

SAFETY

IS OF

FIRST IMPORTANCE

BE CAREFUL
THINK - LOOK
AND
LIVE



AVOID DAMAGE
SWITCH CUSTOMER'S CARS
CAREFULLY

IMPACT FORCE AT VARIOUS
STRIKING SPEEDS

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

THE CHESAPEAKE AND OHIO RAILWAY COMPANY

Central Region

ASHLAND-RUSSELL DIVISION
HOCKING DIVISION
TOLEDO TERMINAL DIVISION

TIMETABLE No.

147

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

Sunday, October 26, 1958.

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

**DESTROY ALL TIMETABLES OF
PREVIOUS DATE**

Read the Instructions

FOR INFORMATION OF EMPLOYEES ONLY

Lexington and Louisville Sub-Division Trains
run on Central Standard Time

Russell-Big Sandy, Hocking and Toledo
Terminal Division Trains run on
Eastern Standard Time

R. VAWTER,
Regional Manager.

O. W. DRAPER,
Superintendent, Ashland-Russell Division.

R. N. LYNCH,
Superintendent, Hocking Division.

R. M. WILEY,
Superintendent, Toledo Terminal Division.

K. T. REED,
General Superintendent Transportation.

G. C. PHILLIPS,
Superintendent Transportation.

TIMETABLE ABBREVIATIONS AND SYMBOLS

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

EST for Eastern Standard Time

CST for Central Standard Time

EEDT for East End Double Track

WEDT for West End Double Track

SPECIAL INSTRUCTION PAGES

ARFE for Asst. Road Foreman of Engines
 Ash for Ashland
 ATM for Asst. Trainmaster
 ATTM for Asst. Term. Trainmaster
 Ath for Athens

CTD for Chief Train Dispatcher
 Col for Columbus
 Div for Division
 E&BV for Elkhorn and Beaver Valley
 Hock for Hocking

Jack for Jackson
 Rus for Russell
 Pom for Pomeroy
 RFE for Road Foreman of Engines
 SD for Subdivision

SV&E for Sandy Valley and Elkhorn
 Term for Terminal
 TTM for Terminal Trainmaster
 Tol for Toledo
 TM for Trainmaster

SPEED TABLE

Time Per Mile	Miles Per Hour	Time Per Mile	Miles Per Hour	Time Per Mile	Miles Per Hour	Time Per Mile	Miles Per Hour	Time Per Mile	Miles Per Hour
0 Min. 45 Sec.	80.0	1 Min. 7 Sec.	53.7	1 Min. 21 Sec.	44.4	1 Min. 35 Sec.	37.9	2 Min. 50 Sec.	21.2
0 " 43 "	75.0	1 " 8 "	52.9	1 " 22 "	43.9	1 " 40 "	36.0	3 " 0 "	20.0
0 " 50 "	72.0	1 " 9 "	52.1	1 " 23 "	43.4	1 " 45 "	34.3	3 " 10 "	18.9
0 " 52 "	69.2	1 " 10 "	51.4	1 " 24 "	42.9	1 " 50 "	32.7	3 " 20 "	18.0
0 " 54 "	66.6	1 " 11 "	50.7	1 " 25 "	42.4	1 " 55 "	31.3	3 " 30 "	17.1
0 " 56 "	64.2	1 " 12 "	50.0	1 " 26 "	41.9	2 " 0 "	30.0	3 " 40 "	16.4
0 " 58 "	62.0	1 " 13 "	49.3	1 " 27 "	41.4	2 " 5 "	28.8	3 " 50 "	15.6
1 " 0 "	60.0	1 " 14 "	48.6	1 " 28 "	40.9	2 " 10 "	27.7	4 " 0 "	15.0
1 " 1 "	59.0	1 " 15 "	48.0	1 " 29 "	40.4	2 " 15 "	26.7	4 " 10 "	14.4
1 " 2 "	58.0	1 " 16 "	47.4	1 " 30 "	40.0	2 " 20 "	25.7	4 " 20 "	13.8
1 " 3 "	57.1	1 " 17 "	46.7	1 " 31 "	39.6	2 " 25 "	24.8	4 " 30 "	13.3
1 " 4 "	56.2	1 " 18 "	46.1	1 " 32 "	39.1	2 " 30 "	24.0	4 " 40 "	12.8
1 " 5 "	55.3	1 " 19 "	45.6	1 " 33 "	38.7	2 " 35 "	23.2	4 " 50 "	12.4
1 " 6 "	54.5	1 " 20 "	45.0	1 " 34 "	38.3	2 " 40 "	22.5	5 " 0 "	12.0

DIVISION OFFICERS

DIV.	OFFICER	TITLE	TERRITORY	DIV.	OFFICER	TITLE	TERRITORY	
Ashland-Russell	F. R. Lutz	Asst Supt.	Lex, B S and Coal Field SD	Hocking	P. J. Koebel	Asst Supt.	Hock Div	
	H. C. Marrs	TM	B S and connecting SD		L. P. Fussinger	TTM	Col Term	
	G. J. Johnson	ATM	B S and connecting SD		C. E. Chesher	TM	Col SD	
	G. E. Childers	TM	Lex SD		H. H. Snouffer	ATM	Marion, Carey & Fostoria Yds	
	C. B. Henzman	RFE-ATM	B S and connecting SD		Z. K. Miller	ATM	Col SD	
	S. R. Warnick	RFE-ATM	Lex SD		E. E. Von Schrlitz	ATM	Ath, Pom, Jack & Mon Cr SD's, inc Oldtown, Nelsonville & Pom Yds	
	E. C. Coleman	ATM	SV&E and Shelby Coal District		H. L. Scheeler	RFE-ATM	Hock Div	
	C. L. Stapleton	ATM	E&BV and Long Fork SD		ARFE-ATM	Hock Div		
	R. W. Vawter	ATM	Lex SD		R. I. Taylor	CTD	Hock Div	
	V. F. Lowe	Supt-Agent	Louisville		L. B. Hewlett	Div Eng	Hock Div	
	C. F. Powell	Term TM	Ash Term		W. M. Dowdy	Asst Div Eng	Hock Div	
	M. S. Clay	CTD	Lex, B S and Coal Field SD					
	F. P. Barrick	Div Eng	Lex, B S and Coal Field SD					
	K. C. Morris	Asst Div Eng	Lex, B S and Coal Field SD					
Ashland-Russell	O. D. Ellison	Asst Supt.	Rus SD	Tol. Term.	H. J. Wurdack	TTM	Tol Term	
	L. H. Lucas	TM	Rus SD		R. J. Niggemyer	ATTM	Tol Term	
	H. L. Williams	TTM	Rus Term		G. H. Lindsay	TM	Tol Term	
	T. E. DeAlba	ATM-RFE	Rus SD		A. W. Baker	ATTM	Tol Term	
	R. H. Savage	ARFE-ATM	Rus SD		E. A. Kelley	ATM	Tol Term	
	J. M. Williams	ATTM	Rus SD		E. L. Floyd	RFE-ATM	Tol Term	
	W. C. Brown	ATTM	Rus Term					
	W. E. McMeans	Term Supvr	Rus Term					
	W. H. Richardson	CTD	Rus SD					
F. C. Cunningham	Div Eng	Rus SD						

HOCKING DIVISION
ASHLAND-RUSSELL DIVISION

COLUMBUS AND RUSSELL SUBDIVISIONS

WESTWARD

EASTWARD

FIRST CLASS				TIMETABLE No. 147. In Effect Sunday, Oct. 26, 1958	FIRST CLASS			
47 Daily	5 Daily	3 Daily	1 Daily	STATIONS	4 Daily	46 Daily	6 Daily	2 Daily
L PM	L PM	L PM	L AM		A AM	A AM	A PM	A PM
10 54	7 33	12 43	4 32	RUSSELL 3.6	s 1 29	1 43	s 2 47	8 47
10 59	7 38	12 47	4 37	R. J. Cabin 6.4	1 24	1 38	2 42	8 42
		12 52		Greenup ^(45 30) 10.5	1 20		s 2 35	
11 14	A 7 54	A 1 04	A 4 52	(EEDT) N. J. Cabin 26.6	L 1 09	1 23	L 2 20	L 8 27
				Teays Jct. 11.3				
11 52				G. B. Cabin 7.0				
11 59				R. A. Junction 5.9		12 39		
12 05				V. A. Junction 11.1		12 33		
				K. N. Cabin 34.1		12 22		
12 50				(WEDT) C. H. Cabin 0.6		11 48		
12 51				(EEDT) Mosel 5.8				
1 00				Parallel 0.9		11 34		
1 15				COLUMBUS		11 30		
1 45				0.9		11 00		
1 50				H. V. Junction ^{PRR} CCC&StL		10 48		
s 2 18				23.4				
s 2 50				Delaware ^{CCC&StL} 21.5		s 10 23		
s 3 15				30 Marion ^{CCC&StL} ERIE		s 9 59		
s 3 30				18.3				
s 3 30				Upper Sandusky ^{PRR} 9.8		s 9 29		
s 3 55				Carey ^{CCC&StL} AC&Y		s 9 10		
4 21				14.8				
4 26				Fostoria ^{NKP} 26.6		s 8 48		
4 45				(WEDT) V. R. Tower 3.1		8 19		
A AM	PM	PM	AM	(EEDT) Walbridge ^{PRR} TTRR		8 15		
				4.5		8 05		
				TOLEDO UNION STATION				
47 Daily	5 Daily	3 Daily	1 Daily		4 Daily	46 Daily	6 Daily	2 Daily

FLAG STOPS:

No. 6—Oliver and Grays Branch on Sundays.

