

# The New York Central Railroad Company

CINCINNATI  
TERMINAL DIVISION

## Time Table No. 19

FOR EMPLOYEES ONLY

EFFECTIVE

2:01 A.M. Eastern Standard Time

**Sunday, April 24, 1966**

***Make SAFETY Your POLICY***

J. B. HITCHCOCK, Terminal Superintendent

H. D. CRAIG, Trainmaster

M. GRAHOVAC, Trainmaster

**WEST BAYMILLER ST. AND GANO EAST**

Miles from Baymiller	First Class		STATIONS	First Class		
	15 Psgr. Daily	327 Psgr. Daily		16 Psgr. Daily	306 Psgr. Daily	
	AM	AM		PM	PM	
	.....	.....	Baymiller St.	.....	.....	
1.2	.....	.....	B & O Jct.	.....	.....	
....	8:25	6:15	Cincinnati DN	2:40	10:10	
A B S	7.3	8:07	Ivorydale Jct. DN	2:52	10:23	
	12.1	.....	Lockland	.....	.....	
	14.8	7:55	5:40	West Sharon DN	3:00	10:31
	16.4	.....	.....	Sharon Yard	.....	.....
	18.0	7:49	5:33	Gano	3:03	10:38
	AM	AM		PM	PM	

DN—Day and Night

**WEST STORRS JCT. AND WADE EAST**

Miles from Storrs	First Class		STATIONS	First Class	
		303 Psgr. Daily			304 Psgr. Daily
		AM		PM	
.....	.....	.....		.....	.....
.....	.....	.....		.....	.....
.....	.....	.....		.....	.....
.....	.....	8:20	Cincinnati DN		11:05
T C S	1.9	.....	8:26	Storrs Jct.	10:50
	2.2	.....	.....	King	.....
	3.8	.....	8:28	Wade DN	10:47
		AM		PM	

DN—Day and Night

## SPECIAL INSTRUCTIONS

Special instructions prefixed by letter or number relate to or modify a rule or portion of a rule of the Rules of the Operating Department or Supplement No. 1 of the Rules of the Operating Department with corresponding letter or number unless otherwise specified.

### A. GENERAL

The title of Terminal Supt. will be used in place of Superintendent.

Supplement No. 1 of Rules of the Operating Department is in effect October 25, 1964, and contains revisions and modifications of Rules of the Operating Department and new rules adopted after October 28, 1956.

**Revised Rules:** B-2, G, H, L-1, K-1, M, 3b, 11, 11a, 11b, 15, 18, 19, 26, 33, 34, S-90, 91a, 92, S-93, D-93a, 99, 101a, 103, 103a, 109, D-152, 206a, 210, 211, 211a, 223, 281D, 305A, 512, 513, 514, 616a, 701, 703, 715, 877, 920, 927, 933, 938.

**Modified Rules:** Definitions, 12, 14, 16, 104, 293, 295, 300, 317, 342.

**New Rules:** L-2, O, 11c, 296, 296A, 296B, 750, 751, 752, 753, 754, 755, 756, 921, 939.  
Train Order Form Z, Additional Signal Aspects and Indications, Siding and Yard Switch Targets, Siding Derail Targets, Temporary Speed Board.

**Rules Deleted:** 33a, 100, 940, 942.

### A1. Other Railroads.

Cincinnati Union Terminal rules and time-table govern between Terminal Jct. and a point approximately 1000 feet east of connecting switch on Southwest Connection.

All movements thru Storrs Junction and to and from Cincinnati Union Terminal limits approximately 1000 feet east of connecting switch on the Southwest Connection will be governed by Baltimore and Ohio Rules, General Orders and Instructions.

Train Order Signals at Storrs Jct. govern B & O trains only.

Eastward trains entering C.U.T. Co. tracks, in addition to signal received from Switch Tender, will be governed by indication on fixed eastbound signal 208 located on the Southwest Connection 279 ft. from the point of switch.

End of Automatic Block sign is located 2151 ft. west of westward automatic signal 11 on Southwest Connection. Indication displayed by automatic signal 11 will govern only to end of block sign.

Trains and engines will approach and move at Restricted Speed thru crossovers and to and from C.U.T. limits approximately 1,000 feet east of the connecting switch on the Southwest Connection and must not foul crossover or other tracks, nor proceed until proper signal is received from Switch Tender and be governed by flag or lights as follows:

Green signal for all main track movements.

