siding North siding is Eastward siding |
| Hamden..... | South siding is Westward siding North siding is Eastward siding |
| Shelby Jet..... | North siding is Westward siding South siding is Eastward siding |
| North Siding..... | North siding is Westward siding South siding is Eastward siding |
| Butler..... | North siding is Westward siding South siding is Eastward siding |
| Cambridge..... | North siding is Westward siding South siding is Eastward siding |
| Mound St..... | North siding is Westward siding South siding is Eastward siding |

PARKERSBURG SUBDIVISION

(b).—*Belpre*.—Eastward and Westward Sidings.—Take siding indicator located on Eastward signal at west end of the Eastward siding at Belpre is under control of Operator at OB train order office Parkersburg. Indicator located on left side of mast applies to Westward Siding. Indicator located on right side of mast applies to Eastward Siding. (Rule 60 modified accordingly)

(c).—*Hamden*.—Rule 60 is modified to permit eastward trains from Portsmouth SD to use westward siding at Hamden.

13.—AIR BRAKES.

(a).—Trains Advance Manhattan, Manhattan, Manhattan Trailer Jet., St. Louisan, St. Louis Trailer Jet. and Cincinnati will carry 90 pounds brake pipe pressure.

(b).—*Back-Up-Hose*.—Back-up hose will be used at following locations:

Willard—No. 358 backing into yard.

Cumberland Mine—Spotting empties above tipple.

Philo—Shoving Canal or Incline Track.

14.—SPRING SWITCHES.

Spring Switches are in service at the following locations:

| | |
|---------------------|-------------|
| Little Hocking..... | West Switch |
| Sherman Track..... | West Switch |
| Harpers..... | East Switch |
| Harpers..... | West Switch |
| Highland..... | West Switch |

Push buttons are located in box attached to signal mast of governing signal or on relay box. (Rule 105, except 8th paragraph, governs.)

14-1.—DUAL-CONTROL SWITCHES.

(a).—Dual-control switches are in service at the following locations:

| | |
|--------------------|-------------------------------------|
| Athens..... | West Switch |
| Byers Jet..... | EEDT |
| Scioto Jet..... | Junction Switch |
| Renick Jet..... | Junction Switch |
| Chillicothe..... | Crossover West End Main St. Yard |
| Sherman Track..... | Crossover East End |
| RK Jet..... | EEDT |
| Musselman..... | WEDT |
| BN Jet..... | WEDT |
| Dorsey..... | EEDT |

15.—INTERLOCKINGS.

(a).—*Interlockings*.—Rules 605-633, inc., are in effect at Railroad Crossings designated below:

OHIO PORTION

| | |
|-----------------------------|-----|
| Grosvenor..... | NYC |
| Chillicothe..... | N&W |
| Loveland (U. Tower)..... | PRR |
| Renick..... | N&W |
| Gallia St., Portsmouth..... | N&W |

NEWARK PORTION

| | |
|-------------------------------------|---------|
| GN Tower (Cols.)..... | PRR-NYC |
| MN Tower (See Note 1)..... | PRR |
| Mansfield (See Note 2)..... | PRR-EL |
| Shelby Jet..... | NYC |
| Sandusky (West End Outer Yard)..... | NYC |

Note 1.—*MN Tower*.—Home signal MN Tower governing movement of Eastward trains or engines through interlocking is located south of passing siding at Mt. Vernon.

Note 2.—*Mansfield*.—Eastward Approach Signal governing approach to crossing is located south of No. 6 track.

If Eastward home signal does not display an indication to proceed, Eastward trains doing work at North Siding will notify operator at PRR Crossing when ready to depart.

15.—Concluded.

(b).—*Closed Interlocking Stations.*—During the period that an interlocking station is closed, under provisions of Rule 631, the movement of trains within interlocking limits must be confined to through movement on main track. The use of crossovers, junction switches and sidings within interlocking limits, including outlet switches, is prohibited unless operator is called and on duty to control movement.

15-1.—AUTOMATIC AND SEMI-AUTOMATIC RAILROAD CROSSINGS:

(a).—Before a train or engine moves over railroad crossings shown below, when absolute block signal governing movement over crossing displays Stop-Indication, in addition to complying with Stop Signal the movement must be protected against opposing or conflicting movements in compliance with the instructions posted in telephone booths or in boxes attached to signal masts.

Automatic

| | |
|------------------|---------|
| Dundas..... | C&O |
| Monroeville..... | NYC-N&W |
| Kimball..... | N&W |

Semi-Automatic

| | |
|-------------------|---------------|
| North Siding..... | Empire Reeves |
|-------------------|---------------|

15-2.—NON-INTERLOCKED CROSSINGS.