MAIL:

Greenup.—No. 1 will reduce speed to 30 m.p.h. passing station to discharge mail.

No. 3, when operated on No. 2 track will reduce speed (except Sunday) to 10 m.p.h. to receive mail pouch.

ASHLAND-RUSSELL DIVISION

LEXINGTON AND LOUISVILLE SUBDIVISIONS

WESTWARD EASTWARD

FIRST CLASS TIMETABLE No. 147. FIRST CLASS

21 In Effect Sunday, Oct. 26, 1958 **22**
Daily STATIONS Daily

	AM	C. S. T.		PM
L	3 45	ASHLAND		A 7 35
	3 56	7.1 Meads		7 18
	4 05	6.8 Rush		7 09
	4 09	3.0 Grant		7 05
s	4 30	8.6 Hitchins		s 6 54
	4 39	7.3 Aden		6 39
s	5 01	7.4 Olive Hill	(12)	s 6 24
	5 10	6.3 Enterprise		6 13
.....		2.5 Soldier		fd 6 09
	5 18	4.1 Gates		6 04
s	5 33	5.4 Morehead	(12)	s 5 58
	5 42	7.9 Farmer		fd 5 43
fc	5 47	3.8 Salt Lick	(25)	fd 5 38
fc	5 56	8.2 Preston		fd 5 28
	6 05	8.8 Ewington		.....
s	6 20	3.1 Mt. Sterling	(12)	s 5 12
	6 30	8.3 L. & E. Junction		4 57
s	6 37	6.6 Winchester	(15)	s 4 48
	6 55	7.8 Pine Grove		4 32
	6 57	2.6 Chilesburg		4 30
	7 04	7.1 Netherland (EEDT)		4 24
A	7 12	1.0 LEXINGTON	(12)	L 4 20
		C. S. T.		
	21			22
	Daily			Daily

Regular Stops not shown on Schedules:

Nos. 321 and 322 will stop daily at Frankfort and Shelbyville.

Flag Stops for Mail and Express Trains:

Nos. 21 and 22 at Grahn and Preston, No. 21 at Rush, No. 22 at Salt Lick, and No. 321 at Hatton.

CONDITIONAL STOPS:

fc—To receive revenue passengers for Winchester or beyond; to discharge revenue passengers from Ashland or beyond.

fd—To receive revenue passengers for Ashland or beyond; to discharge revenue passengers from Lexington or beyond.

fe—To receive revenue passengers for Lexington or beyond.

Crescent Hill.—No. 321 to discharge revenue passengers from Ashland or beyond.

Anchorage.—Nos. 321 and 322 to receive or discharge revenue passengers for or from Ashland or beyond.

Midway.—Nos. 321 and 322 to receive or discharge passengers for or from Mt. Sterling or beyond.

FIRST CLASS TIMETABLE No. 147. FIRST CLASS

321 In Effect Sunday, Oct. 26, 1958 **322**
Daily STATIONS Daily

	AM	C. S. T.		PM
L	7 33	84.6 LEXINGTON	(12)	A 4 05
A	9 58	LOUISVILLE		L 1 50
		C. S. T.		
	321			322
	Daily			Daily

ASHLAND-RUSSELL DIVISION

MARROWBONE SUBDIVISION

BIG SANDY SUBDIVISION

WESTWARD		EASTWARD	
FIRST CLASS	TIMETABLE No. 147.	FIRST CLASS	
In Effect Sunday, Oct. 26, 1958			
55 Daily	STATIONS	56 Daily	
L 12 42 PM	HELLIER 1.6	A 12 40 PM	
f 12 48	Henry Clay 2.0	f 12 35	
f 12 56	Rockhouse 3.0	f 12 29	
f 1 08	Wolf Pit 1.2	f 12 21	
A 1 13 PM	MARROWBONE JCT.	L 12 17 PM	
55 Daily		56 Daily	

WESTWARD		EASTWARD	
FIRST CLASS	TIMETABLE No. 147.	FIRST CLASS	
In Effect Sunday, Oct. 26, 1958			
39 Daily	STATIONS	36 Daily	
L 1 58 PM	ELKHORN CITY 1.6	A 1 43 PM	
f 2 00	Dunleary 4.7	f 1 29	
2 08	R. C. Junction 1.7	1 21	
2 10	{ Marrowbone Jct. }	1 16	
.....	0.1	12 17	
s 2 11	Marrowbone 4.0	s 12 16	
2 17	Levisa Jct. 3.3	12 08	
s 2 30	Shelby 1.1	s 11 52	
f 2 34	Fords Branch (EEDT) 2.6	f 11 41	
2 38	F. O. Cabin (WEDT) 4.2	.....
s 2 52	Pikeville ② 21.1	s 11 28	
3 46	Beaver Junction (EEDT) 3.7	10 05	
3 53	E. M. Cabin (WEDT) 6.1	.....
s 4 06	Prestonsburg 5.7	s 9 42	
.....	O. X. Cabin (EEDT) 6.3	9 33	
f 4 26	Van Lear Junction 1.8	f 9 21	
s 4 40	Paintsville 2.2	s 9 17	
4 43	B. U. Cabin (WEDT) 0.3	.....
.....	S. K. Cabin (EEDT) 3.1	8 51	
4 48	G. C. Cabin (WEDT) 3.4	.....
f 4 57	Whitehouse 4.3	f 8 38	
5 06	Ray 3.4	8 29	
.....	J. B. Cabin (EEDT) 6.1	8 23	
5 23	K. X. Cabin (WEDT) 6.4	.....
.....	C. H. Cabin (EEDT) 3.7	7 55	
5 38	R. B. Cabin (WEDT) 2.4	.....
s 5 50	Louisa ② 7.1	s 7 45	
f 6 02	Catalpa 8.6	f 7 25	
.....	W. D. Cabin (EEDT) 9.2	7 11	
6 30	BIG SANDY JCT.	6 59	
A 6 30 PM		L 6 59 AM	
39 Daily		36 Daily	

Flag Stops not shown on schedules for Nos. 36 and 39:

- | | |
|---------------|--------------|
| Savage Branch | Bays Branch |
| Lockwood | Bull Creek |
| Burnaugh | Emma |
| Buchanan | Dwale |
| Zelda | Banner |
| Fullers | Ivel |
| Potters | Tram |
| Holt | Betsy Layne |
| Walbridge | Boldman |
| Torchlight | Broad Bottom |
| Chapman | Big Shoal |
| Gallup | Coal Run |
| Beech Farm | Pauley |
| Kise | Wagner |
| Georges Creek | Titan Siding |
| Ben Bow | Kewanee |
| Richardson | Sutton |
| Patrick | Millard |
| Henrietta | Winright |
| Buskirk | Driffin |
| East Point | Belcher |
| Auxier | |

Flag Stops for Nos. 55 and 56:

- Ratliff
- Venters
- Lookout
- Big Branch

Regular Stops not shown on schedules for Nos. 36 and 39:

- Offutt
- Allen
- Harold

On single track, unless otherwise provided, eastward trains are superior to westward trains of the same class. (See Rule S-72)