Yellow signal for all crossover movements.

B & O Rule 13A modified accordingly.

Before accepting signal from Switch Tender, Engineers must know that switches are properly lined for their movement.

B & O rules and time-table govern between Ivorydale Jct. and B & O Jct.; between RH Tower and Terminal Jct.

C & O rules and time-table govern between CT. Jct., Wood St., and CS Cabin.

L & N rules and time-table govern between KC Jct. and Spring Lake.

### B2. Laws and Regulations.

At railroad crossings and junctions at grade, not interlocked, all trains must come to a full stop, not nearer than 200 feet, nor further than 800 feet from the crossing and shall not cross until signaled to do so by the Watchman, nor until the way is clear.

### 1. Standard Time.

Eastern Standard Time is in use in Cincinnati Terminal.

### 3. Standard Clocks.

Sharonville . . . Sharon Avenue  
Heavy Hump  
Yardmaster's office West End  
Yardmaster's office East End  
Engine house  
Riverside . . . Engine house & yard office  
Cincinnati . . . Crew Dispatcher's office

### K-1. Discharge of Duty.

The use of televisions or radios other than those furnished for Railroad Operations is prohibited.

### 12. Hand, Flag and Lamp Signals.

Unless otherwise provided, main track Switch Tenders will use green signals for main track movements and yellow signals for crossover or diverging movements and must use red signals when necessary to stop train or engine.

Storrs Jct. trains and engines must not pass these points or foul the switches until signaled by Switch Tender.

Trains and Engines entering or leaving C. & O. rails will be governed by Signals on Bridge.

### 19. Markers.

It will be permissible to use the same markers while occupying B & O, L & N, or C & O rails.

This will not affect present practice of the L & N and C & O crews using yellow instead of red flags as markers while operating over N.Y.C. rails.

### 83d. Clearing of Trains.

On two or more tracks trains will be cleared on signal indication.

### 93. Yard Limits.

Train and Engine movements between Storrs Jct. and Baymiller Street and between Cincinnati Jct. and Baymiller Street will be made under supervision of Signalman at Wade and authority of Yardmaster at Riverside, except movements on "Side & Hole" between Harriet St. and Central Ave. will be under the supervision of the Yardmaster.

Engines must not occupy the single track engine lead between King and Riverside Engine house without permission from the Yardmaster at Riverside.

### D93a. Movements Against the Current of Traffic.

May be made without Train orders when authorized by the dispatcher between:

(a) Gano and Ivorydale Jct. movements against the current of traffic may be made on message authority of the Terminal Supt. under the supervision of Signalman at West Sharon.

(b) Baymiller St. and B & O Jct. (Harriet St.) under supervision of Yardmaster Riverside.

When authorized by train dispatcher movements against the current of traffic within yard limits may be made on message authority of the Terminal Supt.

### 98. Railroad Crossings at Grade.

LOCATION	RAILROAD	SIGNALS
Oklahoma.....	B&O	Interlocking

### 103. Public Crossings at Grade.

Plum St., Central Ave., Smith St., West 6th St., Gilpin Yard and Spring Grove Ave., Ivorydale, Longworth St., Lockland, O., must be protected by crews moving over them.

When cars are pushed by an engine, and conditions require, a trainman must take a conspicuous position on the leading car, and when shifting over public crossings at grade not protected by a Watchman, or by manually operated gates, or manually operated flashing light signals, a member of the crew must protect the crossing. Where automatic highway crossing protection is in service and it is known to be functioning properly for the movement, protection by a member of the crew is not required.

All movements against the current of traffic over the following crossings, must not exceed "Slow Speed."

Lockland, Ohio	{ Wyoming Ave. Dunn Street Davis Street Mill Street
Carthage, Ohio	66th Street

#### AUTOMATIC FLASHING LIGHT SIGNALS WITH OR WITHOUT GATES:

At all crossings where signs are provided on other than main tracks to indicate "End of Circuit," trains and engines operating on such tracks must proceed slowly past sign located adjacent to track approximately fifty feet from crossing and not cross the highway until gates are in horizontal position. (Where flashing light signals in service without gates, the flashing lights must be operating for at least twenty seconds.)