(a).—Instructions applying to Non-interlocked Railroad Grade Crossings designated below:

OHIO PORTION

| <u>Station</u> | <u>Crossing</u> | <u>Position of Tilting Target, Gate or Other Protection</u> |
|--|-----------------|---|
| Coalton Grand Crossing } | C&O..... | Vertical for B&O |
| Wellston..... | C&O..... | Trainmen flag |
| DT&I Jct. (Spur track)..... | | Gate—Clear of track. |
| DT&I Jct. (Main track)..... | | Vertical for B&O. Must be restored by DT&I after use. |
| Bloom Jct..... | DT&I..... | Vertical for B&O must be restored by DT&I after use. |
| New Boston..... (Detroit Steel Corp.) | N&W..... | Tilting Target vertical for B&O. |

15-2.—Concluded.

NEWARK PORTION

| <u>Station</u> | <u>Crossing</u> | <u>Position of Tilting Target, Gate or Other Protection</u> |
|----------------------|---------------------------------|---|
| Cambridge..... | PRR..... | Horizontal for B&O. |
| Zanesville..... | PRR..... | Horizontal for B&O Through Movements. Diagonal for B&O when moving to and from PRR. |
| Newark..... | PRR..... | Horizontal for B&O Through Movements. Diagonal for B&O when making West- ward Movement via CO lead and 1st Street Crossover to C&N Div. |
| Bakelite..... | U. C. & C. Co..... | Horizontal for B&O. |
| Walser..... | NYC..... | Horizontal for B&O. |
| Junction City..... | PRR..... | Horizontal for B&O. |
| Washington C. H..... | DT&I & Tol.-Ind. Div..... | { Horizontal for B&O. Midland SD Move- ments. |
| Plymouth..... | AC&Y..... | Horizontal for B&O. |
| Willard..... | Akron- Chgo. Div.. | { Horizontal for Lake Erie SD Movements. |
| Sandusky..... | NYC..... | Horizontal for B&O. |

15-3.—ADDITIONAL INSTRUCTIONS APPLYING TO RAILROAD GRADE CROSSINGS.

(a).—*Chillicothe.*—Rule 620 is modified to permit reverse movements to be made *within interlocking limits*, *Chillicothe*, without the interlocking signal or permission of the operator.

(b).—*Chillicothe.*—When interlocking signal cannot be displayed for movement through B&O-N&W interlocking, *Chillicothe*, Rule 228 is modified to require the following color hand signals to govern movements over crossing:

| | |
|--------------------|--------|
| B&O Movements..... | Green |
| N&W Movements..... | Yellow |

(c).—*Chillicothe.*—Emergency horn Signals: Electric horn is located on station building and operated from "DO" office, *Chillicothe*.

15-3.—Continued.

Rule 606 is modified to permit the use of the following horn signals.

- 1 Long.....B&O Movements STOP.
- 2 Short.....B&O Yard Crews Clear Interlocking.
- 3 Short.....Yardmaster or Yard Foreman call Operator.
- 4 Short.....Call for Signal Mtr.
- 6 Short.....Emergency—All Movements STOP.

(d).—*Plymouth AC&Y Crossing.*—Normal position of target is set for B&O movements. Passenger trains must make a compulsory stop before moving over crossing regardless of position of target.

Freight trains must approach crossing under control so that stop can be made short of crossing if target is set against movement.

If target is set for movement, freight trains may proceed over crossing without stopping. Rule 298 modified.

If target is in vertical position for AC&Y movements and no AC&Y trains are approaching, member of B&O crew may operate cancel button located in box on relay case to restore target to normal (Horizontal) position for B&O movement.

If cancel button fails to restore target to normal (horizontal) position, B&O trains may proceed only after crew members provide adequate flag protection against AC&Y movements.

(e).—*Newark—PRR Crossing.*—All trains and engines Except PRR are required to stop not closer than 200 feet nor farther than 800 feet from crossing and may proceed only when crossing target is displayed in proper position for movement over crossing and, in addition, proceed hand signal is received from switchtender.

(f).—*Cambridge—PRR Crossing.*—B&O trains must approach PRR Crossing prepared to stop expecting to find target lined against their movement.

If target displays (horizontal) position, B&O train may proceed over crossing without stopping. Rule 298 modified.

(g).—*Washington C. H.*—DT&I and Tol.-Ind. Division Crossing.—Midland SD trains must approach DT&I and Tol.-Ind. Division crossings prepared to stop, expecting to find target set against their movement.

If target displays (horizontal) position, Midland SD trains may proceed over crossing without stopping. Rule 298 modified.

(h).—*Railroad Grade Crossing* targets will be operated by trainmen at the following railroad crossings:

Sandusky (Water St.).....NYC Crossing
(No normal position)

Junction City.....PRR Crossing
(Normal for PRR)

Walser.....NYC Crossing
(Normal for NYC)

15-3.—Concluded.

Crews handling the above crossing targets must know there are no conflicting movements on the other railroad before operating crossing target.

After movement over crossing is complete, except Water St., Sandusky targets must be restored to normal position for the other railroad.

(i).—*Willard-Akron-Chicago Division Crossing.*—Westward Lake Erie SD trains must stop clear of East crossover switch, east of Myrtle Ave., Willard and proceed only when target signal displays (horizontal) position and hand signal is received from switchtender.

15-4.—RAILROAD CROSSINGS AND DRAWBRIDGES.