HOCKING AND ASHLAND-RUSSELL DIVISIONS

STATIONS, OFFICE HOURS, PASSING SIDINGS, DISTANCES

WESTWARD			EASTWARD		
Distance from Initial Station	Passing Siding Capacity in Cars (41 ft.)	RUSSELL SUBDIVISION	OFFICE HOURS		Distance from Initial Station
			From	To	
STATIONS					
0.0		† RUSSELL 3.6	C	C	111.0
3.6	Yard	R. J. Cabin 4.2	C	C	107.4
7.8		Riverton 0.7			103.2
8.5		Greenup 7.0			102.5
15.5	110 #1	D. G. Cabin 3.5			95.5
19.0	160 #3	N. J. Cabin (EEDT) 11.3	C	C	92.0
30.3	c 169	Wheeler 11.3			80.7
41.6		Teays Junction 1.0			69.4
42.6	c 165	Robbins 3.2			68.4
45.8		Greggs 7.1			65.2
52.9	c 167	G. B. Cabin 7.0			58.1
59.9		R. A. Junction 3.8	C	C	51.1
63.7	c 167	Vaues Center Siding 2.1			47.3
65.8		V. A. Junction 11.1	C	C	45.2
76.9		K. N. Cabin 11.1			34.1
88.0	c 181	Vee 12.8			23.0
100.8	c 178	File 10.2			10.2
111.0		C. H. CABIN (WEDT)	C	C	0.0
TEAYS INDUST. EXT.					
0.0		TEAYS JUNCTION 0.3	Booth	Booth	5.2
0.3		Mitchell Siding 3.8	Booth	Booth	4.9
4.1		Atomic Junction 1.1	Booth	Booth	1.1
5.2	Yard	TEAYS			0.0
COLUMBUS SUBDIVISION					
0.0		C. H. CABIN 0.6	C	C	130.2
0.6		(EEDT) Mosel 1.4			129.6
2.0	ty	Parsons 1.0	C	C	128.2
3.0		South Columbus 2.4			127.2
5.4	Yard	Mound Street 1.0			124.8
6.4		Parall 0.9			123.8
7.3		Columbus 0.9	C	C	122.9
8.2	y	H. V. Junction 4.2			122.0
12.4		Ackerman 4.4			117.8
16.8	c174	Linworth 5.0			113.4
21.8		Powell 2.1			108.4
23.9	y	Powell Wye 2.0			106.3
25.9		Hyatts 5.7			104.3
31.6	c189	Delaware 6.6			98.6
38.2	c183	Meredith 5.1			92.0
43.3		Prospect 4.8			86.9
48.1		Owens 3.9			82.1
52.0	c174	M. A. Cabin 1.1			78.2
53.1	Yard	Marlon 0.9			77.1
54.0	c174	M. D. Cabin 6.8	C	C	76.2
60.8	c174	Morrall 4.1			69.4
64.9		Harpster 6.5			65.3
71.4	c174	Upper Sandusky 9.8	C	C	58.8
81.2	c250	Carey 0.4			49.0
81.6		C. Cabin 6.6	C	C	48.6
88.2	c174	Alveda 7.1			42.0
95.3	c165 Yard	B&O Crossing-F. Tower 0.7	C	C	34.9
96.0	c172	Fostoria 7.4			34.2
103.4		Rising Sun 3.8			26.8
107.2	c174	Bradner 5.9			23.0
113.1	c179	Pemberville 6.1			17.1
119.2		LeMoyne 3.4			11.0
122.6	Yard	(WEDT) V. R. Tower 3.1	C	C	7.6
125.7		(EEDT) † Walbridge 4.5	C	C	4.5
130.2		TOLEDO UNION STATION	C	C	0.0

WESTWARD			EASTWARD		
Distance from Initial Station	Passing Siding Capacity in Cars (41 ft.)	POMEROY SUBDIVISION	OFFICE HOURS		Distance from Initial Station
			From	To	
STATIONS					
0.0		POMEROY 2.2			81.7
2.2	Yard	Middleport 1.9			79.5
4.1		Hobson Junction 0.8			77.6
4.9		Hobson Yard 2.8	C	C	76.8
7.7		Cheshire 6.0			74.0
13.7	78	Kanauga 0.1	C	C	68.0
13.8		Kanauga Junction 4.5			67.9
18.3	26	Gallipolis 5.5	*8 00A	5 00P	63.4
23.8		Kerrs 4.0	*7 00A	4 00P	57.9
27.8	52	Bidwell 4.7			53.9
32.5	21	Vinton 7.9			49.2
40.4	51	Minerton 1.8			41.3
42.2		Clarion 2.1			39.5
44.3		Hawks 2.3			37.4
46.6		Radcliff 2.6			35.1
49.2		Oreton 5.0			32.5
54.2	91	Eagle 0.5			27.5
54.7	y	Dundas 2.8	C	C	27.0
57.5	56	McArthur 4.7	†9 00A	6 00P	24.2
62.2		Creola 7.1			19.5
69.3		New Plymouth 2.3			12.4
71.6	44	Starr 2.3			10.1
73.9	23	Summit 2.3			7.8
76.2	50	Union Furnace 5.5			5.5
81.7	Yard	OLDTOWN	**C	C	0.0
ATHENS SUBDIVISION					
0.0		ATHENS 0.3			69.6
0.3	y	West Athens 1.3			69.3
1.6		Armitage 1.7	C	C	68.0
3.3		Valley 5.2			66.3
8.5		Poston 1.9			61.1
10.4		Floodwood 1.8			59.2
12.2		Kimberly 1.6			57.4
13.8	y	Nelsonville Yard 0.6	*8 00A	5 00P	55.8
14.4	104	Nelsonville 5.6			55.2
20.0	52	Haydenville 5.2	*8 30A	5 30P	49.6
25.2	209	Oldtown 1.5	**C	C	44.4
26.7	Yard	Logan 4.1			42.9
30.8		Enterprise 3.3			38.8
34.1		Rockbridge 3.8			35.5
37.9	158	Sugar Grove 6.8			31.7
44.7	150	Lancaster 4.4	C	C	24.9
49.1	156	Hookers 4.5			20.5
53.6	91	Carroll 3.3			16.0
56.9		Lockville 3.4			12.7
60.3	89	Canal Winchester 4.1	*8 00A	5 00P	9.3
64.4	145	Groveport 4.3	*8 00A	5 00P	5.2
68.7		Valley Crossing 0.5	C	C	0.9
69.2	Yard	(EEDT) Groveport Pike 0.4			0.4
69.6		MOSEL			0.0
JACKSON SUBDIVISION					
0.0		JACKSON 4.5	†7 00A	4 00P	17.3
4.5		Coalton 4.4			12.8
8.9		Grand Crossing 0.7			8.4
9.6	y	Wellston 3.1	†6 30A	3 30P	7.7
12.7		Hamden 4.6			4.6
17.3	y	DUNDAS	C	C	0.0
MONDAY CREEK SUBDIVISION					
0.0		END OF LINE 1.0			20.0
1.0	y	New Straitsville 6.7			19.0
7.7	24	Greendale 3.4			12.3
11.1		Carbon Hill 8.9			8.9
20.0	y	NELSONVILLE YARD	* 8 00 A	5 00 P	0.0

C-Continuous.
 *—Daily except Saturday and Sunday.
 †—Daily Except Sunday.
 **—Continuous except 11 P. M. Sat. to 3 P. M. Sun.

HOCKING AND ASHLAND - RUSSELL DIVISIONS

STATIONS, OFFICE HOURS, PASSING SIDINGS, DISTANCES

WESTWARD

EASTWARD

WESTWARD

EASTWARD

Distance from Initial Station	Distance from Initial Station	Passing Siding Capacity in Cars (41 ft.)	LEXINGTON SUBDIVISION		OFFICE HOURS		Distance from Initial Station	
					From	To		
STATIONS								
0.0	0.0	Yard	t	RUSSELL	3.5	C	C	127.9
3.5	3.5			N. C. Cabin	0.7	C	C	124.4
4.2	4.2	Yard	ty	Ashland Jct.	0.0			123.4
5.1	9.3	25		Ashland	5.1	C	C	123.7
7.1	11.3	68		Summit	2.0			118.6
13.9	18.1	92		Meads	6.8			116.6
16.9	21.1	36		Rush	3.0	† 7 30A	4 30 P	109.8
19.0	23.2			Grant	2.1			106.8
23.3	27.5	28		Williams Creek	4.3			104.7
25.5	29.7	68		Mt. Savage	2.2			100.4
28.5	32.7			Hitchins	3.0	10 30A	7 30 P	98.2
32.8	37.0	50		Leon	4.3			95.2
34.5	38.7			Aden	1.7	* 7 00A	4 00 P	90.9
40.2	44.4	93		Grahn	5.7	* 7 00A	4 00 P	89.2
46.5	50.7	69		Olive Hill	6.3	C	C	83.5
49.0	53.2	57		Enterprise	2.5			77.2
50.4	54.6			Soldier	1.4			74.7
53.1	57.3	25		Haldeman	2.7			73.3
58.5	62.7	85	y	Gates	5.4			70.6
66.4	70.6	56		Morehead	7.9	9 30A	6 30P	65.2
70.2	74.4	41		Farmer	3.8			57.3
75.0	79.2			Salt Lick	4.8	* 9 00A	6 00 P	53.5
78.4	82.6	81		Olympia	3.4			48.7
82.9	87.1			Preston	4.5	* 9 00A	6 00 P	45.3
87.2	91.4	37		Stepstone	4.3			40.8
90.3	94.5	77		Ewington	3.1			36.5
98.6	102.8	60		Mt. Sterling	8.3	5 45A	1 45 P	33.4
105.2	109.4	79	y	L. & E. Junction	6.6			25.1
113.0	117.2	51		Winchester	7.8	C	C	18.5
115.6	119.8	72		Pine Grove	2.6			10.7
122.7	126.9	Yard	t	Chilesburg	7.1			8.1
123.7	127.9	Yard	y	Netherland (EEDT)	1.0	C	C	1.0
				LEXINGTON (WEDT)				0.0
LEXINGTON AND LOUISVILLE								
0.0		Yard	y	LEXINGTON	84.6			84.6
84.6		Yard	t	LOUISVILLE				0.0