At all crossings where signs are provided on main tracks to indicate "End of Circuit" trains and engines stopping on main tracks must stop back of sign. When starting, if gates are raised (or flashing lights not operating), trains or engines must proceed slowly past sign and not cross highway until gates are in horizontal position. Where flashing light signals are in service without gates, flashing lights must be operating for at least twenty seconds.

NOTE: - "Where close clearance prohibits the use of 'End of Circuit' sign, 'x' sign will be used, or end of circuit will be identified by insulated joints being painted yellow."

Baymiller (Wood St.) Cincinnati, Flashing Light Signals must be operating 30 seconds before fouling crossing.

Where highway control boxes are provided, pushbuttons must be operated in accordance with instructions posted in control box.

#### Flashing Light Signals and Automatic Gates.

Sharonville:	{ Sharon Ave. U.S. Route 25 Kemper Rd.
Carthage:	{ 78th Street
St. Bernard:	{ Murray Road Vine Street Beech Street

When trains are standing or switching on approach track circuits for Murray Road, Vine and Beech Street, member of train crew must communicate with Watchman at Vine Street.

Trains or engines operating on other than main tracks must proceed slowly past sign adjacent to track and approximately 50 feet from crossing and not cross highways until gates are in horizontal position.

#### 104a. Normal Position of Switches.

Harriet St.; The normal position of the "Old Westbound Main" switch is lined for the westbound.

Sharon Yard; The normal position of the lead and new caboose track switch, is lined for the lead.

#### 104e. Spring Switches.

When signal indicates "Stop" switch must be examined and if found in proper position train may proceed; if not in proper position, switch must be operated by hand before movement is made over it, except that trainmen must call operator for instructions before proceeding.

LOCATION: SHARON YARD	NORMAL POSITION
East end of lead	For Track 2
Sharon Yard Lead	For Yard Lead
East of West Sharon	
(Crossover between lead and main)	

#### 109. Bulletin Boards and Books.

Bulletin Orders posted in books must be signed for by all Train and Yard service employees.

Sharonville	{ Engine house. Yardmaster's office. Sharon Avenue
Ivorydale	{ Heavy Hump Yardmaster's office.
Riverside	{ P. & G. Plant. East yard office.
Cincinnati	{ Engine house. Crew Dispatcher's office.

Notices over 12 months old will be removed and re-issued if still in effect.

#### D-151. Two Tracks.

Tracks are numbered from the North and will be used as follows: No. 1, Westward  
No. 2, Eastward

#### 221. Train Order Signals.

Rule 221-C applies at Wade, Ivorydale Jct., and West Sharon.

#### 223. Abbreviations.

The usual abbreviations for the names of the months and stations may be used.

#### Designation and Use of Main Tracks.

Tracks	Between	Assigned Direction	Operation
Single	Wade and Storrs Jct.	None	Rules 550-562 inc.
No. 2	Ivorydale Jct. and Gano	Eastward	Rules 251-254 inc.
No. 1	Gano and Ivorydale Jct.	Westward	Rules 251-254 inc.

#### Rules 251-254

NOTE: All westbound trains or engines using No. 1 track (other than yard cuts) going to Mill Creek, Riverside, or the connecting railroads, will not stop at 66th Street, Carthage, Ohio, when Rule 281, Fig. 21, is displayed. Operators at West Sharon will report train consist to NA, who will display proceed indication at 66th Street if movement can be handled.

#### Rule 288 - Fig. 172. Gano. No. 1 track. Westbound Home Signal.

A new aspect which will be red over red over flashing yellow.

Indication: Proceed preparing to stop at next signal. Slow speed within interlocking limits.

Name: Slow approach.

End of Automatic Block signs are located approximately 3,000 feet west of Gano on No. 1 and Old Gano Lead, yard tracks.

#### Grade Signals.

At signals with letter "G" attached to mast, when displaying 291 indication, trains or engines may pass without stopping. Proceed at restricted speed.

#### 296. Permanent Speed Boards.

Where two sets of speed numerals are shown, the higher speed numerals apply to passenger, mail, express and deadhead equipment trains and the lower speed numerals apply to freight trains.

#### Stop Signs.

At signs reading 'STOP' trains and engines, after making a stop, will proceed in accordance with instructions contained in the time-table under other rules, Bulletin Orders or instructions posted at the location.

#### 505. Automatic Block Signal System.

Unless otherwise provided, Manual Block System Rules will govern movements against the current of traffic, except between Ivorydale Jct. and Gano.