(a).—Drawbridges are located as designated below:

| Station | River | Proceed |
|---------------|----------------|---------------------|
| Marietta..... | Muskingum..... | When route is clear |

(b).—In the State of Ohio, at railroad crossings and drawbridges not equipped with approved interlocking, all trains or engines will stop not less than 200 feet or more than 800 feet from the crossing or drawbridge, and will not proceed until the route is clear, except as provided by Special Instruction 15.

18.—DISPATCHING MAIL FROM TRAINS.

Engineers of trains handling U. S. Mail will sound one long blast of engine whistle approaching mail cranes.

Care must be exercised when throwing mail and newspapers from moving trains.

20.—WHISTLE SIGNALS.

(a).—Rules 14(da) and 14(ea) are in effect Portsmouth SD at Hamden and Byers Jct.; Renick SD at West Jct. and RK Jct.; O&LK SD at Belpre and trains enroute to O&LK SD at Zanesville; Midland SD at Midland City.

21.—HIGHWAY AND STREET CROSSINGS.

In addition to complying with Rule 109, trains and engines will stop before moving over the highway and/or Street crossings designated below:

OHIO PORTION

| SUBDIVISION | LOCATION | HIGHWAY OR STREET |
|-------------|------------|-------------------|
| Chillicothe | VA Spur | Route 104 |
| Portsmouth | Jackson | Route 93 |
| | Portsmouth | Route 52 |

NEWARK PORTION

| | | |
|---------|-------------|--------------------------|
| O&LK | Malta | Bell St. |
| | Marietta | 3rd Street |
| | | Front St. |
| | | Westview Ave. |
| Shawnee | McCuneville | State Rt. 93 |
| | Somerset | Market St. (730 A-430 P) |

21.—Concluded.

NEWARK PORTION—Concluded

| SUBDIVISION | LOCATION | HIGHWAY OR STREET |
|-------------|-------------|---|
| Lake Erie | Sandusky | Columbus Ave. and Railroad St. Intersection |
| | | Water St. |
| | | Market St. (8 am-6 pm) |
| | | Huron Ave. |
| | | Monroe St. |
| | | Scott St. |
| | Monroeville | Perkins Ave. |
| | | Monroe St. |

21-1.—Movement over the highway or street crossings designated below will be made in accordance with Rule 109(A).

| SUBDIVISION | LOCATION | HIGHWAY OR STREET |
|-------------|-------------|-------------------|
| Parkersburg | Athens | Union St. |
| Chillicothe | Chillicothe | Bridge St. |
| | Blanchester | Broadway St. |
| | | Lazenby St. |

21-2.—In addition to complying with Rule 109(A), the movement of trains and engines will be governed as follows:

| LOCATION AND STREET | INSTRUCTIONS |
|-----------------------------------|--|
| Newark: St. Clair Street | (a).—When engine, cars or train is standing on main track in position to cause crossing signals at St. Clair Street to become inoperative for westward movements, movements from Kibler Storage track through crossover east of St. Clair St. to main track must not be made until the crossing is protected by a member of the crew. |
| Sonora: County Road No. 52 | (b).—Trains or engines in Sonora Passing Siding to be met or passed by other trains must not move over crossing until crossing protection signals are operating. Eastward trains entering the passing siding automatically cut out crossing signals when switch, located 900 feet west of crossing, is lined for movement into siding. If movement in siding made over crossing exceeds 20 seconds before crossing is fouled the timing out circuits located 100 feet on each side of crossing will cause crossing protection signals to become inoperative. |
| Speidel: Private Road Crossing | (c).—When leaving cars at Speidel, crossing must be cut and at least 200 feet clearance must be provided on each side of crossing. (Rule 109 supplemented) |

21-2.—Concluded.

| LOCATION AND STREET | INSTRUCTIONS |
|---------------------------------------|--|
| Washington C. H.: Dayton Avenue | (d).—Color position light dwarf signals, located east and west of Dayton Ave. govern movements over street crossing. Special Instructions applying to operation of dwarf signals and highway protection are posted in box located on West end of relay case at crossing. |
| Shawnee SD: State Route 440 | (e).—Trains approaching State Route 440 will observe if flashing light signals are operating before passing over crossing, if not operating, crossing will be protected in accordance with Rule 109. |

22.—MISCELLANEOUS.

(a).—Employees are prohibited from riding or walking on roofs of any moving cars.

(b).—Employees are prohibited from riding footboards of engines.

(c).—HOLIDAYS:—New Year's Day, Washington's Birthday, Decoration Day, Fourth of July, Labor Day, Thanksgiving Day and Christmas Day.

(d).—Use of privately owned and licensed citizens band radios for operating purposes is forbidden.

(e).—Temporary Speed Signs.—Temporary speed restrictions shall be covered by Train Order or General Order and designated by portable signs, Rule 298, Figure A, to be placed on both sides of the restriction sufficient distance to permit reduction from maximum authorized speed to the reduced speed specified in Train Order or General Order. Rule 298-A Modified.