Distance from Initial Station	Passing Siding Capacity in Cars (41 ft.)	BIG SANDY SUBDIVISION		OFFICE HOURS		Distance from Initial Station	Distance from Initial Station	
				From	To			
STATIONS								
0.0	Yard	y	ELKHORN CITY	1.5	8 00A	5 00 P	138.7	134.2
1.5			Dunleary Jct.	0.1			137.2	132.7
1.6	68		Dunleary	4.7	*11 00A	8 00 P	137.1	132.6
6.3			R. C. Junction	1.7			132.4	127.9
8.0			Marrowbone Jct.	0.1			130.7	126.2
8.1	110		Marrowbone	4.0	C	C	130.6	126.1
12.1			Levisa Jct.	3.3	*11 00 P	8 00A	126.6	122.1
15.4	Yard	t	Shelby	1.1	C	C	123.3	118.8
16.5			Fords Branch (EEDT)	2.6			122.2	117.7
19.1			F. O. Cabin (WEDT)	4.2			119.6	115.1
23.3	92		Pikeville	2.8			115.4	110.9
26.1	191		Pauley	3.6			112.6	108.1
29.7	179		Wagner	4.9			109.0	104.5
34.6	35		Harold	5.4	* 8 30A	5 30 P	104.1	99.6
40.0	160		Ivel	4.4			98.7	94.2
44.4			Beaver Junction (EEDT)	3.7			94.3	89.8
48.1			E. M. Cabin (WEDT)	6.1			90.6	86.1
54.2	198		Prestonsburg	0.1			84.5	80.0
54.3			Middle Creek Jct.	5.6			84.4	79.9
59.9			O. X. Cabin (EEDT)	1.0			78.8	74.3
60.9			Johns Creek	5.3			77.8	73.3
66.2			Van Lear Junction	0.5			72.5	68.0
66.7			Dawkins	1.3			72.0	67.5
68.0	Yard	y	Paintsville	2.2	C	C	70.7	66.2
70.2			B. U. Cabin (WEDT)	0.3			68.5	64.0
70.5			S. K. Cabin (EEDT)	3.1			68.2	63.7
73.6			G. C. Cabin (WEDT)	3.4			65.1	60.6
77.0	128		Whitehouse	4.3			61.7	57.2
81.3	160		Ray	3.4			57.4	52.9
84.7			J. B. Cabin (EEDT)	6.1			54.0	49.5
90.8			K. X. Cabin (WEDT)	6.4			47.9	43.4
97.2			C. H. Cabin (EEDT)	3.7			41.5	37.0
100.9			R. B. Cabin (WEDT)	2.4			37.8	33.3
103.3	245		Louisa	7.1	6 45A	2 45 P	35.4	30.9
110.4	186		Catalpa	1.6			28.3	23.8
119.0			W. D. Cabin (EEDT)	8.6			19.7	15.2
120.6			L. W. Cabin	7.6			18.1	13.6
128.2			BIG SANDY JCT.	0.4	C	C	10.5	6.0
128.6			Cahttsburg	2.7			10.1	5.6
131.3			Clyffeside	2.9			7.4	2.9
134.2	Yard		Ashland	1.0	C	C	4.5	0.0
135.2			N. C. Cabin	3.5	C	C	3.5	
138.7	Yard	t	RUSSELL		C	C	0.0	
DAWKINS SUBDIVISION								
0.0			END OF LINE	1.4			39.8	
1.4			Vail	5.4	Booth		38.4	
6.8			Spring Fork	7.8	Booth		33.0	
14.6			Tip Top Mine	1.0			25.2	
15.6			D. A. Cabin	2.8			24.2	
16.0			Carver	0.8	Booth		23.8	
18.8			Sublett	2.8			21.0	
21.6		y	Royalton	3.9	* 8 00A	5 00P	18.2	
25.5			Ivyton	5.0	Booth		14.3	
30.5	91		Rebecca	1.8	Booth		9.3	
32.3			Leander	2.5			7.5	
34.8			Denver	2.1			5.0	
36.9			Collista	0.4			2.9	
37.3			Paints	2.5			2.5	
39.8			DAWKINS		Booth		0.0	

C-Continuous.
 *-Daily Except Saturday and Sunday.
 †-Daily Except Sunday

ASHLAND-RUSSELL DIVISION

STATIONS, OFFICE HOURS, PASSING SIDINGS, DISTANCES

WESTWARD

EASTWARD

WESTWARD

EASTWARD

Distance from Initial Station	Passing Siding Capacity in Cars (41 ft.)	MILLERS CREEK SUBDIVISION		OFFICE HOURS		Distance from Initial Station
		STATIONS	From	To		
0.0		MINE 155	3.0			3.9
3.0		Long Siding	0.9			0.9
3.9		VAN LEAR JCT.				0.0
MIDDLE CREEK SUBDIVISION						
0.0		EAST DAVID	0.6			9.6
0.6	y	David	9.0			9.0
9.6		MIDDLE CREEK JCT.				0.0
E. & B. V. SUBDIVISION						
0.0	y	DEANE	10.2	Booth		43.2
10.2		Kite	12.2			33.0
22.4		Wayland	2.5	*10 00A	7 00 P	20.8
24.9		Lackey	0.5	Booth		18.3
25.4		Porter Junction	0.6	Booth		17.8
26.0		Garrett	2.2	Booth		17.2
28.2		Besco	3.7	Booth		15.0
31.9	22	Eastern	5.1	Booth		11.3
37.0		Stephens Branch Jct.	1.3	Booth		6.2
38.3	Yard	Martin Junction	0.1			4.9
38.4	y	Martin	4.8	†C	C	4.8
43.2		BEAVER JUNCTION		Booth		0.0
S. V. & E. SUBDIVISION						
0.0	Yard	SHELBY JUNCTION	4.1			29.8
4.1		Yeager	3.6	Booth		25.7
7.7	100	Esco	0.4			22.1
8.1		Penny	2.7	Booth		21.7
10.8		Virgie	4.0			19.0
14.8		Myra	2.8	Booth		15.0
17.6	116	Dorton	5.1			12.2
22.7		Shelby Gap	2.7			7.1
25.4		Burdine	2.7			4.4
28.1	Yard y	Jenkins	0.1	* 9 00A	1 00A	1.7
28.2		Meade Fork Jct.	1.6			1.6
29.8		DUNHAM				0.0
MEADE FORK SUBDIVISION						
6.0		MEADE FORK JCT.	1.2			14.8
1.2		Gap Switch	2.9	Booth		13.6
4.1		Payne Gap	7.3	Booth		10.7
11.4		Pound	1.9	Booth		3.4
13.3	y	McFall	0.4	Booth		1.5
13.7		Meade	1.1	Booth		1.1
14.8		END OF LINE				0.0
LEVISA SUBDIVISION						
0.0		DUNLAP	3.1	Booth		22.7
3.1	y	Nigh	5.2	Booth		19.6
8.3		Lick Creek	2.0			14.4
10.3		Woodside	8.0	Booth		12.4
18.3		Jonican	3.7			4.4
22.0		Stones Branch	0.7			0.7
22.7		LEVISA JCT.		*11 00 P	8 00A	0.0
MARROWBONE SUBDIVISION						
0.0		MANCO	2.0			9.8
2.0		Heller	1.6			7.8
3.6		Henry Clay	2.0	Booth		6.2
5.6		Rockhouse	3.0	Booth		4.2
8.6		Wolf Pit	1.2	Booth		1.2
9.8		MARROWBONE JCT.				0.0

Distance from Initial Station	Passing Siding Capacity in Cars (41 ft.)	ROAD CREEK MINE EXTENSION		OFFICE HOURS		Distance from Initial Station
		STATIONS	From	To		
0.0		REPUBLIC	2.7			2.7
2.7		R. C. JCT.		Booth		0.0
BEAVER CREEK MINE EXTENSION						
0.0		MIKEGRADY	3.8	Booth		3.8
3.8		DUNLEARY JCT.		Booth		0.0
LONG FORK SUBDIVISION						
0.0		EAST WEEKSBURY	1.9			25.0
1.9	y	Weeksbury	3.1			23.1
5.0		Wheelwright	1.9	* 8 30A	5 30 P	20.0
6.9		Buckingham	2.0	Booth		18.1
8.9		Clear Creek Junction	0.1			16.1
9.0		C. J. Cabin	1.5			16.0
10.5	93	Price	2.5	Booth		14.5
13.0		Orkney	1.9	Booth		12.0
14.9		McDowell	2.7	Booth		10.1
17.6		Lane Siding	4.4	Booth		7.4
22.0		Salisbury	2.0			3.0
24.0		Hite	1.0	Booth		1.0
25.0	Yard	MARTIN JCT.				0.0
CLEAR CREEK SUBDIVISION						
0.0		LIGON	4.0			4.0
4.0		CLEAR CREEK JCT.		Booth		0.0
JONES FORK SUBDIVISION						
0.0		END OF LINE	1.9			1.9
1.9		PORTER JCT.		Booth		0.0
STEPHENS SUBDIVISION						
0.0		END OF LINE	0.5			2.0
0.5		Mars	1.5			1.5
2.0		STEPHENS BRANCH JCT.		Booth		0.0

C—Continuous.
 †—Daily Except Sunday.
 *—Daily Except Saturday and Sunday.
 †—Continuous except 11 P. M. Sat. to 7 A. M. Mon.