Where automatic block signal is used in non-automatic block territory, it will indicate condition of track between that signal and the next signal in advance, or sign reading: "End Automatic Block."

Where automatic block does not terminate at a signal, a sign reading: "End Automatic Block" will mark the location.

#### 663a. Remote Control Switches and Signals.

Location	Control Station	Tracks
Gano		
3.2 Miles East of West Sharon	W. Sharon	Yard Lead and No. 1 Westward
King		
1.6 Miles East of Wade	Wade	Main Track and Yard Leads
Oklahoma		
1.1 Miles East of Storrs Jct.	Wade	Oklahoma and Yard Tracks

#### 705. Leaving Cars on Side Tracks.

Cars must not be left bridging across insulated joints in track rails when tank cars are placed.

Cars with hot journals must not be left on any track in close proximity to where gasoline is loaded or unloaded.

When placing cars for loading or unloading they must when practicable, not be left standing nearer than fifty (50) feet to any street or road crossing, and not nearer than one hundred (100) feet when placed in storage.

#### Radio Stations at Fixed Locations

Sharon Yard  
West Sharon Tower  
Wade Tower

#### 824. Make-up of Passenger, Mail, Express or Dead Head Equipment Trains.

Passenger equipment must be of steel construction with the exception that baggage, horse, refrigerator and milk cars of steel underframe construction may be hauled, also such steel underframe passenger cars as are used under special arrangement.

Cars equipped with steam train line must have steam connectors securely connected to adjacent cars or secured by use of wire to assure proper clearance above rail, except steam connector on rear car may be secured by the use of chain support without use of wire.

#### 927. Enginemen.

After making inspection, they will record date and time on the MP-341 card in cab and prepare regular work report Form MP-193.

#### Heating, Lighting and Ventilation of Cars.

Trainmen must, when outside temperature is less than twenty (20) degrees above zero, regularly at fifteen (15) minute intervals, open rear steam heat valve wide and fully blow line free of condensate.

#### Hand Brake Test.

A running test of hand brakes must be made on a Rail Diesel Car or Rail Motor Car upon leaving initial terminal when operating as a single unit. As soon as speed permits, Engineman must place throttle lever of RDC Car in No. 1

position (rail motor car in OFF position) and signal for brakes. The Conductor or member of train crew must then apply hand brakes to determine if they are operating properly. In case hand brakes do not operate properly car must proceed at restricted speed to the nearest point at which repairs can be made.

#### Rail Diesel Cars, Class RDC.

When operating single unit RDC cars, arrangements must be made for an absolute block in the rear of each car operated.

When making stops in automatic block and interlocking signal territory, two stops must be made. After the first stop is made, the car will be moved forward at least six feet when making the second stop, to avoid stopping on sand.

At interlockings, switches in route taken by RDC cars will not be operated until it has been ascertained that movement through the interlocking has been completed.

#### INSTRUCTIONS FOR MOVEMENT OF BUDD BUILT RDC CARS IN TRAINS—PASSENGER OR FREIGHT

In passenger trains, RDC cars should be hauled as the rearmost unit, or units, unless:

1. Car involved has been equipped with train air signal pipe (Do not connect RDC car main reservoir equalizing hose to signal hose of cars in passenger train).
2. Steam heat is not required for heating cars behind such RDC car (Steam train line through RDC cars is 1-1/2 inches only).

In freight trains, RDC cars must be hauled in accordance with instructions for handling passenger cars in freight trains. Control valves must be conditioned for "Direct Release" of brakes.

When RDC cars moving in a passenger train are occupied, one diesel engine must be kept running to provide battery charging, light and air conditioning.

In freezing weather RDC cars must have both diesel engines running, or must be connected to steam supply, and main battery switch must be closed. If diesel engines are not running or steam supply is not available, engine cooling water must be drained from system of engine shut down, two engines if necessary. Steam heat and wash water systems must be given attention in accordance with instructions for draining passenger cars when left off steam.

When necessary to haul an RDC car in a train without either diesel engine running, the main battery switch must be closed, to provide ROLOKRON (wheel slide) protection. All lights and air conditioning MUST be turned off, to avoid serious battery discharge. If electrical trouble necessitates hauling car with main battery switch open, the Engineman and Conductor must be so advised so that all precautions may be taken to avoid wheel sliding.

RDC cars left unattended must have hand brake applied. If on grade, chain or block wheels.