(f).—Telephone Numbers.—Chief Dispatchers, Chillicothe 773-5353; Newark 323-1011. Operators, PRR Town Block Station 498-6384; PRR New Lexington 342-2363.

23.—ACCIDENTS.

When physically able to do so, employees sustaining injury, no matter how minor, will report it to supervisor before leaving company premises.

The supervisor must arrange prompt first aid for the injured; then, as soon as possible, place him under the care of a Company's Surgeon. He must also report the injury promptly on the prescribed forms however minor it may appear.

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 being left at the scene to notify the police and make sure that the body is placed in the hands of the proper authority.

24.—MOVEMENT OF MofW CARS.

Motor Car Rules governing use of High Railers, Rail Detector Cars, Motor, Push, and Trailer Cars, Velocipedes, and other M of W equipment in effect March 1, 1967. These rules supersede all rules or special instructions not consistent therewith.

24.—Concluded.

Motor Car Rule 4(c), modified as follows:

(a).—**OHIO PORTION.**—In compliance with the Motor Car Rules, permission of yardmaster is not required for Main Track movements through or within yard limits as provided by Rule 4(c). Car Operators will protect against yard engines within yard limits.

(b).—**NEWARK PORTION.**—In compliance with Motor Car Rules, permission of yardmaster is not required for Main Track movements through or within yard limits as provided by Rule 4(c). Car Operators will protect against yard engines within yard limits.

EXCEPTION.—Motor Car movements on Lake Erie Sub-Division between Newark and west yard limit must secure permission from Yardmaster, in addition to protecting against yard engines.

(c).—**ZANESVILLE.**—In compliance with Motor Car Rules, permission of Operator, Zanesville, must be secured before passing over Muskingum River Bridge and Car Operator must report when Bridge is cleared.

MEDICAL DEPARTMENT

I. KAPLAN, M. D., Medical and Surgical Director

COMPANY'S SURGEONS

| | |
|----------------------|---|
| Cincinnati..... | Dr. V. E. Siler, Christian R. Holmes, Eden & Bethesda Ave. Dr. A. J. Huesman, 2617 Vine Street Dr. Edward Bender, Room 856, Doctor's Building, 19 Garfield Place Dr. Taylor Asbury, Ophthalmologist, 718 Carew Tower Dr. Frank Cunningham, 206 Delmar Ave., St. Bernard |
| Blanchester..... | Dr. R. M. Cronebaugh |
| Chillicothe..... | Dr. N. H. Holmes, 394 Chestnut Street Dr. J. C. Berno, 85 W. Second Street Dr. R. E. Quinn, 30 N. Walnut Street |
| Athens..... | Dr. R. E. Main |
| Wellston..... | Dr. H. W. Gillen Dr. J. H. Frazier |
| South Webster..... | Dr. A. K. Beumler |
| Portsmouth..... | Dr. R. W. Lewis Dr. A. B. Oakes Dr. A. L. Berndt |
| Parkersburg..... | Dr. J. C. Bryce, 1345 Market Street Dr. A. R. Lutz, 1009 Market Street Dr. F. P. Greene, 935 Market Street Dr. R. H. Wharton, 955 Market Street Dr. E. C. Hartman, Oculist, 418 Avery Street Dr. R. H. Paden, Oculist |
| Wheeling..... | Dr. C. B. Buffington, Wheeling Clinic Dr. J. S. Meier, 504 Central Union Bank Building Dr. C. J. Holley, National Bank of West Virginia Bldg. Dr. H. G. Weiler, 40-14th St. Dr. R. A. Fawcett, Oculist 75 Twelfth Street Dr. R. A. Tomassene, Oculist, 1114 Market Street Dr. J. S. Rogers, Wheeling Clinic |
| Bellaire..... | Dr. J. F. Wilkinson |
| Bridgeport..... | Dr. C. J. Holley |
| St. Clairsville..... | Dr. R. A. Porterfield |
| Barnesville..... | Dr. F. H. Stoup |
| Cambridge..... | Dr. R. A. Ringer |
| Zanesville..... | Dr. W. B. Faircloth Dr. Lester Lasky Dr. R. S. Martin, Oculist |
| Beverly..... | Dr. C. C. Deamude |
| Newark..... | Dr. G. A. Erhard Dr. R. E. Pickett Dr. H. C. McKnew, Oculist |

COMPANY'S SURGEONS—Continued

| | |
|----------------------|--|
| Somerset..... | Dr. M. P. Clouse |
| Columbus..... | Dr. D. J. Arnold, 3545 Olentangy River Road Dr. C. S. Perry, Oculist, 1275 Olentangy River Road |
| Mt. Sterling..... | Dr. F. A. Lutz |
| Washington C. H..... | Dr. J. H. Persinger Dr. W. L. Wead |
| Wilmington..... | Dr. H. R. Bath |
| Mt. Vernon..... | Dr. H. T. Lapp |
| Mansfield..... | Dr. R. E. Frush |
| Willard..... | Dr. W. A. Drury Dr. W. W. Corwin Dr. R. L. Jackson Dr. W. H. Kauffman Dr. J. V. Emery |
| Monroeville..... | Dr. H. R. Bolman, Oculist |