SPECIAL INSTRUCTIONS

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

DIV.	SUBDIVISION OR EXTENSION	TRACK SECTION BETWEEN	TRACK
ASHLAND-RUSSELL	Big Sandy.....	W. D. Cabin and R. B. Cabin	Single Track
		C. H. Cabin and K. X. Cabin	
		J. B. Cabin and G. C. Cabin	
		S. K. Cabin and B. U. Cabin	
		O. X. Cabin and E. M. Cabin	
		Beaver Jet. and F. O. Cabin	
		Fords Branch and Elkhorn City	
	Dawkins.....		
	Miller's Creek.....		
	Middle Creek.....		
	Elkhorn and Beaver Valley...		
	Stephens.....		
	Jones Fork.....		
	Steele Creek.....		
	Long Fork.....	On Entire Subdivisions	
	Clear Creek.....		
	Sandy Valley and Elkhorn.....		
	Meade Fork.....		
	Marrowbone.....		
	Levisa.....		
Beaver Creek Mine Extension.....			
Road Creek Mine Extension.....	On Entire Mine Extensions		
Lexington.....	Ashland and Netherland, Main and Limestone St., Lexington		
Teays Industrial Extension.....	Teays Jct. and Atomic Jct.		
		R. U. Cabin and R. J. Cabin	Single Track (Psgr.)
		Eastbound Yard and R. J. Cabin	Single Track (Freight)
HOCKING	Columbus.....	C. H. Cabin and Mosel	Single Track
	Athens.....	Groveport Pike and Athens	
	Pomeroy.....	Oldtown and Pomeroy	
	Jackson.....	Dundas and Jackson	
	Monday Creek....	Nelsonville Yard and New Straitsville	
TOLEDO TERMINAL		V. R. Tower and Terminal Crossing	
		Terminal Crossing and Rockwell Jet.	
HOCKING	Columbus.....	Mosel and V. R. Tower	
	Athens.....	Mosel and Groveport Pike	
ASHLAND-RUSSELL	Big Sandy.....	Big Sandy Jct. and W. D. Cabin	Two Tracks
		R. B. Cabin and C. H. Cabin	
		K. X. Cabin and J. B. Cabin	
		G. C. Cabin and S. K. Cabin	
		B. U. Cabin and O. X. Cabin	
		E. M. Cabin and Beaver Jct.	
		F. O. Cabin and Fords Branch	
	Lexington.....	Netherland and Main St., Lexington	
		N. J. Cabin and C. H. Cabin	
	Russell.....	R. J. Cabin and N. J. Cabin		Three Tracks

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

DIV.	SUBDIVISION	BETWEEN	RAILROAD
ASH-RUS.	LEXINGTON....	Limestone St., Lexington and Preston St., Louisville.....	L. & N. R. R.
	LOUISVILLE....	Preston St. and Central Station, Louisville.....	Short Route R. R.
	BIG SANDY....	Elkhorn City Yard.....	Clinchfield R. R.
HOCK.	COLUMBUS....	Dennison Ave. and Union Station, Columbus.....	P. R. R.
		Yard A and B. & O. 4th St. Yard, Columbus.....	
TOLEDO TERMINAL		Rockwell Jct. and Union Station, Toledo.....	N. Y. C.
		Toledo Union Station and Alexis	N. Y. C.
		Walbridge and Hallett.....	T. T.
		Gould and Hamilton St., Toledo	N. Y. C. & St. L.
		Toledo, Hallett and Galena Streets.....	Ann Arbor.

A-3—Trains of other railroads will be governed by Chesapeake & Ohio Rules and Regulations when using tracks designated as follows:

DIV.	D. S.	TRACK SECTION BETWEEN OR STATION	RAILROAD
HOCKING	Tol. Term.	Rockwell Jct. and Terminal Crossing	N. Y. C.
	Ath. Pomeroy	Armitage and West Athens	
	Pomeroy	Gallipolis and Pomeroy	

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

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

DIV.	STATION	LOCATION CLOCK	LOCATION FORM CDT-43	
ASHLAND-RUSSELL	Russell.....	Yard Office, New Hump	Yard Office, New Hump	
		Yard Office—Big Four..	Yard Office—Big Four	
		Yard Office—West End Eastbound Yard (Light Side).....	Yard Office—West End Eastbound Yard (Light Side)	
		Crew Caller's Office....	Crew Caller's Office	
		Ready Track.....	Ready Track	
		Yard Office—West End Coal Class. Yard.....	Yard Office—West End Coal Class. Yard	
		Yard Office—West End Westbound Manifest Yard.....	Yard Office—West End Westbound Manifest Yard	
		Cond'rs Room—Westbound Manifest Yard.	Cond'rs Room—Westbound Manifest Yard	
		Telegraph Office.....	Telegraph Office	
		Parsons.....	Mosel Yard Office....	Mosel Yard Office
ASHLAND-RUSSELL	Ashland.....	Roundhouse.....	Roundhouse	
		Psgr. Station.....	Cond'r's Room	
		Scale House, 34th St..	Scale House, 34th St.	
		5th St. Yard Office....	5th St. Yard Office	
		Roundhouse.....	Roundhouse	
		Olive Hill.....	Telegraph Office.....	Telegraph Office
		Netherland.....	Telegraph Office.....	Telegraph Office
		Lexington.....	Cond'rs Room.....	Cond'rs Room
		Louisville.....	Central Station.....	Central Station
		Paintsville.....	Hancock St. Tower....	Hancock St. Tower
ASHLAND-RUSSELL	Martinsville.....	Yard Office.....	Yard Office	
		Yard Office.....	Yard Office	
		Yard Office.....	Yard Office	
		Yard Office.....	Yard Office	
		Yard Office.....	Yard Office	
ASHLAND-RUSSELL	Elkhorn City....	Telegraph Office.....	Telegraph Office (CRR)	
		(CRR)	(CRR)	

30-1.—Concluded.

DIV.	STATION	LOCATION CLOCK	LOCATION FORM CDT-43
TOL. TERM.	Toledo.....	Ottawa Yard Office and Enginehouse.....	Ottawa Yard Office and Enginehouse
		Union Station.....	Union Station
TOL. TERM.	Walbridge.....	Terminal Bldg.....	Terminal Bldg.
		Enginehouse.....	Enginehouse
HOCKING	B. & O. Crossing..	West End Yard Office..	West End Yard Office
		M. D. Cabin.....	Yardmaster's Office
	Columbus.....	Train Dispatcher's Office.....	
		Union Station.....	Union Station
		Yard A.....	Yard A
	Parsons.....	Telegraph Office.....	Telegraph Office
		Mosel Yard Office.....	Mosel Yard Office
	Oldtown.....	Enginehouse.....	Enginehouse
		Yard Office and Telegraph Office.....	Yard Office
	Nelsonville Yard..	Yard Office.....	Yard Office
	Wellston.....	Telegraph Office.....	Telegraph Office
	Pomeroy.....	Freight Office.....	Freight Office

30-2.—Bulletin and Notice Books:

DIV.	STATION	LOCATION
ASHLAND-RUSSELL	Russell.....	Yard Office, New Hump
		Yard Office, Big Four
		Ready Track
		Crew Caller's Office
		Yard Office—West End Eastbound Yard (Light Side)
		Yard Office—West End Coal Classification Yard
		Yard Office—West End Westbound Manifest Yard
		Conductors' Room—Westbound Manifest Hump
		Roundhouse
		Mosel Yard Office
	Parsons.....	Roundhouse
		5th St. Yard Office
	Ashland.....	Passenger Station (Condr's Room)
		Scale House, 34th St.
	Olive Hill.....	Telegraph Office
	Netherland.....	Yard Office
	Lexington.....	Conductors' Room
	Louisville.....	Shops
		Central Station
	Paintsville.....	Hancock St. Tower
		Yard Office
	Martin.....	Yard Office
	Shelby.....	Yard Office
	Elkhorn City.....	Telegraph Office (CRR)
	HOCKING	B. & O. Crossing..	East End Yard Office
West End Yard Office		
M. D. Cabin.....		Yardmasters Office
Columbus.....		Union Station
		Yard A
Parsons.....		Crew Caller's Office
		Enginehouse
		Yard Office, East End Loaded Yard
Oldtown.....		Yard Office, East End Empty Yard
		Yard Office
Nelsonville Yard..	Telegraph Office	
Armitage.....	Telegraph Office	
Wellston.....	Telegraph Office	
Pomeroy.....	Enginehouse	

30-2.—Concluded.