RDC cars hauled in trains must have air brake and electrical equipment conditioned in accordance with existing instructions.

#### Air Brakes.

Passenger trains and trains containing more than 20 passenger carrying type cars must not exceed 30 cars.

Mail, Express and Baggage Equipment Trains must not exceed 40 cars.

When Passenger Train Equipment Cars are handled with Freight Equipment Cars in freight trains exceeding 40 cars total, such Passenger Train Equipment Cars shall be handled forward of the 40th head car with not to exceed 20 such cars in one train. The total of all cars in the train shall not exceed: (a) 150 cars when handling one (1) to five (5) Passenger Equipment Cars; or (b) 100 cars when handling more than five (5) Passenger Equipment Cars.

NOTE: Passenger Train Equipment Cars having Type AB-1-B brakes may be handled in freight trains without restriction.

In trains of over 30 cars, passenger car brake equipment shall be conditioned for DIRECT RELEASE on cars beyond the 20th head car. In freight trains of over 40 cars all cars must be conditioned for DIRECT RELEASE and the air supply to water raising systems shall be cut out.

Flexi-Van trains must have brake pipe feed valve adjusted to 90 pounds.

#### Diesel Equipment.

##### A. MOVEMENT OF DIESEL UNITS.

1. ROAD FREIGHT AND ROAD SWITCH TYPE UNITS. Road Freight and Road Switch Type units may be operated, coupled together, with a maximum of twelve (12), including those hauling train and those in tow. The total number of units hauling train may not exceed seven (7).

The units being towed may be either dead or on idle.

2. YARD SWITCH TYPE UNITS.

Only one yard switch type unit, dead or on idle, whether hauling or being towed, should be placed on rear of locomotive consist and on headend of train. Additional switch type units should be placed in train in accordance with Air Brake Rule 1599.

3. Backing Trains With Road Switch and/or Yard Switch Type Units Hauling Or In Tow.

To minimize the possibility of jack-knifing when trains are backed up or locomotives are used in pusher service the following restrictions should be observed:

When necessary to back up or push a train consisting of more than fifty (50) cars and there are any Road Switch Units in the locomotive consist, the engineman will be governed by the following:

##### MAXIMUM AMPERAGE RATING WITH -

3 Units working	800 Amps
4 Units working	600 Amps
5 Units working	500 Amps
6 Units or more working	400 Amps

Note:- With all Road Freight or Road Passenger Units in the consist or a combination of such units and Road Switch Units series 2020 to 3049 inc., the above amperage restrictions may be disregarded.

## B. LEAVING DIESEL LOCOMOTIVE UNATTENDED (ENGINES RUNNING).

- \* (1) Apply independent brake full on.
- (2) Place automatic brake valve in running position.
- (3) Place throttle in idle, selector handles in "OFF" and remove reverser handle.
- (4) Pull out generator field switch or, if equipped, place generator field circuit breaker in "OFF". (Leave all other switches and circuit breakers in running position if desired.)
- (5) Apply hand brakes.
- (6) If on grade, chain or block wheels.
- (7) All electric control jumpers must be properly connected between units.

\*NOTE: Locomotives conditioned for towing, or movement dead in train or to be picked up by switching crews, may be left with independent brake in running (released) position.

## C. AIR BRAKES.

Diesel road locomotives with 24-RL brake equipment must have Rotair Valve positioned as follows:

ROTAIR VALVE operating "A" unit set in "PASS." position.

ROTAIR VALVE trailing "A" unit set in "PASS. LAP" position.

## D. PASSING OVER RAILROAD CROSSINGS AT GRADE.

When crossing a railroad crossing at grade, throttle should be moved back to Run 3 at least 8 seconds before reaching the crossing and kept in that position until all locomotive units have passed over the crossing.

## E. DIESEL STOPPING OVER OPEN FLAMES.

Diesel Engines must not be stopped over burning fusees or other open flames, lights or fire when it can be avoided. When so stopped and engine cannot be promptly moved the fusees or fires must be extinguished. Open flame switch heaters must be relighted after the engine has been moved.

## Lubrication and Care of Journal Boxes.

New York Central System locomotives and passenger cars with roller bearings are equipped with Hot Box Alarms. In the event that any of these bearings become overheated a strong and somewhat disagreeable odor is released and also a dense white smoke. Trainmen, Enginemen and other employees will be on the lookout for these indications and whenever they are observed the train must be stopped immediately. When the overheated roller bearing is located it must be given the usual attention in accordance with prescribed practices.