HOSPITALS

| | |
|-----------------------|---|
| Athens..... | Sheltering Arms |
| Chillicothe..... | Chillicothe |
| Cincinnati..... | Christian R. Holmes Bethesda—Emergency |
| Oak Hill..... | Oak Hill |
| Portsmouth..... | Mercy Scioto Memorial |
| Parkersburg..... | Camden Clark St. Joseph |
| Bellaire..... | City Hospital |
| Martins Ferry..... | Martins Ferry |
| Wheeling..... | Wheeling Hospital, Ohio Valley General |
| Zanesville..... | Good Samaritan, Bethesda |
| Newark..... | Licking County Memorial Hospital |
| Columbus..... | Grant, University, Riverside Methodist |
| Washington, C. H..... | Fayette County Memorial |
| Mt. Vernon..... | Mt. Vernon Hospital Sanitarium Co. |
| Mansfield..... | Emergency, Mansfield General |
| Willard..... | Municipal |
| Sandusky..... | Good Samaritan |

FIRST AID CLINIC (Cincinnati)

Railway Express Bldg., Room 4, York and McLean Sts., 9:00 A.M. to 12 Noon and 1:00 P.M. to 4:00 P.M. daily except Saturday, Sunday and holidays.

EXAMINING POINTS AND HOURS

CHILICOTHE—First, Second and Third Thursday (fifth Thursday when occurring) each month, 11:00 A.M. to 2:00 P.M.

CINCINNATI—Room 4 Railway Express Bldg., York and McLean Streets, 9:00 A.M. to 12 Noon and 1:00 P.M. to 4:00 P.M. daily except Saturday, Sunday and holidays.

PARKERSBURG—Every Tuesday 9:00 A.M. to 12:00 Noon.

BENWOOD—Second Monday 9:00 A.M. to 12 Noon.

MOUNDSVILLE—Dr. H. B. Ashworth, Dr. Carl Anderson, 906 Third Street, 1:00 P.M. to 4:00 P.M. Monday thru Friday.

MARTINS FERRY, O.—Dr. Harry G. Harris, 30 S. Fourth Street, Monday, Wednesday and Friday, 2:00 P.M. to 5:00 P.M.

NEWARK—Dr. William M. Wells, 241 Hudson Avenue, By Appointment, Monday through Friday.

WILLARD—Thursday, 11:30 A.M. to 4:00 P.M.

COLUMBUS—Second Monday each month, 10:00 A.M. to 1:00 P.M.

CAMBRIDGE—By appointment.

ZANESVILLE—By appointment.

MEDICAL EXAMINERS' TERRITORIES

Cincinnati to Athens (both inclusive) to Washington Court House (exclusive)..... Dr. Foglia
Cincinnati to Wellston (inclusive).....

Newark to Benwood (inclusive) to Marietta.....
Newark to Athens (exclusive) to Chillicothe (exclusive).....
Newark to Washington Court House (inclusive).....
Newark to Willard to Sandusky (all inclusive).....

Marietta to Belpre (inclusive) to Athens (exclusive)..... Dr. McCune

INSTRUCTIONS COVERING MEDICAL SERVICES

1. Employees seriously injured on duty or passengers, whose injuries require medical or surgical aid, should be promptly taken to the nearest listed Company's Surgeon or hospital emergency room, except in extreme emergency, when they should be transported to the closest medical facility.