DIV.	STATION	LOCATION
TOL. TERM.	Walbridge.....	Terminal Building
		Eastbound Yard Office
		Enginehouse
TOL. TERM.	Toledo.....	Enginehouse, P. R. R. Summit St., P. R. R. Outer Yard Office
		Ottawa.....	Yard Office, Enginehouse, Northbound Hump Office

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

BETWEEN	PASSENGER TRAINS MPH	FREIGHT TRAINS	
		TIME MPH	OTHER MPH
ASHLAND-RUSSELL DIVISION:			
R. U. Cabin and R. J. Cabin (On passenger main track).....	55	55	50
Eastbound Yard and R. J. Cabin (On freight main track).....	15	15	15
R. J. Cabin and N. J. Cabin.....	75	55	50
N. J. Cabin and C. H. Cabin.....	65	60	50
Lexington and Winchester.....	65	50	45
Winchester and Olive Hill.....	55	40	40
Olive Hill and Leon.....	35	35	35
Leon and Ashland.....	55	40	40
Big Sandy Jct. and Elkhorn City.....	50	40	35
Dawkins and Vail.....	25	.....	20
Van Lear Jct. and Mine 155.....	25	.....	20
Middle Creek Jct. and East David.....	25	.....	15
Beaver Jct. and Martin.....	35	.....	30
Martin and Wayland.....	30	.....	25
Wayland and Deane.....	25	.....	25
Stephens Branch Jct. and Mars.....	25	.....	15
Porter Jct. and End of Line.....	25	.....	15
Martin Jct. and East Weeksbury.....	30	.....	25
Clear Creek Jct. and Ligon.....	30	.....	20
Shelby Jct. and Dunham.....	30	.....	25
Meade Fork Jct. and End of Line.....	25	.....	25
Levisa Jct. and Dunlap.....	30	.....	25
Marrowbone Jct. and Manco.....	25	.....	15
R. C. Jct. and Republic.....	25	.....	15
Dunleary Jct. and Mikegrady.....	25	.....	15
Teays Jct. and Atomic Jct.....	20	.....	20
HOCKING DIVISION:			
Mosel and Yard "A".....	50	40	40
Yard "A" and Walbridge.....	65	60	50
Mosel and Athens.....	50	30	30
Oldtown and Gallipolis.....	40	.....	30
Gallipolis and Hobson Yard.....	45	.....	35
Hobson Yard and Pomeroy.....	30	.....	25
Dundas and Jackson.....	40	.....	30
Nelsonville Yard and New Straitsville.....	20	.....	20
TOLEDO TERMINAL DIVISION:			
Walbridge and Rockwell Jct.....	70	50	50

40-1.—SPEED RESTRICTIONS:

LOCATION AND CONDITIONS	PASSENGER TRAINS MPH	FREIGHT TRAINS	
		TIME MPH	OTHER MPH
ASHLAND-RUSSELL DIVISION:			
Trains running against the current of traffic.....	50	35	35
Through Princess and Williams Creek Tunnels.....	40	25	25
Lexington: Between Main and Limestone Sts.....	12	12	12
Tunnel No. 4, Midas, Ky.....	20	.....	.....
Through turnouts at ends of double track except where movement is governed by interlocking or automatic block signal indications.....	30	25	25
Through turnouts at ends of passing sidings and all main track crossovers except where movement is governed by interlocking or automatic block signal indications.....	20	15	15

40-1.—Concluded.

LOCATIONS AND CONDITIONS	PSCR. TRAINS	FRT. TRAINS	
		TIME	OTHER
		MPH	MPH
HOCKING AND TOLEDO TERMINAL DIVISIONS:			
Trains running against current of traffic.....	50	35	35
Over Railroad Crossings and through Interlocking:			
Hallet.....	15	15	15
Curves:			
Rockwell Jct.....	30	30	30
Fostoria: B. & O. Crossing to Curve at Fostoria Passenger Station.....	35	35	35
Between Oldtown and Hobson Yard.....	25	25	25
Between Dundas and Jackson.....	25	25	25
Over Street Crossings:			
Delaware: Street crossing at west end of station platform.....	50	50	50
Walbridge: Street Crossing over Union St.....	30	30	30
Over Street Crossings:			
Columbus: All grade crossings within corporate limits.....	45	45	45
Lancaster: Broadway Street at west end of station platform.....	10	10	10
Over Designated Tracks:			
Between C. H. Cabin and Mosel.....	30	.....	.....
Columbus: In and out of Union Station.....	8	.....	.....
Armitage: Over Bridge 752.....	.....	15	15
Through turnouts at ends of passing sidings and all other main track crossovers except where movement is governed by interlocking or automatic block signal indications.....	20	15	15

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

GENERAL:	PASSENGER TRAINS	FREIGHT TRAINS	
		TIME	OTHER
		MPH	MPH
Engines:			
Engine pushing cars.....	30	25	25
Permissible speeds for diesel engines when used in passenger or freight service, except speed must not be in excess of Maximum Authorized Speed Table 40 and Speed Restriction Tables 40-1 and 40-2 when such speeds are lower.			
Diesel Engines:			
Series Nos.			
95-98, 101-108, 4000-4001, 4009, 4500-4523. }	80	60	60
4002-4008, 4010-4030. }	75	60	60
80-85, 1834-1847, 5600-5601, 5700-6263, 6700-6709. }	65	60	60
6800-6811, 7000-7093, 7500-7546, 8000-8015, 8500-8506. }	60	60	60
5114-5115, 5528-5595. }	60	60	60
6500-6501, 6600-6601. }	55	55	55
10-11, 57-64, 1850-1856, 5000-5093, 5100-5113, 5200-5298. }	50	50	50
1.....	37	37	37
Rail cars { 9050-9051, 9053-9055.....	60	55	50
{ 9060-9062.....	80	60	60

40-2.—Concluded.

	PASSENGER TRAINS	FREIGHT TRAINS	
		TIME	OTHER
		MPH	MPH
Equipment:			
Trains handling ditcher spreader cars.....	30	30
Trains handling air dump cars.....	30	30
Trains handling scale test cars (See 40-4 (k)).....	25	25
Trains handling Clearance Car X-1836 (See 40-4 (l)).....	20	20
Trains handling C. & O. tool car derrick with boom trailing.....	40	40
Trains handling C. & O. tool car derrick with boom in forward position..... (See 40-4.)	30	30
Trains handling other derrick cars, power shovels, cranes, ditchers and similar pivoted machinery moving on their own wheels... (See 40-4.)	20	20
On tangents.....	15	15
On curves.....	30	30
Trains handling non-revenue derricks, power shovels, cranes, ditchers and similar pivoted machinery loaded on cars..... (See 40-4.)	30	30

40-3.—ENGINE RESTRICTIONS:

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

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

40-3 (c).—HAULING DEAD OR DISABLED ENGINE IN TRAIN.—Dead or Disabled engines must not be dispatched or moved dead in any train, without authority of the Chief Train Dispatcher, who will secure proper instructions for movement from the Master Mechanic before authorizing movement of disabled or dead engine in train.

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

40-3 (e).—SPEED.—When for any reason lower speeds than specified in timetable are required for dead engines such speeds will be requested before engine is dispatched. When enroute in charge of messenger, and conditions require further speed restrictions, Chief Train Dispatcher should be so notified, who will advise whether to set engine out or reduce speed.

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

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

ASHLAND-RUSSELL DIVISION:

S. D.	STATION	TRACK	DIESEL ROAD NUMBERS	RESTRICTION
LEXINGTON	Lawton...	Tracks under tippie of Standard Slag Co.....	All Engines	Must not use.
	Lexington Belt Line.	6608-6611	Must not use.	
S.V.&E.	Virgie.....	Mountain States Coal Corp.....	All Engines	Must not be operated beyond road crossing 160 feet east of west switch of mine track.
RUSSELL	MP 72....	Sturm and Dillard Co.....	All Engines	Must not use loaded tracks under tippie.

40-3 (g).—Concluded.

HOCKING DIVISION:

SUB-DIVISION	STATION	TRACK	ENGINES RESTRICTED
Columbus . .	Fostoria . .	Turnouts in Blair Yard (NYC&StL)	Trains enroute to Blair Yard must not exceed speed of 10 miles per hour.

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

ASHLAND RUSSELL DIVISION:

S. D.	STATION	BRIDGE, TRESTLE OR STRUCTURE	DIESEL ROAD NUMBERS	RESTRICTION
LEXINGTON	Lexington.	Broadway Street	95-98,	Must be moved with caution and at a speed not exceeding 5 m. p. h. over bridge.
		Bridge on Lexington Belt Line	101-108, 4000-4030, 4500-4523, 5528-5532, 5533-5569	
BIG SANDY	Paintsville.	Conveyor pit 875 feet from point of switch No. 9 yard track . . .	All Engines	Must not use.

HOCKING DIVISION:

S. D.	STATION	BRIDGE, TRESTLE OR STRUCTURE	DIESEL ROAD NUMBERS	RESTRICTION
COL.	Delaware.	Kissinger track trestle.	All Engines	Must not use.
	Carey	Coal trestle of the National Lime and Stone Company Plant		
ATH.	West Athens . .	Trestle in tail track of wye		
JACK.	Jackson . . .	Hopper and Bridge No. 957 on main track leading to Globe Iron Co., east of station . . .	All Engines	Must not move under hopper or over bridge just east thereof.
	Bridge No. 957	Bridge No. 957	All Engines	Must not use.
	Bridge No. 958	Bridge No. 958 on empty track		
MONDAY CREEK	Bridge No. 47	Bridge No. 47	All Engines	Must not exceed a speed of 15 m. p. h. over bridge.
	Entire Sub-division . .	Entire Subdivision . .	5528-5529, 5533-5569, 5570-5595, 6500-6501, 6600-6601, 6700-6709, 6800-6811	Must not use.

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

40-4.—EQUIPMENT RESTRICTIONS:

Rotating Machinery

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

40-4 (a) Derrick cars, power shovels and similar pivoted machinery, when handled in trains, on their own wheels, or loaded on cars, either with or without boom in place, must have the Rotating Portion substantially anchored by two anchors to the front and two anchors at the rear (similar to wrecking cranes) to prevent any part of the rotating apparatus

40-4 (a).—Concluded.

turning or swinging, (this does not apply to machines where the rotating apparatus cannot be turned to project outside of the side lines of the machines or cars on which loaded). When boom is connected, it must be placed in its lowest position, and the anchors at that end must secure the boom to the machine or to the car on which machine is loaded.

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

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

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

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

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

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

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

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

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

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

Cars

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

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

- 1—In any position in trains handling less than fifty loaded coal cars.
- 2—In trains handling over fifty loaded coal cars, flat cars must be placed not more than five cars ahead of caboose.

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

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

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

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

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

(1) The speed of the train or engine handling the car should not exceed 20 miles per hour.

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

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

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

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

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

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

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

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

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

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

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

40-4 (n).—Concluded.

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

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

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

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

ASHLAND-RUSSELL DIVISION:

EQUIPMENT	SUBDIVISION, LOCATION, OR STATION	TRACK, BRIDGE, OR STRUCTURE	RESTRICTION
Ditcher Spreader Cars BS-2 and BS-3	All Stations....	Station Platforms	Move with caution, avoid platforms when possible.
	All Subdivisions	Industrial Tracks and Yard Tracks	Move with caution.
Engine Tenders: 12,000-16,000 18,000-21,000 and 23,000-gallon capacity	All Subdivisions	All bridges and trestles on industrial tracks	Must not be moved over bridges and trestles.
		Any Track	When loaded with coal or water, must not be moved unless separated from engine by at least two cars.
	Lexington Union Station.	Tracks 1, 2 and 3	Must not be moved past Station sheds on tracks 1, 2 and 3.
	Lexington Belt Line.....	On entire Belt Line	Must not be moved on Lexington Belt Line.
23,000-gallon capacity engine tenders	Elkhorn City..	Bridge 1280	23,000-gallon engine tenders must not be moved over Bridge 1280 at Elkhorn City at a speed in excess of 15 m.p.h.
Cars exceeding 210,000 pounds	Paintsville.....	Conveyor pit 875 feet from point of switch No. 9 yard track	Must not use.
B&LE 90-ton capacity cars Vgn. 105-ton capacity cars	Lexington.....	Lexington Belt Line	Must not be operated on.
Cars with excessive clearance restrictions	Ashland.....	Passenger main tracks	Must not be handled on passenger main tracks through Ashland.

40-4 (p).—Concluded.

HOCKING AND TOLEDO TERMINAL DIVISIONS:

EQUIPMENT	SUBDIVISION LOCATION OR STATION	TRACK, BRIDGE, OR STRUCTURE	RESTRICTION
200 ton Cranes	MP-35.....	Bridge No. 355 between Lancaster and Sugar Grove, 2300 feet east of MP-35	Trains handling 200-ton cranes are restricted to 15 miles per hour over bridges.
	MP-39.....	Bridge No. 397 between Sugar Grove and Rock-bridge, 3200 feet east of MP-39	
	MP-44.....	Bridge No. 440 between Rock-bridge and Enterprise at MP-44	
	MP-49.....	Bridge No. 494, west of Freight office at Logan	
	West Athens....	Trestle in tail track of wye, West Athens		200 ton cranes not be handled on.
Spreader Cars BS-2 and BS-3	All Stations	Station Platform	Move with caution, avoid platforms if possible.
	All Subdivisions	Industrial Tracks and Yard Tracks	Move with caution.
Cars heavier than 70 tons capacity	Monday Creek	Entire Subdivision.	Must not be operated.
Loaded cars 70 ton or less	Monday Creek	Bridge No. 47.	Must not exceed speed of 15 m.p.h. over bridge.
Engine Tenders: 12,000-16,000 18,000-21,000 and 23,000 gallon capacity	All Subdivisions	All bridges and trestles on industrial tracks.	Must not be moved over bridges or trestles.
		Any track	When loaded with coal or water must not be moved, unless separated from engine by at least two cars.
16,000-18,000 21,000-23,000 gallon capacity	Monday Creek	Entire Subdivisions	Must be completely emptied of coal and water.
21,000-23,000 gallon capacity	Jackson		
23,000 gallon capacity	Pomeroy	Campbell Tunnel	Must be moved with caution and at slow speed through tunnel.

GENERAL:

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

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

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

190-1.—MARKERS.

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

190-1 (b).—**REFLEX MARKERS.**—Reflex markers may be used on the Subdivisions designated below:

DIV.	SUBDIVISION	BETWEEN
ASHLAND-RUSSELL	Big Sandy.....	Big Sandy Jet and Elkhorn City
	E&BV.....	Beaver Jet. and Martin
	Lexington.....	Ashland and Lexington
	Russell.....	Russell and C. H. Cabin
HOCKING	Columbus.....	Columbus and V. R. Tower
	Toledo Term.....	V. R. Tower and Toledo

190-1(c).—Yard engines will display markers as designated below:

DIV.	SUBDIVISION	BETWEEN
HOCKING	Columbus.....	Parsons and Ackerman
	Toledo Term.....	Walbridge and Presque Isle

310.—USE OF ENGINE WHISTLE AND BELL.

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

DIV.	SUB-DIVISION	STATION	INSTRUCTIONS
ASHLAND-RUSSELL	Russell..	Russell..	Trains or engines using main track between R. U. Cabin and R. J. Cabin will ring engine bell continuously.
		Russell..	When coupling cars in Shop track, engine whistle should be sounded as per rule indicating forward or backup movement to protect employes working around tracks or passing between cars.
	N. J. Cabin..	Eastward trains standing between MP-0 and MP-2, west of N. J. Cabin, will use engine whistle signals 14 (s) and 14 (u) to recall flagmen.	
	Road Creek Mine Ext....	Republic.	Eastward trains approaching Republic Steel Company tipple will sound engine whistle at a point 200 feet west of tipple to warn coal company employes of the approach of train.
HOCKING	Columbus	Delaware	Use of engine whistle signal prohibited in city limits, except in case of danger of collision or injury.
		Columbus	Parsons Yard.—Enginemen of westward trains, engines or cuts moving from yard will sound engine whistle to designate routes as follows: Eastward Main Track—1 short, 1 long. Westward Main Track—2 shorts, 1 long.
	Columbus	Columbus	Crossover from Eastward Main to Third Running-Track or vice versa—3 shorts, 1 long. Frankfort St.—Movement through connecting track to N. Y. C. tracks will be indicated by one short and one long sound of engine whistle.

MOVEMENT OF TRAINS:

830.—TRAIN CLEARANCE.

830-1.—TRAIN REGISTER STATIONS.—(See 830-2.)