When a journal equipped with a lubricating pad is found overheating enroute, train must be stopped and examination made. The lubricating pad must be adjusted or replaced with an oil saturated pad in good condition if this will overcome trouble. If cause of heating cannot be corrected in this manner or car cannot be moved to the next terminal through use of cooling compound, car should be set out.

Water or snow should not be used for cooling hot journals except in emergency, and when used, journal should be cooled as slowly as conditions will permit.

When cars with hot journals are set out where inspectors do not take immediate charge, precaution must be taken to know that journal is left in condition to avoid damage to car by fire.

Conductor must make prompt report to Terminal Superintendent and car foreman of cars treated enroute, or set out account overheated journal, stating whether treated by cooling compound or by water or snow, also whether heating was detected by odor or smoke of Hot Box Alarm.

## Cooling Compound.

An approved hot journal cooling compound, and Form NYCS RS-74, furnished by storekeeper, shall be carried as part of caboose equipment and train crew equipment in passenger service.

Cooling compound shall be used for emergency treatment of overheated journals of cars enroute in trains. Treatment should be given before journal becomes red.

Journals with broken brasses shall not be treated with cooling compound.

When applying cooling compound, it shall be placed along full length of rising side of journal; particular attention to be given to placing compound at back or inside end of journal. Cars having journals treated with cooling

compound shall be tagged in a prominent place near journal, using Form NYCS RS-74, at time compound is applied.

#### Fatalities.

Where the body of a person meeting violent death or death from unknown cause is located on railroad property, other than aboard train, the body should not ordinarily be moved from the place where found unless the Coroner is first notified and his permission is received to remove the body; but if it is apparent that the Coroner's permission cannot be secured without undue delay to trains the body may first be moved to a position where trains can conveniently pass, after noting its position and condition for the Coroner's information. This is particularly important where death appears due to foul play. In all cases an employe must be left with the body until arrival of the Coroner.

#### Automatic Train Stop.

Enginemen and Firemen must be qualified on rules for the operation of automatic train stop.

Engines equipped with Automatic Train Stop Device operating in territories not equipped with wayside train stop control equipment must have train stop equipment cut in and operative, with MG sets running, on lead unit of all locomotive consists.

#### Speed Restrictions.

Speed restrictions are shown in miles per hour and apply to entire train.

### GENERAL (Unless Otherwise Restricted)

Engines: (All Inclusive)

Nos. 8047 to 8048

8092 to 9767 light or with cabooses, limited to a maximum track speed but not to exceed 45  
(May be operated at maximum speed of 60 MPH when coupled as a trailing unit with freight units or when handled 'dead in train')

Nos. 1000 to 7608

8056 to 8084

9900 to 9913 light or with cabooses, limited to maximum track speed but not to exceed . . . . . 60

Nos. 1000 to 1877

3300 to 3709 operating backwards . . . . . 30

Operating backwards by night over public crossings . . . . . 15  
(An engine consisting of more than one unit is considered as operating backward when the employee in the leading unit does not have full control of the engine.)

1000 to 1877 . . . . .	70	5510 to 5511 . . . . .	70
2020 . . . . .	85	5512 . . . . .	85
2021 to 2028 . . . . .	70	5513 . . . . .	70
2029 . . . . .	85	5514 . . . . .	85
2030 . . . . .	70	5515 to 5530 . . . . .	70
2031 . . . . .	85	5600 to 5742 . . . . .	70
2032 to 2037 . . . . .	70	5743 to 5744 . . . . .	85
2038 . . . . .	85	5745 to 5749 . . . . .	70
2039 to 2041 . . . . .	70	5750 . . . . .	85
2042 . . . . .	85	5751 to 5759 . . . . .	70
2043 to 2044 . . . . .	70	5760 . . . . .	85
2100 to 2112 . . . . .	70	5761 to 5821 . . . . .	70
2188 to 2193 . . . . .	70	5900 to 5927 . . . . .	85
2194 to 2197 . . . . .	85	5928 to 5930 . . . . .	70
2369 to 2393 . . . . .	70	5990 to 5991 . . . . .	70
2394 to 2398 . . . . .	85	7300 to 7422 . . . . .	70
2399 . . . . .	70	7423 to 7424 . . . . .	85
2500 to 3709 . . . . .	70	7425 to 7475 . . . . .	70
4000 to 4113 . . . . .	85	7500 to 7519 . . . . .	85
5100 to 5352 . . . . .	70	7600 to 7608 . . . . .	70
5500 . . . . .	70	8047 to 8048 . . . . .	45
5501 to 5503 . . . . .	85	8056 to 8084 . . . . .	60
5504 to 5507 . . . . .	70	8092 to 9767 . . . . .	45
5508 to 5509 . . . . .	85	9900 to 9913 . . . . .	60