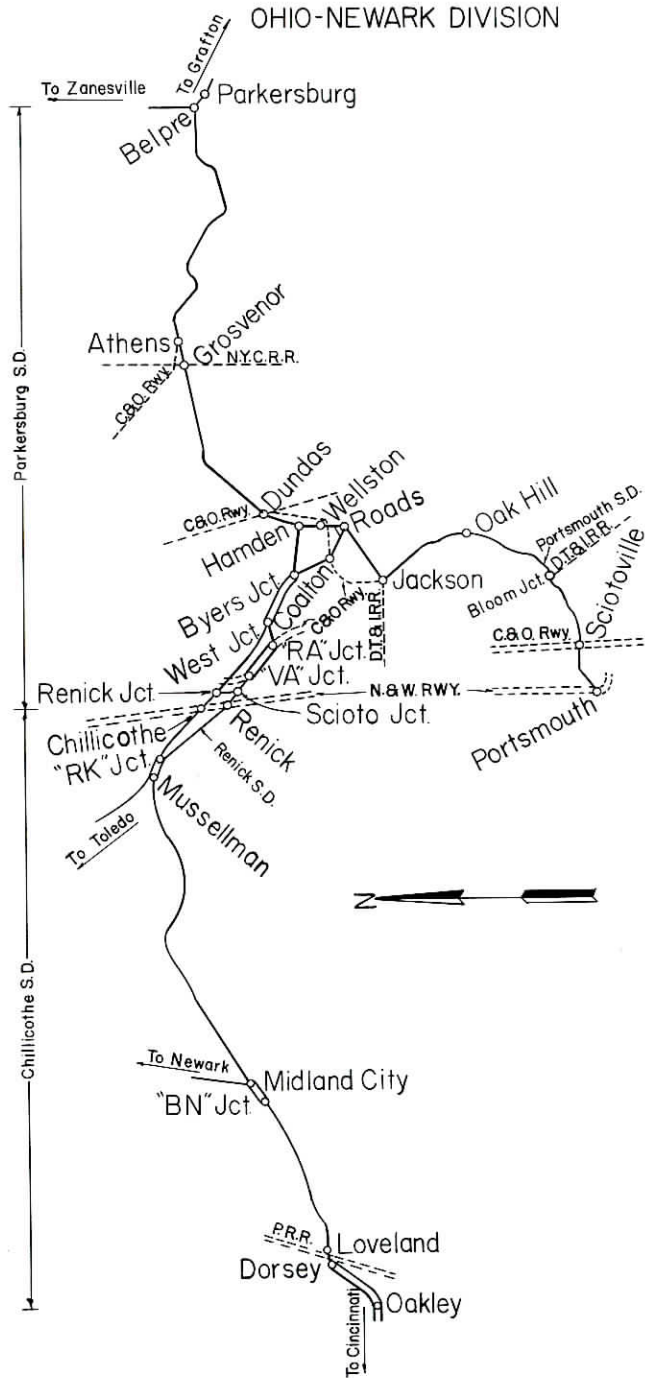
Workers with minor injuries sustained on duty should be treated at the listed First Aid Clinics. Where these services are not readily available, such cases should be referred to the nearest listed Company's Surgeon or hospital emergency room.

2. Depending on severity of injury, the officer in charge will use discretion as to proper conveyance for removal of injured employees. Municipal or private ambulances, taxicabs, personal or Company's vehicles may be used for this purpose, and the Company may be billed for the service.

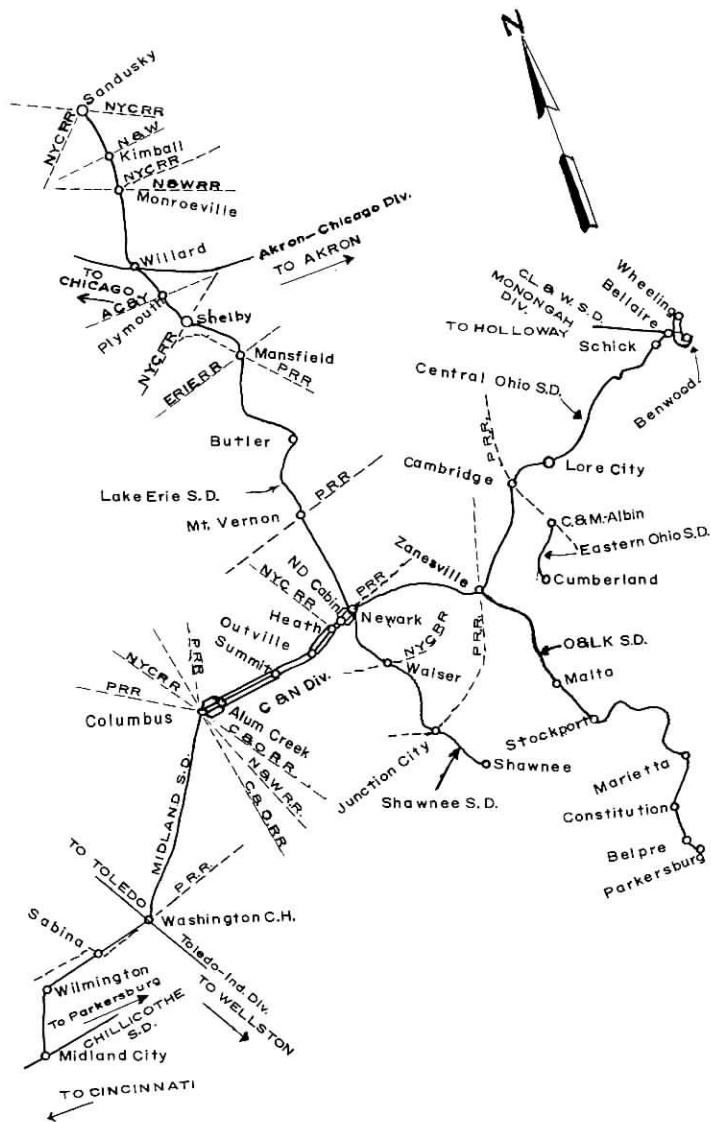
3. When a passenger becomes ill on a train and requests medical attention, any local physician (Company's Surgeon or otherwise) may be called. If the passenger cannot or will not pay physician called, we shall pay for the first call, but both the patient and the physician should be told that all subsequent treatment shall be at the patient's expense.

Notice of disablement or death of a Relief Department member should be reported promptly.

OHIO-NEWARK DIVISION

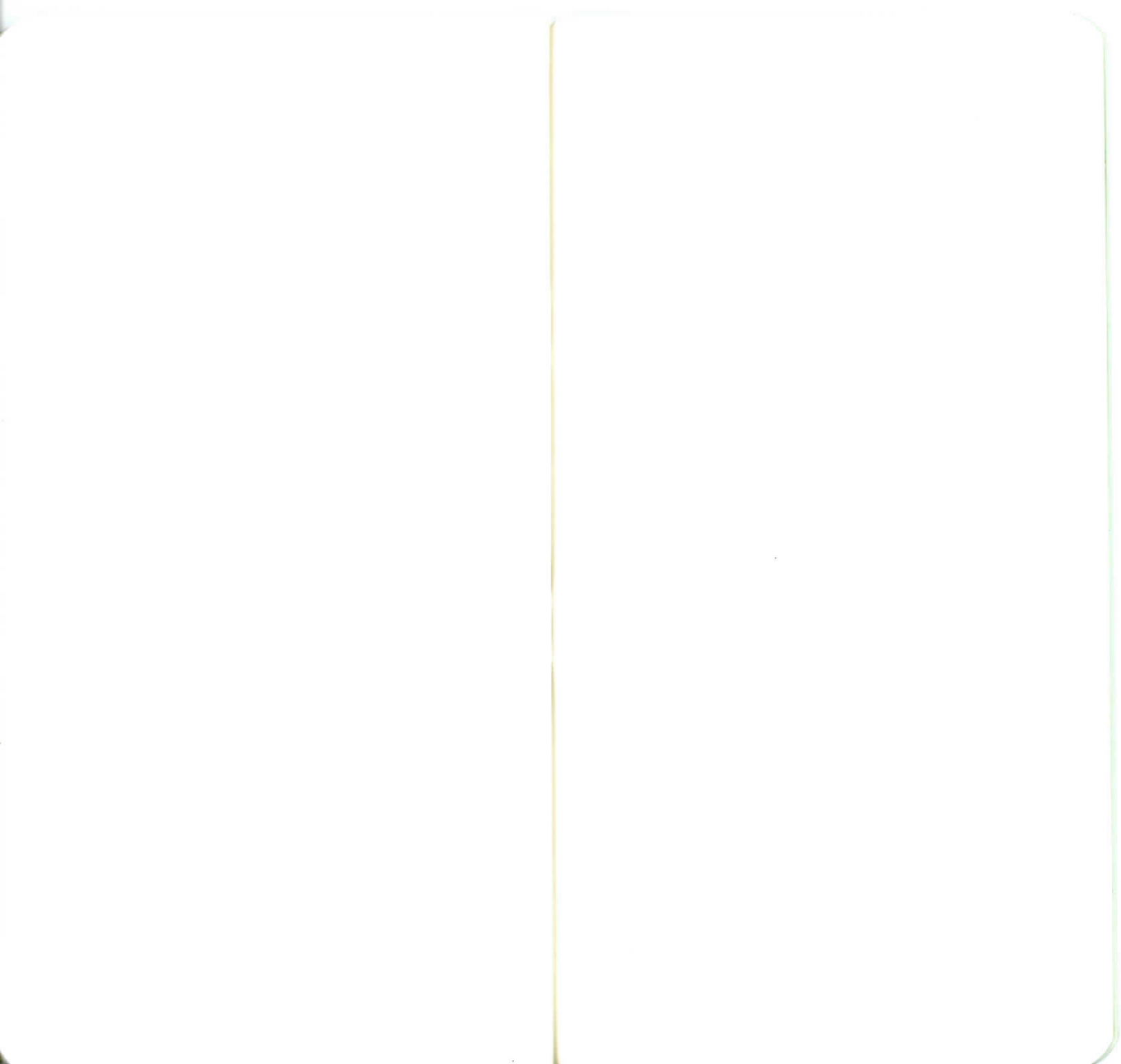


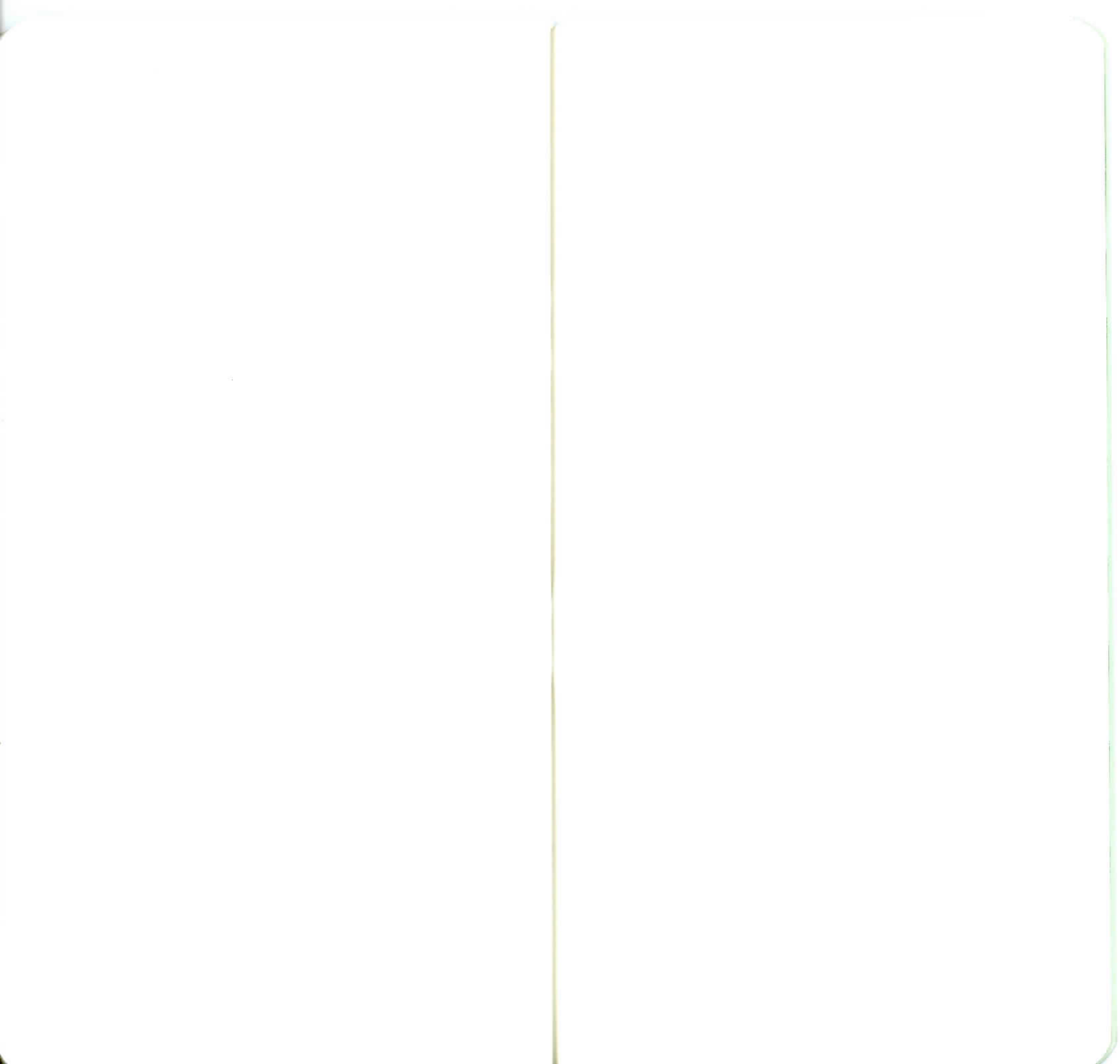
OHIO-NEWARK DIVISION



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 |
|------------------|----------------------|------------------|----------------------|------------------|----------------------|------------------|----------------------|
| Min. Sec. | | Min. Sec. | | Min. Sec. | | Min. Sec. | |
| 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 | | |





AVOID DAMAGE

SWITCH CUSTOMERS CARS CAREFULLY

JUDGING SPEED

Accurate judgment of coupling speed depends upon correct timing. An excellent way to get accurate timing without a watch is to count "one hundred and thirty-one, one hundred and thirty-two" and so on as the car passes a stationary point. With a little practice counting can be done at the rate of one a second.

Ability to closely estimate speed at time car strikes is extremely important because impact force builds up as the square of the speed. This means that impact delivered by a car coupled at 8 miles per hour is not four times that at 2 miles per hour, but 16 TIMES AS GREAT. Damage to freight or car can be avoided by always keeping coupling speed within the safe range—**NOT OVER 4 MILES PER HOUR—A BRISK WALK.**

SPEED CARD

To Find Coupling Speed of 40 Foot and 50 Foot Car

| Sight vertical end of car body on a fixed point and note the number of seconds it takes car to pass. Speed in miles per hour is shown opposite. | Seconds | 40 Foot Car | 50 Foot Car |
|--|---------|----------------|----------------|
| | | Miles Per Hour | Miles Per Hour |
| Damage as a result of Rough Handling makes up a large part of the claim bill for Loss and Damage to Freight. From the Railroad standpoint it is the major item in the expense. We all know that Rough Handling can be reduced, often eliminated. It is hoped that this card will be helpful in your efforts to prevent Rough Handling. | 1 | 28. | 35. |
| | 2 | 14. | 17.5 |
| | 3 | 9.3 | 11.6 |
| | 4 | 7. | 8.7 |
| | 5 | 5.6 | 7. |
| | 6 | 4.7 | 5.9 |
| | 7 | 4. | 5. |
| | 8 | 3.5 | 4.4 |
| | 9 | 3.1 | 3.9 |
| | 10 | 2.8 | 3.5 |
| | 11 | 2.5 | 3.1 |
| | 12 | 2.3 | 2.9 |
| | 13 | 2.15 | 2.7 |
| | 14 | 2. | 2.5 |
| Switch Crews must function as a team. Clear signals properly given are mighty important; talk it over — prevent Rough Handling — it can be done. | | | |