830-2.—Rule S-83 (g) is in effect on subdivisions designated below:

DIV.	SUB-DIVISION	STATION	LOCATION	TRAINS REQUIRED TO REGISTER
ASHLAND-RUSSELL	E. & B. V.	Wayland	Booth	Steele Creek Subdivision.
		Porter Jct.	Booth	Jones Fork Subdivision.
		Stephens Branch Jct.	Booth	Stephens Subdivision.
	Long Fork	Clear Creek Jct.	Booth	Clear Creek Subdivision.
		Dunleary Jct.	Booth	Beaver Creek Mine Extension.
	Big Sandy	R. C. Jct.	Booth	Road Creek Mine Extension.
		Middle Creek Jct.	Booth	Middle Creek Subdivision.
		Van Lear Jct.	Booth	Millers Creek Subdivision.
		Levisa Jct.	Booth	Levisa Subdivision.
		Marrowbone Jct.	Booth	Marrowbone Subdivision.
	S. V. & E.	Dawkins	Booth	Dawkins Subdivision.
		Jenkins	Booth	Meade Fork Subdivision.
	Russell	Teays Jct.	Booth	Teays Industrial Extension.
		Teays Yard Office	Box	C&O & N&W trains destined to or from Atomic Energy Spur Track. See 830-2(a) and 830-2(b).
	HOCKING	Monday Creek	Nelsonville	Booth . . . . .	Monday Creek Subdivision.

ATOMIC ENERGY COMMISSION.

830-2 (a).—*N. & W. Trains* and engines on Teays Spur must not go beyond Atomic Junction Spur track switch on the Running Track unless the track is seen or known to be clear. Movement beyond Teays Yard Office must be protected by flag.

830-2 (b).—*C. & O. and N. & W. Trains and Engines:* Train Register will govern authority to occupy Atomic Energy Spur Track. All trains and engines destined to or from Atomic Energy Spur Track will register.

The Conductor will examine the register and properly record his train or engine and inform the engineer accordingly. The engineer will not enter on Atomic Energy Spur until so informed by the Conductor.

The first train or engine registering on Atomic Energy Spur has the exclusive right thereto without protecting against other trains or engines.

Trains and engines operating on Atomic Energy Spur beyond sign located 400 feet north of switch to Kolinski Yard will proceed at restricted speed, expecting to find track occupied by *Atomic Energy Commission* on track equipment.

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

DIV.	SUBDIVISION	STATIONS	TRAINS
RUS.-ASH.	RUSSELL	Russell	Eastward.
	MARROWBONE	Hellier	No. 55.
HOCK.	COLUMBUS	V. R. Tower	Eastward.

830-3 (a).—Train order signal at R. J. Cabin will not apply to trains originating or terminating at Russell.

830-3 (b).—Train Order Signal at M. D. Cabin will not apply to trains originating at M. D. Cabin.

830-3 (c).—N. C. CABIN.—Eastward train order signal at N. C. Cabin does not apply to trains moving to Lexington Subdivision via Hill Track. Trains destined Lexington Subdivision via Hill Track get Clearance Form A at N. C. Cabin.

830-3 (d).—Train order signals located on the Athens, Pomeroy, and Jackson Subdivisions are in conformity with Rule 224, except the aspects are displayed in the lower quadrant instead of the upper quadrant.

830-3 (e).—Westward Big Sandy Subdivision extra trains will get Clearance Form A before leaving Elkhorn City Yard.

840.—STARTING TRAIN.

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

ASHLAND-RUSSELL DIVISION:

840-2.—ASHLAND PASSENGER STATION.—Train starting signal located on west end of train shed, between eastward passenger main track and No. 4 station track will be used to start eastward trains on eastward passenger main track.

Aspect	Indication
Amber Light.	Train ready to depart. Flagman give signal to start train per Timetable Special Instruction 840-1.

When train is ready to depart, *Conductor of eastward passenger trains* may operate push button located in control box on train shed just east of truck crossing opposite baggage room.

When push button is depressed the train starting signal will display amber light. Indicator light in control box will burn when starting signal is properly displayed.

In case of failure of starting signal to operate properly (which will be indicated by the light in control box not burning) the Conductor will immediately arrange to give hand signal to flagman to start train.

HOCKING DIVISION:

840-2 (a).—MARION.—Conductor of eastward passenger train will operate push button on platform column in front of ticket office to signal operator train is ready to depart.

After a westward train has backed out of passenger station to clear Center Street, a member of train or engine crew will notify operator at A. C. Tower by telephone when train is ready to proceed.

930.—YARDS.

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

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

DIV.	SUBDIVISION	STATION	RULES IN EFFECT
ASHLAND-RUSSELL	Big Sandy.....	Paintsville	93(b), 93(d)
		Shelby	93(b)
	S. V. & E.....	Shelby	93(a), 93(c)
	E. & B. V. Long Fork.	Martin	
		Ashland	
	Lexington.....	Olive Hill	93(b)
		Netherland-Lexington	
Russell.....	Russell		
	CH Cabin	93(b), 93(d)	
HOCKING	Columbus-Athens....	Columbus	
		Marion	93(b)
	Columbus.....	Fostoria	
		Athens-Pomeroy.....	Logan-Oldtown	93(a), 93(c)
Pomeroy.....	Hobson Jct.-Pomeroy		
TOL. TERM.	Toledo.....	Walbridge	93(b)

930-2.—Use of Main and Yard Tracks:

DIV. OR S. D.	YARD	TRACK	INSTRUCTIONS
LEXINGTON	Netherland-Lexington	Main.....	(a) Between the east end of double track at Limestone Street, Lexington, and East end double track at Netherland Yard Office, the Yardmaster at Netherland will supervise train and engine movements, in compliance with the rules and special instructions.
		Pony Track	(b) Pony Track between Rose Street and Netherland Yard Office and Roundhouse Lead Track between Ready Track Switch and Yard Office must not be occupied in either direction without authority of the Yardmaster.
	Lexington	Belt Line..	(c) When trains are delayed, or may cause delay to other trains, conductor or engine-men will communicate with the Yardmaster.
	Ashland	Hill Track.	(d) All movements on Lexington Belt Line between West Main Street viaduct and Buchanan Street and from C. N. O. & T. P. connection to Buchanan Street must be made under flag protection.
BIG SANDY	Paintsville	Main.....	(f) Lexington Subdivision trains destined to or from Russell will use Hill Track between N. C. Cabin and Lexington Subdivision Hill Track switch. Rule 105 will apply to the movement.
			(h) The Yardmaster may authorize trains and engines to occupy the main track within yard limits as prescribed by Rule 93 (b). Conductor or engineman of work extras and mine run shifting extras will call Yardmaster from east or west end of Paintsville Yard and get instructions before entering yard.

930-2.—Continued.

DIV. OR S. D.	YARD	TRACK	INSTRUCTIONS
BIG SANDY	Shelby	Engine Thoroughfare.....	(i) Trains or engines must not foul or occupy Engine Thoroughfare Track on south side of yard between switching lead at east end of yard and lead track just east of S. V. & E. Junction switch at west end of yard, in either direction without authority of the Yardmaster. This authority must not be requested or given until movement of train or engine is ready to be started. If movement is not then promptly completed yardmaster must again be contacted for further instructions. When the authorized movement has been completed or Engine Thoroughfare Track is cleared, immediate report will be made to the Yardmaster. The normal position of all intersecting switches is for movement on Engine Thoroughfare Track. The normal position of Engine Thoroughfare Track switch in lead track at west end of yard is for movement on lead track. All movements must be made at Restricted Speed.
		Switching Lead.....	(j) The operator at Shelby must keep push button controlling the signals governing movement to switching lead at Fords Branch blocked to display Stop-indication except when he has obtained permission of Yardmaster to use this track. Switching lead between Fords Branch and Shelby must not be used in westward direction without authority of the Yardmaster.
BIG SANDY	Elkhorn City	Clinchfield R. R. Main	(k) Track between bridge just north of Elkhorn City Station and yard board south of the south yard switch Elkhorn Yard will be used by trains and engines of Chesapeake and Ohio and Clinchfield Railroads, and all trains and engines using this track will be handled under the control of the engineman and prepared to stop within half range of vision. Chesapeake and Ohio passenger trains will have the same rights and privileges in that territory as Clinchfield passenger trains. Derailing switch has been placed in main track between North Switch of Interchange track and Elkhorn City Station. This switch must be kept set to derail except when thrown to clear for trains or engines to pass.
		Switching Lead.....	(l) Trains and engines are authorized to use switching lead in both directions under full control expecting to find it occupied.
E&B&V AND LONG FORK	Martin	Main.....	(m) Movement of extra trains over working limits of yard extras at Martin (970-1) will be made under instructions of the Yardmaster. Unless otherwise directed, eastward E. & B. V. Subdivision extra trains will stop at eastward holding signal at Arkansas Station; westward E. & B. V. Subdivision extra trains will stop in clear of Stephens Subdivision at Stephens Branch Jct. and westward Long Fork Subdivision extra trains will stop at telephone booth at highway crossing 1900 feet east of Martin Junction. Conductor or engineer will get instructions before proceeding. Operator at Martin will keep lever controlling Eastward Holding Signal at Arkansas blocked to display Stop Indication except when otherwise authorized by Yardmaster.