Flexi-Van cars, series MFVX 6900 to 6999 incl., 9500 to 9699 incl., NYC 9700 to 9799 incl., MFVX or NYC 9800 to 9849 incl., NYC 9850 to 9899 incl., MFVX or NYC 9902 to 9923 incl., and NYC 9924 to 9926 incl., may be handled in passenger, mail, express and/or dead head equipment trains, at speeds shown for passenger trains.

Trains and engines operating against the current of traffic in ATS territory where wayside equipment for automatic train stop device is not provided for reverse movements, limited to maximum track speed but not exceeding . . . . . 79  
 Solid ore, coal, coke, grain trains . . . . . 40  
 Diesel engines operating through water . . . . . 3

NOTE: Diesel engines must not be operated through water more than 3 inches above top of rail.

Trains handling cars equipped with K type brakes . . 40  
 Trains handling welded rail . . . . . 40  
 Snow plows and flangers . . . . . 35  
 Circus trains with freight equipped cars . . . . . 30  
 Trains with snow loader and snow melter units  
 not in service . . . . . 30  
 Trains with loaded ore cars less than 25 feet  
 in length . . . . . 30  
 Work trains with cranes moving on own wheels . . . . 30  
 Freight trains with pusher engines . . . . . 30  
 Trains handling Speno Ballast Cleaning  
 Equipment . . . . . 30  
 Revenue trains with cranes moving on own  
 wheels . . . . . 25  
 Trains with scale test cars or Jordan Spreader . . . 25  
 Trains with dead engines not having all side  
 or main rods . . . . . 20  
 At night over facing point hand operated switches, when  
 operating against the current of traffic in Automatic  
 Block Signal System territory where switch lights  
 are not in use . . . . . 15  
 Switches and crossovers not interlocked, when diverging  
 unless otherwise authorized. . . . . 15

**Local**

Through yard turnouts . . . . . 10  
 Storrs Jct., through crossovers. . . . . 15  
 Storrs, Oklahoma track . . . . . 10  
 Between Storrs Jct. and Wade . . . . . 50

Sharon Yard, Westward movements over spring  
 switch . . . . . 20  
 Passenger, mail, express, and Flexi-Van train  
 between Gano and Ivorydale Jct. (unless other-  
 wise restricted) . . . . . 50  
 Freight trains between Gano and Ivorydale  
 Jct. (unless otherwise restricted) . . . . . 45

Solid loaded unit coal, ore, and grain trains must not exceed 40 MPH.

Between King and Baymiller, Cincinnati Jct. and Baymiller St. train and engines will move prepared to stop unless the main track is seen or known to be clear.

A Flexi-Van train is a freight train consisting of Flexi-Van equipment and/or multi-level automobile carrying cars and flat cars carrying trailers in piggy-back service, with or without passenger equipment cars, and freight cabooses.

**Engine and Car Restrictions.**

Flat cars equipped with friction or solid type bearings, must not operate in a Flexi-Van train.

250 ton wrecking cranes cannot operate over the old westward main track under Bridge No. 5 in the Cincinnati Ditch. Engines 2020-2044, 2100-2197, and 60 ton twin Flexi-Van cars cannot operate over any of the following tracks:

Lumber Yard, all tracks.

Wood Street Yard, Alley track.

Load limit on cars handled through retarders—maximum 120 tons.

Loaded and empty bi-level and tri-level cars, and box cars over 80 ft. in length must not be moved through Cincinnati Ditch.

NYC Series 53860 to 53969 inclusive and 56451 to 56531 inclusive, keep out of Cincinnati Ditch.

**Overhead Clearances.**

Employees are warned of close overhead clearance at following locations and must not go on top of box cars, engines or other high equipment while movements are being made under these wires, bridges or structures:

