

Compliance with
OPERATING RULES

AND

SAFETY RULES

INSURES

**SAFE and EFFICIENT
Operation**

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

**IMPACT FORCE AT VARIOUS
STRIKING SPEEDS**

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

**THE BALTIMORE AND OHIO
RAILROAD COMPANY**
CENTRAL REGION

Safety Above Everything



MONONGAH DIVISION

TIMETABLE No. 86

Effective 3:01 A. M. Eastern Standard Time

SUNDAY, APRIL 30, 1967

DESTROY ALL TIMETABLES OF PREVIOUS DATE

Read The Instructions

FOR INFORMATION OF EMPLOYEES ONLY

Trains run on Eastern Standard Time

R. D. POMEROY,
Superintendent

G. S. HARRIS,
General Manager

DIVISION OFFICERS

NAME AND LOCATION	TITLE
GRAFTON:	
R. D. Pomeroy	Superintendent
T. K. Jenkins	Asst. Superintendent
T. H. Rollins	Trainmaster
W. E. Reed	Terminal Trainmaster
C. E. Marshall	Asst. Terminal Trainmaster
W. T. McCahill	Road Foreman of Engines
F. S. Marshall	Asst. Road Foreman of Engines
D. R. Johnson	Division Engineer
A. J. Kozak	Asst. Division Engineer
S. F. McKinney	Chief Train Dispatcher
C. D. McIntyre	Division Operator
G. W. Cross	Coordinator Unit Trains and Car Utilization
R. L. Knight	Asst. Coordinator Unit Trains and Car Utilization
C. D. Myers	Asst. Coordinator Unit Trains and Car Utilization
CLARKSBURG:	
R. L. Hurst	Asst. Trainmaster
E. F. Hirzel	Asst. Terminal Trainmaster
COWEN:	
C. N. Jaco	Trainmaster
H. D. Carpenter	Asst. Trainmaster
P. N. Jarvis	Asst. Trainmaster
GASSAWAY:	
G. R. Manning	Asst. Trainmaster
FAIRMONT:	
F. H. Todd	Terminal Trainmaster
R. E. Clark	Asst. Terminal Trainmaster
N. L. Blankenship	Asst. Trainmaster
A. C. Moxin	Road Foreman of Engines
PARKERSBURG:	
J. J. McNamee	Terminal Trainmaster
C. W. Craig	Asst. Terminal Trainmaster
F. L. McGaha	Trainmaster—Road Foreman of Engines
MOUNDSVILLE:	
G. H. Meiro	Trainmaster
R. E. McGaughey	Road Foreman of Engines
BENWOOD:	
H. J. Slie	Terminal Trainmaster
C. L. Hoose	Asst. Terminal Trainmaster
E. L. Moser	Asst. Division Engineer

CHIEF TRAIN DISPATCHERS AND TRAIN DISPATCHERS—GRAFTON:

Chief Train Dispatchers		
G. A. Shingleton	H. A. Miller	C. D. Moreland
Train Dispatchers		
J. H. Robinson	K. W. Boylan	B. O. Minney
A. B. Pepper	R. A. Shank	P. E. Jones
W. M. Daugherty	H. C. Richards	D. Mick
J. J. Shields	C. D. Waters	M. F. Vance
R. R. Wolfe	C. E. James	D. C. Shannon
W. F. Shaw	C. L. Lantz	D. L. Baughman
J. M. Brown	H. C. Daugherty	A. J. Isner
L. E. Lynch		

INDEX OF SPECIAL INSTRUCTIONS

INSTRUCTION:	Page
Timetable Abbreviations	19
1.—Superiority of scheduled trains by direction	19
1-A.—Designation and Use of Main Tracks	19-22
1-B, 1-C.—Joint use of tracks	22
2.—Location Standard Clocks, General Orders etc.	22-23
3.—Train Register Stations	23
4.—Clearance Card Form A	23-24
5.—Maximum authorized speed	24-25
5-A.—Speeds—Diesel Units	25-26
5-B.—Checking Speed Recorders	26
5-1, 5-2.—Speed Restrictions	26-31
6, 6-3(x).—Engine and equipment restrictions	31-38
7.—Extra Trains	39
8.—Use of electric locked switches	39
8-1.—Use of Non-electric locked switches	40
9.—Additional instructions Automatic Block System	40-41
9-1.—Additional instructions Manual Block System	41
10.—Fixed Signals not in conformity with rules	41-42
10-1.—Hand Signals—Flagging	42-43
10-2.—Hand operated switches	43
11.—Markers	43-44
11-1.—Classification Signals	44
12.—Use of Sidings and Specified Tracks	44
13.—Air Brakes	44
13-1.—Handling trains on grades	45
13-2.—Use of retainers	45
13-3.—Flat Maintaining Feature	46
14.—Spring Switches	46
15.—Interlockings	46
15-1.—Automatic and Semi-Automatic RR Crossings	46
15-2.—Non-Interlocked RR Crossings	47
16-1.—Grafton Yard	47-49
16-2.—Clarksburg Yard	49
16-3.—Parkersburg Yard	49
16-4.—Fairmont Yard	50
16-5.—Benwood Yard	50
16-6.—Holloway Yard	50
16-7.—Huntington Yard	51
18.—Dispatching Mail from trains	51
20.—Whistle Signals	51
21.—Highway and Street Crossings	52
22.—Miscellaneous	53
23.—Accidents	53
24.—Movement of M of W Cars	53-54
Medical Department	55-57
Storage Tracks, Capacity	57
Speed Table	58
Map—Monongah Division	59-60

Note.—Additional instructions, distances, passing sidings, office hours, junctions, etc., may be found on Schedule and Station pages 2 to 18.

PARKERSBURG SUBDIVISION

TIMETABLE No. 86	WESTWARD		EASTWARD	
	FIRST CLASS		FIRST CLASS	
	31 Daily	11 Daily	12 Daily	32 Daily
In Effect 3:01 a.m., Sunday, April 30, 1967				
EAST GRAFTON 2.2	AM 1221	PM 150	PM 406	AM 114
Grafton	A 1228	A 200	L 359	L 107
22.7	L 1235	L 210	A 347	A 1257
Clarksburg	A 110	A 300	L 300	L 1210
13.3	L 125	L 330	A 240	A 1159
Salem 13.9	.....	S 357	S 218	.....
West Union 12.2	.....	S 419	S 156	.....
Pennsboro 41.5	.....	S 439	S 136	.....
Parkersburg 1.3	A 331	A 547	L 1227	L 950
	L 336	L 612	A 1215	A 945
BELPRE	340	616	1211	941
	AM	PM	PM	PM

ELK SUBDIVISION

TIMETABLE No. 86	WESTWARD		EASTWARD
	THIRD CLASS		THIRD CLASS
	61 Daily Ex. Sun.	65 Daily Ex. Sun.	62 Daily Ex. Sun.
In Effect 3:01 a.m., April 30, 1967			
BURNSVILLE JCT. 0.5	PM 1150	AM	AM
Gasco 4.5	1152	.....	.....
Gilmer 3.4	1205	.....	.....
Copen 2.9	1215	.....	.....
Delta 3.1	1225	.....	.....
Exchange 3.6	1235	.....	.....
Pembroke 4.4	1245	.....	.....
Gassaway 8.5	A 100	1005	1001
Frametown 6.2	.....	1035	939
Strange Creek 3.2	.....	1055	923
Villa Nova 10.4	.....	1105	914
Otter 6.3	.....	1130	849
Spread 6.2	.....	1155	834
Dundon 1.1	.....	1235	821
Clay 23.3	.....	1250	817
Porters 5.2	.....	205	711
Turner 2.0	.....	220	658
Clendenin 8.8	.....	245	653
Falling Rock 3.9	.....	255	645
Blue Creek 3.0	.....	425	635
Pinch 7.7	.....	435	627
Etowah 2.5	.....	455	607
CHARLESTON	.....	505	600
	AM	PM	AM

COWEN SUBDIVISION
TIMETABLE No. 86

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

**WESTWARD
 THIRD CLASS**

43 Daily	41 Daily	45 Daily
--------------------	--------------------	--------------------

AM	AM	PM
-----------	-----------	-----------

BERKELEY RUN JCT.	5.0	.....	.....	.....
Knight	6.1	.....	.....	.....
Berryburg Jct.	8.5	410 42	1010	353 46
Tygart Jct.	4.1	430	1030	410
Century Jct.	7.5	440	1040	419
Smith Summit	5.0	456	1056	435
Buckhannon	2.9	510	1110	449
Upshur	3.8	518	1118	454
Hampton Jct.	6.0	526	1126	504
Abbott	4.5	543	1143	521
Frenchton	5.5	555	1155	531
Crawford	1.0	610 48	1210	546
Walkersville	14.1	614	1214	550
Burnsville Jct.	0.7	650	1258	635
Burnsville	8.3	654	102 46	640
Heaters	14.2	717	125	710
Centralia	8.0	750	157	746 40
Erbacon	10.0	817	224	813
WN TOWER		A 850 AM	A 300 PM	A 845 PM

Mile Post 98 and 99 on the Cowen Subdivision just west of Centralia are omitted. Distance from Mile Post 97 to Mile Post 100 is 6833 feet.

COWEN SUBDIVISION
**WESTWARD
 THIRD CLASS**

51 Daily Ex. Sunday	49 Daily
----------------------------------	--------------------

**EASTWARD
 THIRD CLASS**

48 Daily	46 Daily	40 Daily	50 Daily Ex. Sun.	42 Daily
--------------------	--------------------	--------------------	--------------------------------	--------------------

PM	PM	AM	PM	PM	AM	AM
-----------	-----------	-----------	-----------	-----------	-----------	-----------

.....
910	1010	817	353 45	1142	1241	410 43
930	1030	756	332	1122	1221	340
940	1040	746	323	1112	1211	331
956	1056 40	730	307	1056 49	1155	315
1010	1120	715	252	1030	1140	300
1018 40	1132 50	705	243	1018 51	1132 49	255
1026	1140	657	235	1008	1125	250
1043	1157	637	215	950	1105	225
1055 50	1207	625	205	940	1055 51	215
1110	1222	610 43	148	925	1037	153
1114	1224	606	145	923	1035	150
A 1150	100	523	105	845	955	110
.....	104 42	520	102 41	843	.....	104 49
.....	127	455	1237	821	.....	1237
.....	200	420	1202	746 45	.....	1202
.....	227	353	1134	718	.....	1134
.....	A 300 PM	320	1100	645	.....	1100
.....	AM	AM	AM	PM	PM	PM

OHIO RIVER SUBDIVISION

WESTWARD

TIMETABLE No. 86

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

THIRD CLASS

103	203	97	95	91
Daily	Daily	Daily	Dly. Ex. Sat & Sun	Daily

	PM	AM	PM	PM	AM
SW TOWER	4.6	700	940	220	350
Moundsville	5.3	715	950	245	405
Chestnut Hill	5.0	727	1004	312	420
Foster	5.5	738	1015	340	435
Clarington	2.3	749	1030	355	447
Natrium	6.9	755	1035	A 401	452
Hannibal	2.0	810	1050	.....	507
Brooklyn Jct.	4.8	830 ²⁰⁴	A1100	.....	A 517
Paden City	4.5	840	.....	.....	.....
Sistersville	4.6	850	.....	.....	.....
Friendly	4.4	900	.....	.....	.....
Ben's Run	7.9	910	.....	.....	.....
St. Mary's	4.6	925	.....	.....	.....
Eureka	5.9	935	.....	.....	.....
Waverly	6.5	947	.....	.....	.....
Williamstown	7.8	1000	.....	.....	.....
Vienna	4.4	1015	.....	.....	.....
SX Tower (Parkersburg)	0.7	901	A1040	.....	.....
O. R. Jct.	5.8	908	.....	.....	.....
Washington	7.5	F 924 104	.....	.....	.....
Harris Ferry	13.3	F 941	.....	.....	.....
Polk	7.7	F1012	.....	.....	.....
Ravenswood	0.5	F1034	.....	.....	.....
R. S. & G. Jct.	6.6	1043	.....	.....	.....
Ravenswood Works	3.9	F1059	.....	.....	.....
Millwood	5.0	F1108	.....	.....	.....
Letart	5.6	F1128	.....	.....	.....
Graham	3.2	F1145	.....	.....	.....
New Haven	1.7	F1203	.....	.....	.....
Hartford	17.8	F1208	.....	.....	.....
Point Pleasant	5.6	F 101	.....	.....	.....
Gallapolis	9.3	F 125	.....	.....	.....
Apple Grove	17.8	F 149	.....	.....	.....
Cox Landing	5.9	F 233	.....	.....	.....
Guyandotte	3.4	F 255	.....	.....	.....
HUNTINGTON		320	.....	.....	.....
	A AM	AM	PM	PM	AM

Train 103 will carry passengers Monday, Wednesday and Friday. Train 104 will carry passengers Tuesday, Thursday and Saturday.

OHIO RIVER SUBDIVISION

EASTWARD

THIRD CLASS

99	96	104	204	108	100
Daily	Daily	Daily	Daily	Daily	Daily

PM	AM	PM	AM	PM	AM
250	A 348	.....	A 1005	A 927	A 1101
301	338	.....	950	912	1048
312	323	.....	935	857	1041
323	312	.....	925	842	1030
335	257	.....	905	830	1020
340	252	.....	900	825	1015
354	235	.....	840	810	1001
A 401	225	.....	830 ²⁰³	800	955
.....	.....	.....	810	.....	.....
.....	.....	.....	755	.....	.....
.....	.....	.....	740	.....	.....
.....	.....	.....	730	.....	.....
.....	.....	.....	715	.....	.....
.....	.....	.....	700	.....	.....
.....	.....	.....	645	.....	.....
.....	.....	.....	635	.....	.....
.....	.....	.....	610	.....	.....
.....	.....	A 943	600	.....	.....
.....	.....	938	.....	.....	.....
.....	.....	F 924 103	.....	.....	.....
.....	.....	F 907	.....	.....	.....
.....	.....	F 837	.....	.....	.....
.....	.....	F 818	.....	.....	.....
.....	.....	816	.....	.....	.....
.....	.....	F 801	.....	.....	.....
.....	.....	F 732	.....	.....	.....
.....	.....	F 721	.....	.....	.....
.....	.....	F 657	.....	.....	.....
.....	.....	F 650	.....	.....	.....
.....	.....	F 646	.....	.....	.....
.....	.....	F 554	.....	.....	.....
.....	.....	F 541	.....	.....	.....
.....	.....	F 521	.....	.....	.....
.....	.....	F 441	.....	.....	.....
.....	.....	F 425	.....	.....	.....
.....	.....	415	.....	.....	.....
PM	AM	PM	AM	PM	AM

M. R. SUBDIVISION

WESTWARD

EASTWARD

TIMETABLE No. 86		THIRD CLASS			
In Effect 3:01 a.m., April 30, 1967		87	85	83	82
		Daily	Daily	Daily	Daily
		PM	PM	AM	PM
MD TOWER	12.5	.....	.....	.....	.....
Haywood	4.4	1010	1225	700	A1240
Willard	1.5	1025	1245	715	1224
Enterprise	0.8	1030	1250	720	1220
Hutchinson	1.5	1035	1255	725	1215
Annabelle Junction	1.4	1040	101	730	1210
Chiefton	1.3	1044	105	735	1206
Kilarn Junction	0.5	1048	110	739	1200
Everson	4.3	1050	114	742	1158
White Rock	2.3	1105	135	800	1145
GASTON JUNCTION		A 1115	A 145	A 810	1130
		PM	PM	AM	AM

Time of eastward trains on MR Subdivision applies at No. 1 West Siding Haywood. Time of westward trains on MR Subdivision applies at East End No. 1 East Siding Haywood. Rule 4 modified.

SHORT LINE
SUBDIVISION

WESTWARD

EASTWARD

TIMETABLE No. 86		THIRD CLASS				
In Effect 3:01 a.m., April 30, 1967		89	195	196	80	86
		Daily	Daily	Daily	Daily	Daily
		AM	AM	AM	AM	PM
SHORT LINE JCT.	4.9	500	210	A 130	A 830	A1030
Hepzibah	4.3	515	222	114	815	1015
Lumberport	0.8	530	232	102	800	959
Bloom	5.0	535	233	1259	755	950
Dola	3.4	550	243	1247	745	940
Irving	5.3	600	253	1239	735	930
Hartzel	4.8	620	306	1228	720	920
Smithfield	7.2	630	316	1218	705	905
Jacksonburg		650	331	1203	650	850
	4.5	80			89	
Pine Grove	2.9	700	341	1153	640	840
Allen	10.2	710	347	1145	630	830
Bard	3.7	735	412	1118	610	815
Roberts	1.0	745	422	1105	555	805
BROOKLYN JCT.		A 750	A 425	1100	550	800
		AM	AM	PM	AM	PM

CL&W SUBDIVISION

WESTWARD

EASTWARD

TIMETABLE No. 86		THIRD CLASS	
In Effect 3:01 a.m., April 30, 1967		195	196
		Daily	Daily
		PM	AM
BELLAIRE	1.0	.....	.....
DK Tower	3.3	940	A 240
Bridgeport	6.6	1101	228
East Barton	2.1	1115	214
West Barton	8.3	1120	210
East Fairpoint	2.0	1135	155
West Fairpoint	4.2	1140	151
Egypt Valley Junction	1.5	1146	145
RH Tower	1.9	1149	140
Flushing	2.7	1152	.....
HO Tower	0.5	A 1210	130
HA TOWER		.....	.....
		AM	AM

WESTWARD

STATIONS, ETC.

Mile Post	Passing Siding Capacity in Cars (45 ft.)	PARKERSBURG SUBDIVISION	OFFICE HOURS		Office Call	Jct. or Crossing	
			From	To			
		STATIONS					
277.8	.....	EAST GRAFTON	2.2	C	C	GN	Cumb.
280.0	.....	Grafton	0.1	C	C	GR	.....
280.1	.....	D. Tower	1.5	C	C	D	F'mont
281.6	.....	Berkeley Run Jct.	6.4	.....	.....	.....	Cowen
288.0	.....	Simpson	2.2	.....	.....	.....	Sand Lick
290.2	.....	Flemington	1.3	.....	.....	.....	Astor
291.5	77	RS Tower (WEDT)	0.5	.....	.....	.....	.....
292.0	.....	Rosemont	5.6	.....	.....	.....	.....
297.6	.....	Bridgeport	1.3	.....	.....	.....	.....
298.9	.....	Lodgeville (EEDT)	2.6	.....	.....	.....	.....
301.5	.....	MO Tower	1.2	.....	.....	.....	.....
302.7	.....	Clarksburg	0.2	.....	.....	.....	.....
302.9	.....	MD Tower	0.5	C	C	MD	M.R. W Va & P
303.4	.....	J Tower (WEDT)	2.8	.....	.....	.....	Short Line
306.2	.....	Wilsonburg	3.7	.....	.....	.....	.....
309.9	N 41 S 90	Wolf Summit	6.1	.....	.....	.....	.....
316.0	122	Salem	5.6	.....	.....	.....	.....
321.6	.....	Long Run	5.2	.....	.....	.....	.....
326.8	N 43 S 72	Smithburg	3.1	.....	.....	.....	.....
329.9	.....	West Union	3.0	.....	.....	.....	.....
332.9	.....	Central	3.4	.....	.....	.....	.....
336.3	N 47 S 46	Duckworth	5.8	.....	.....	.....	.....
342.1	64	Pennsboro	5.3	.....	.....	.....	.....
347.4	N 45 S 55	Ellenboro	4.9	.....	.....	.....	.....
352.3	.....	Cornwallis	2.6	.....	.....	.....	.....
354.9	.....	Cairo	2.0	.....	.....	.....	.....
356.9	N 51 S 54	Silver Run	5.0	.....	.....	.....	.....
361.9	.....	Petroleum	3.0	.....	.....	.....	.....
364.9	.....	Eaton	3.9	.....	.....	.....	.....
368.8	N 58 S 54	Walker	5.5	.....	.....	.....	.....
374.3	.....	Kanawha	3.8	.....	.....	.....	.....
378.1	.....	Nicolette	0.8	.....	.....	.....	.....
378.9	N 46 S 48	Jackson	3.4	.....	.....	.....	.....
382.3	.....	Camden (EEDT)	1.2	.....	.....	.....	.....
383.5	.....	OB Tower (WEDT)	0.1	C	C	OB	.....
383.6	.....	Parkersburg	1.3	.....	.....	.....	.....
384.9	W 155 E 140	BELPRE	.....	.....	.....	.....	P'burg OL&K

C-Continuous.

WESTWARD

STATIONS, ETC.

Mile Post	Passing Siding Capacity in Cars (45 ft.)	FAIRMONT SUBDIVISION	OFFICE HOURS		Office Call	Jct. or Crossing	
			From	To			
		STATIONS					
280.0	.....	GRAFTON	0.1	C	C	GR	.....
280.1	.....	D Tower	4.1	C	C	D	P'burg
284.2	.....	CY Tower (WEDT)	10.1	.....	.....	.....	.....
294.8	.....	Colfax	3.7	.....	.....	.....	.....
298.0	.....	BF Tower	0.6	.....	.....	.....	.....
298.6	.....	Kingmont	2.3	.....	.....	.....	.....
300.9	.....	Gaston Junction	1.2	C	C	JC	MR
302.1	.....	Fairmont	1.3	.....	.....	.....	.....
303.4	.....	WD Tower	4.0	C	C	WD	.....
307.4	58	Barrackville	0.1	.....	.....	.....	.....
307.5	105	Penn Mary	3.3	.....	.....	.....	.....
310.8	.....	Jamison No. 9 Jct.	2.0	.....	.....	.....	Jam.No.9
312.8	108	Farmington	3.8	*700 A	400 P	UN	.....
316.6	52	Rachel	3.4	.....	.....	.....	.....
320.0	.....	Mannington	11.8	.....	.....	.....	.....
331.8	.....	Burton	20.0	.....	.....	.....	.....
351.8	106	Cameron	17.0	.....	.....	.....	.....
368.8	.....	MOUNDSVILLE	.....	C	C	MO	Ohio R.

PAW PAW SUBDIVISION

0.0	.....	WD TOWER	2.9	C	C	WD	.....
2.9	.....	CATAWBA JUNCTION	.....	.....	.....	.....	MR

JAMISON No. 9 BRANCH

0.0	.....	JAMISON No. 9	3.2	.....	.....	.....	F'mont
3.2	.....	CONSOL	.....	.....	.....	.....	.....

C-Continuous.

*-Daily except Saturday and Sunday.

WESTWARD

STATIONS, ETC.

Mile Post	Passing Siding Capacity in Cars (45 ft.)	COWEN SUBDIVISION	OFFICE HOURS		Office Call	Jct. or Crossing
			From	To		
0.0	.....	BERKELEY RUN JCT.	5.0	.....	.....	.....
5.0	92	Knight	4.1	.....	.....	.....
9.1	.....	Pleasant Creek	2.0	.....	.....	.....
11.1	94	Berryburg Jct.	5.1	C	C	JN Berryburg
14.2	.....	Philippi	3.4	.....	.....	.....
19.6	103	Tygart Jct.	4.1	C	C	RA Belington
23.7	.....	Century Jct.	7.5	.....	.....	Century
31.2	61	Smith Summit	5.0	.....	.....	.....
36.2	.....	Buckhannon	2.9	See Note 1	See Note 1	BK Christopher
38.1	92	Upshur	3.8	.....	.....	.....
41.9	.....	Hampton Jct.	3.6	.....	.....	.....
45.5	.....	Adrian	2.4	.....	.....	.....
47.9	.....	Abbott	4.5	.....	.....	.....
52.4	64	Frenchton	5.5	.....	.....	.....
57.9	93	Crawford	1.0	.....	.....	.....
58.9	.....	Walkersville	6.6	.....	.....	.....
65.5	.....	Chapman	3.3	.....	.....	.....
68.8	.....	Orlando	4.2	.....	.....	.....
73.0	.....	Burnsville Jct.	0.7	C	C	BU
73.7	99	Burnsville	8.3	.....	.....	Elk
82.0	.....	Heaters	3.3	.....	.....	.....
85.3	.....	Shaversville	10.9	.....	.....	.....
96.2	117	Centralia	10.3	.....	.....	.....
106.5	114	Erbacon	10.0	.....	.....	.....
116.5	.....	WN TOWER	C	C	WN	Richwood

C—Continuous.

Note 1.—Continuous except closed 3:00 pm Sunday to 7:00 am Monday.

WESTWARD

STATIONS, ETC.

Mile Post	Passing Siding Capacity in Cars (45 ft.)	BERRYBURG BRANCH	OFFICE HOURS		Office Call	Jct. or Crossing
			From	To		
0.0	BERRYBURG JUNCTION	3.8	C	C	JN Cowen
3.8	Lough Siding	7.5	.....	.....	.....
11.3	Compass Mine	1.3	.....	.....	.....
12.6	RED STONE	.....	.....	.....	.....
BELINGTON SUBDIVISION						
0.0	TYGART JUNCTION	11.8	C	C	RA Cowen
11.8	BELINGTON	*700 A	400 P	BN	WM
ELKINS SUBDIVISION						
0.0	ELKINS	0.2	.....	.....	DS
0.2	C. & C. Jct.	6.7	.....	.....	WM
6.9	NORTON	.....	.....	.....	Coalton Midvale
MIDVALE BRANCH						
0.0	NORTON	7.8	.....	.....	WM
7.8	15	Highpoint	5.0	.....	.....	.....
12.8	MIDVALE	.....	.....	.....	MF
COALTON BRANCH						
0.0	NORTON	7.9	.....	.....	WM
7.9	WILLIAMS MINE	.....	.....	.....	.....
CENTURY BRANCH						
0.0	CENTURY JCT.	1.3	.....	.....	Cowen
1.3	Volga	3.6	.....	.....	.....
4.9	CENTURY	.....	.....	.....	.....
CHRISTOPHER BRANCH						
0.0	BUCKHANNON	2.5	See Note 1	See Note 1	BK Cowen
2.5	CHRISTOPHER MINE	.....	.....	.....	.....
PICKENS BRANCH						
0.0	HAMPTON JCT.	2.2	.....	.....	Cowen
2.2	Sago	10.0	.....	.....	.....
12.2	Alton	1.0	.....	.....	.....
13.2	Taylor and Gould	2.6	.....	.....	.....
15.8	Alexander	3.7	.....	.....	.....
19.5	Newlon	9.2	.....	.....	.....
28.7	PICKENS	.....	.....	.....	.....

C—Continuous.

*—Daily except Saturday and Sunday.

Note 1.—Continuous except closed 3:00 pm Sunday to 7:00 am Monday.

Mile Post	Passing Siding Capacity in Cars (45 ft.)	ELK SUBDIVISION	OFFICE HOURS		Office Call	Jct. or Crossing	
			From	To			
STATIONS							
0.0	.....	BURNSVILLE JUNCTION	0.5	C	C	BU	Cowen
0.5	.....	Gasco	4.5	.....	.....	.....	.....
5.0	.....	Gilmer	3.4	*700 A	400 P	GI	Little Kan.
8.4	.....	Copen	2.9	.....	.....	.....	.....
11.3	60	Delta	3.1	.....	.....	.....	.....
14.4	.....	Exchange	3.6	.....	.....	.....	.....
18.0	.....	Pembroke	4.4	.....	.....	.....	.....
22.4	.....	Gassaway	8.5	See Note 1	See Note 1	GA	Sutton
30.9	.....	Frametown	6.2	.....	.....	.....	.....
37.1	.....	Strange Creek	3.2	.....	.....	.....	.....
40.3	.....	Villa Nova	10.4	.....	.....	.....	.....
50.7	.....	Otter	6.3	.....	.....	.....	.....
57.0	53	Spread	5.2	.....	.....	.....	.....
62.2	.....	Dundon	1.1	.....	.....	.....	.....
63.3	43	Clay	23.3	*700 A	400 P	SO	.....
86.6	25	Porters	3.1	.....	.....	.....	.....
89.7	.....	Queen Shoals	2.1	.....	.....	.....	.....
91.8	32	Turner	2.0	.....	.....	.....	.....
93.8	35	Clendenin	3.3	.....	.....	.....	.....
97.1	37	Falling Rock	3.9	*800 A	500 P	FA	.....
101.0	.....	Blue Creek	3.0	.....	.....	.....	NYC
104.0	.....	Pinch	7.7	.....	.....	.....	.....
111.7	78	Etowah	2.5	.....	.....	.....	.....
114.2	.....	CHARLESTON	.....	.....	.....	.....	NYC
LITTLE KANAWHA BRANCH							
0.0	.....	GILMER	6.0	*700 A	400 P	GI	Elk
6.0	.....	HEATHCLIFF	.....	.....	.....	.....	.....
SUTTON BRANCH							
0.0	.....	GASSAWAY	6.7	See Note 1	See Note 1	GA	Elk
6.7	.....	SUTTON	.....	.....	.....	.....	.....

C—Continuous.

*—Daily except Saturday and Sunday.

Note 1.—7:00 a.m. to 11:00 p.m. Monday through Friday.
7:00 a.m. to 3:00 p.m. Saturday.

Mile Post	Passing Siding Capacity in Cars (45 ft.)	WILLIAMS RIVER BRANCH	OFFICE HOURS		Office Call	Jct. or Crossing	
			From	To			
STATIONS							
0.0	WN TOWER	3.1	C	C	WN	Cowen
3.1	Donaldson	7.1	.....	.....	.....	CRB&L
10.2	CRICHTON No. 5	.....	.....	.....	.....	.....
CRB&L BRANCH							
0.0	DONALDSON	20.7	.....	.....	.....	Wms. R.
20.7	BECKLEY No. 1	.....	.....	.....	.....	.....
RICHWOOD SUBDIVISION							
116.5	WN TOWER	1.0	C	C	WN	Cowen
117.5	Cowen	3.2	.....	.....	.....	Wms. R.
120.7	McCarty Siding	5.3	.....	.....	.....	.....
126.0	Camden-On-Gauley	1.0	.....	.....	.....	.....
127.0	Allingdale	8.1	*700 A	300 P	.....	.....
135.1	Gauley Jct.	1.7	*800 P	400 A	DN	SC&M
136.8	Coal Siding	2.2	.....	.....	.....	Gauley R.
139.0	Holcomb	2.2	.....	.....	.....	.....
141.2	Fenwick	3.4	.....	.....	.....	Saxman
144.6	RICHWOOD	.....	*700 A	400 P	RD	.....
SC&M BRANCH							
0.0	ALLINGDALE	6.3	*700 A	300 P	.....	.....
6.3	Beaver Creek Wye	16.4	*800 P	400 A	DN	Richwood
22.7	UNITED EAGLE MINE	.....	.....	.....	.....	.....
GAULEY RIVER BRANCH							
0.0	GAULEY JCT.	6.1	.....	.....	.....	Richwood
6.1	DONEGAN No. 10	.....	.....	.....	.....	.....
SAXMAN BRANCH							
0.0	FENWICK	5.0	.....	.....	.....	Richwood
5.0	DONEGAN 1 MINE	.....	.....	.....	.....	.....

C—Continuous.

*—Daily except Saturday and Sunday.

WESTWARD

STATIONS, ETC.

Mile Post	Passing Siding Capacity in Cars (4.5 ft.)	SAND LICK BRANCH	OFFICE HOURS		Office Call	Jct. or Crossing	
			From	To			
0.0	SAND LICK JCT.	2.3	.....	.....	P'burg	
2.3	WENDEL	.....	.....	.....	.....
ASTOR BRANCH							
0.0	ASTOR JCT.	5.4	.....	.....	P'burg	
5.4	HENSHAW MINE	.....	.....	.....	.....
W. VA. & P. SUBDIVISION							
1.0	MD TOWER	0.5	C	C	MD	MRP'burg
1.5	J Tower	7.1	.....	.....	.....	Short Line
8.6	Freeman Siding	4.5	.....	.....	.....	.....
13.1	Lost Creek	4.8	.....	.....	.....	.....
17.9	Good Hope Jct.	4.1	.....	.....	.....	.....
22.0	Jacksons Mill	4.4	.....	.....	.....	.....
26.4	WESTON	.....	.....	.....	.....	.....
LOVEBERRY BRANCH							
0.0	LOVEBERRY	1.0	.....	.....	.....	W.Va.&P.
1.0	END OF TRACK	.....	.....	.....	.....	.....
M. R. SUBDIVISION							
31.7	MD TOWER	0.5	C	C	MD	W.Va.&P. P'burg
31.2	J Tower	7.5	.....	.....	.....	Short Line
23.7	27	Spelter	0.4	.....	.....	.....	.....
23.3	Meadowbrook	4.1	*700 A	400 P	SY	M'brook
19.2	Haywood	4.4	.....	.....	.....	.....
14.8	Willard	1.5	*759 A	1159 P	WI	Willard Branch
13.3	126	Enterprise	1.5	.....	.....	.....	.....
11.8	Hutchinson	0.8	.....	.....	.....	WM
11.0	Annabelle Junction	1.4	.....	.....	.....	A'belle
9.6	67	Chiefton	1.3	C	C	CH	.....
8.3	Kilarm Junction	0.5	.....	.....	.....	Kilarm
7.8	105	Everson	4.3	.....	.....	.....	.....
3.5	134	White Rock	2.3	.....	.....	.....	.....
1.2	GASTON JUNCTION	.....	C	C	JC	F'mont
MEADOWBROOK BRANCH							
0.0	MEADOWBROOK	1.2	*700 A	400 P	SY	MR
1.2	McCANDLISH MINE	.....	.....	.....	.....	.....
WILLARD BRANCH							
0.0	WILLARD	2.4	*759 A	1159 P	WI	MR
2.4	OWINGS MINE	.....	.....	.....	.....	.....
ANNABELLE BRANCH							
0.0	ANNABELLE JCT.	3.2	.....	.....	.....	MR
3.2	ANNABELLE MINE	.....	.....	.....	.....	.....
KILARM BRANCH							
0.0	KILARM JCT.	3.2	.....	.....	.....	MR
3.2	FRANCES MINE	.....	.....	.....	.....	.....

C—Continuous.

*—Daily except Saturday and Sunday.

WESTWARD

STATIONS, ETC.

Mile Post	Passing Siding Capacity in Cars (4.5 ft.)	SHORT LINE SUBDIVISION	OFFICE HOURS		Office Call	Jct. or Crossing	
			From	To			
58.0	.....	SHORT LINE JCT.	4.9	.....	.....	P'burg
53.1	55	Hepzibah	4.3	.....	.....	.....
48.8	.....	Lumberport	0.8	See Note 3	UB	.....
48.0	134	Bloom	5.0	.....	.....	.....
43.0	81	Dola	3.4	See Note 1	GI	.....
39.6	118	Irving	5.3	.....	.....	.....
34.3	118	Hartzel	4.8	.....	.....	.....
29.5	61	Smithfield	7.2	.....	.....	.....
22.3	136	Jacksonburg	4.5	.....	.....	.....
17.8	58	Pine Grove	2.9	*700 A	400 P	RO	
14.9	124	Allen	10.2	.....	.....	.....
4.2	27	Bard	3.7	.....	.....	.....
1.0	100	Roberts	1.0	.....	.....	.....
0.0	BROOKLYN JCT.	C	C	BJ	Ohio R
CL&W SUBDIVISION							
0.0	.....	BELLAIRE	1.0	.....	.....	.....
1.0	.....	DK Tower (EEDT)	3.3	.....	.....	PRR
4.3	.....	Bridgeport (WEDT)	6.6	.....	.....	PRR
10.9	.....	East Barton (EEDT)	2.1	.....	.....	.....
13.0	.....	West Barton (WEDT)	8.1	.....	.....	.....
21.1	.....	Fairpoint Station	0.2	.....	.....	.....
21.3	.....	East Fairpoint (EEDT)	2.0	.....	.....	.....
23.3	.....	West Fairpoint (WEDT)	3.6	.....	.....	.....
26.9	.....	Lafferty	0.6	.....	.....	.....
27.5	.....	Egypt Valley Jct.	1.5	.....	.....	Egypt Valley
29.0	.....	RH Tower	1.9	.....	.....	.....
30.9	189	Flushing	2.7	.....	.....	.....
33.6	.....	HO Tower	0.5	.....	.....	.....
34.1	.....	HA TOWER	.....	See Note 2	HA	Akron
EGYPT VALLEY BRANCH							
0.0	.....	Egypt Valley Jct.	9.0	.....	.....	CL&W
9.0	.....	Egypt	.....	.....	.....	.....

C—Continuous.

*—Daily except Saturday and Sunday.

Note 1.—Dola—Continuous except 7:00 a.m. Saturday to 7:00 a.m. Monday.

Note 2.—7:00 a.m. to 3:00 p.m. Monday through Friday.

3:00 p.m. to 11:00 p.m. Monday through Saturday.

11:00 p.m. to 7:00 a.m. Daily.

Note 3.—Continuous except closed 3:00 p.m. to 11:00 p.m. Sundays.

Mile Post	Passing Siding Capacity in Cars (45 ft.)	OHIO RIVER SUBDIVISION	OFFICE HOURS		Office Call	Jct. or Crossing
			From	To		
0.0	.....	WHEELING (EEDT)	4.4	.....	.....	Pgh.
4.4	.....	Benwood (WEDT)	0.7	C	C	FY
6.4	.....	SW Tower (EEDT)	4.6	C	C	SW
11.0	.....	Moundsville(WEDT)	5.3	C	C	MO
16.3	122	Chestnut Hill	5.0	.....	.....	F'mont
21.3	132	Foster	5.5	.....	.....	.....
26.8	.....	Clarrington	2.3	*759 A	1159 P	CA
29.1	156	Natrium	6.9	.....	.....	.....
36.0	.....	Hannibal (EEDT)	2.0	.....	.....	.....
38.0	.....	Brooklyn Jct. (WEDT)	4.8	C	C	BJ
42.8	68	Paden City	4.5	.....	.....	Short Line
47.3	.....	Sistersville	4.6	*800 A	500 P	QN
51.9	54	Friendly	4.4	.....	.....	.....
56.3	132	Ben's Run	7.9	.....	.....	.....
64.2	69	St. Mary's	4.6	*800 A	500 P	S
68.8	62	Eureka	5.9	.....	.....	.....
74.7	65	Waverly	6.5	.....	.....	.....
81.2	83	Williamstown	7.8	.....	.....	.....
89.0	67	Vienna	4.4	.....	.....	.....
93.4	.....	SX Tower	0.7	C	C	SX
94.1	9	O. R. Jct.	5.8	.....	.....	.....
99.9	39	Washington	7.5	.....	.....	.....
107.4	127	Harris Ferry	13.3	.....	.....	.....
120.6	31	Polk	7.7	.....	.....	.....
128.4	19	Ravenswood	0.5	*700 A *300 P	300 P 1100 P	RD
128.9	.....	R. S. & G. Jct.	6.6	.....	.....	RS&G
135.5	.....	Ravenswood Works	8.9	.....	.....	.....
144.4	31	Letart	5.6	.....	.....	.....
150.0	14	Graham	3.2	.....	.....	.....
153.2	21	New Haven	19.5	*800 A	500 P	NA
172.7	12	Point Pleasant	14.9	*700 A	1100 P	WV
187.6	58	Apple Grove	17.8	.....	.....	.....
205.4	36	Cox Landing	5.9	.....	.....	.....
211.3	.....	Guyandotte	3.4	.....	.....	C&O
214.7	.....	HUNTINGTON		C	C	DK

RS&G SUBDIVISION

0.0	.....	R. S. & G. Jct.	5.8	.....	.....	Ohio R.
5.8	.....	Crow Summit	2.0	.....	.....	.....
7.8	.....	Sandyville	4.3	.....	.....	.....
12.1	.....	Meadowdale	4.4	.....	.....	.....
16.5	.....	Liverpool	1.8	.....	.....	.....
18.3	.....	Sandy Summit	4.3	.....	.....	.....
22.8	.....	Reedy	4.0	.....	.....	.....
26.6	.....	Billings	6.0	.....	.....	.....
32.6	.....	SPENCER		*730 A	430 P	SR

SPECIAL INSTRUCTIONS

TIMETABLE ABBREVIATIONS:

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

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

1.—SUPERIORITY OF TRAINS.

On single track, Eastward trains are superior to Westward trains of the same class.

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

SUBDIVISION OR TRACK SECTION BETWEEN	RULES IN EFFECT	TRACK/S
East Grafton and Beech St. Crossing	676	Two
Beech St. Crossing and Berkeley Run Jct.	676	Three
Berkeley Run Jct. and RS Tower	251-254	No. 1, Westward No. 2, Eastward
RS Tower and Lodgeville	676	Single
Lodgeville and MD Tower	676	Two
MD Tower and J Tower	676	Three
J Tower and Camden	676	Single
Camden and OB Tower	676	Two
OB Tower and Eastward absolute signals at Belpre Station	676	Single
Belpre Station and West yard limit board, Belpre (See Note 1)	505-519	.....
D Tower and Fetterman	251-254	No 1, Westward No. 2, Eastward
Fetterman and CY Tower	305-330	.....
CY Tower and Gaston Jct.	305-330	.....
WD Tower and Moundsville (See Note 2)	TTTO	.....
Paw Paw Subdivision (See Note 3)	TTTO	.....
Jamison No. 9 Branch	TTSI-7	.....
Berkeley Run Jct. to Berryburg Jct.	676	Single
Berryburg Jct. and Tygart Jct.	305-330	.....
Tygart Jct. and WN Tower (See Note 4)	TTTO	.....
Berryburg Branch	TTSI-7	.....

C—Continuous. *—Daily except Saturday and Sunday. #—Daily except Sunday.

SUBDIVISION OR TRACK SECTION BETWEEN	RULES IN EFFECT	TRACK/S	
Belington Subdivision	TTSI-7	Single	
Elkins Subdivision	WM Rules and TTSI		
Midvale Branch (See Note 5)	TTSI-7		
Coalton Branch	TTSI-7		
Century Branch	TTSI-7		
Christopher Branch	TTSI-7		
Pickens Branch	TTSI-7		
Elk Subdivision	TTTO		
Little Kanawha Branch	TTSI-7		
Sutton Branch	TTSI-7		
Williams River Branch	TTSI-7		
CRB&L Branch	TTSI-7		
Richwood Subdivision (See Note 6)	TTTO		
SC&M Branch	TTSI-7		
Gauley River Branch	TTSI-7		
Saxman Branch	TTSI-7		
Sand Lick Branch	TTSI-7		
Astor Branch	TTSI-7		
Clarksburg Branch	TTSI-16-2(a)		
Grasselli Branch	TTSI-16-2(a)		
Norwood Branch	TTSI-16-2(a)		
W. Va. & Pgh Subdivision	TTTO		
Loveberry Branch	TTSI-7		
M. R. Subdivision (See Note 7)	TTTO		
Meadowbrook Branch	TTSI-7		
Willard Branch	TTSI-7		
Annabelle Branch	TTSI-7		
Kilarm Branch	TTSI-7		
Short Line Subdivision (See Note 8)	TTTO		
Wheeling (Baltimore St.) and EEDT	676		
Wheeling EEDT and Benwood Jct. WEDT	251-254		No. 1, Westward No. 2, Eastward
Benwood Jct. and SW Tower	93		Single
SW Tower and Moundsville	305-330		No. 1, Westward No. 2, Eastward
Moundsville and Hannibal	TTTO	Single	

SUBDIVISION OR TRACK SECTION BETWEEN	RULES IN EFFECT	TRACK/S
Hannibal and Brooklyn Jct. (See Note 9)	TTTO	No. 1, Westward No. 2, Eastward
Brooklyn Jct. and Guyandotte	TTTO	Single
HA Tower and West Fairpoint	TTTO	
Egypt Valley Branch	TTSI-7	Single
West Fairpoint and East Fairpoint	TTTO	No. 1, Westward No. 2, Eastward
East Fairpoint and West Barton	TTTO	Single
West Barton and East Barton	TTTO	No. 1, Westward No. 2, Eastward
East Barton and Bridgeport	TTTO	Single
Bridgeport and DK Tower (See Note 10)	TTTO	No. 1, Westward No. 2, Eastward
DK Tower and Benwood	676	Single
Bellaire and Schick	TTSI-9(b), Note 4	
RS&G Branch	TTSI-7	

Where Rules 251-254 are in effect, Rules 505-519 are also in effect.

Where two or more main tracks are in service, they are numbered from north to south.

Exception.—Between Beech St. Crossing, Grafton and Berkeley Run Jct. tracks are numbered from north to south as Nos. 3, 1 and 2.

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

Note 2.—Penn Mary.—Crossover Penn Mary is west switch of passing siding. That portion of siding west of crossover is Penn Mary extension.

Note 3.—Catawba Jct.—Trains and engines will approach Catawba Jct. at restricted speed, expecting to find trains using wye in both directions.

Note 4.—Burnsville.—Eastward trains on Cowen Subdivision will stop at east switch passing siding Burnsville and receive permission from operator at Burnsville Junction before proceeding to Burnsville Junction.

Note 5.—Midvale-Lantz.—Trains and engines will run at restricted speed between Midvale Station and Lantz Siding, looking out for Middle Fork Railroad's engine on main track.

Note 6.—MP-128.—Eastward trains on the Richwood Subdivision will not pass yard limit board at Mile Post 128 plus 15 poles except upon permission of train dispatcher.

Note 7.—West Fork Shop.—Eastward trains on MR Subdivision will stop and call Operator at MD Tower on telephone located 400 feet west of fire track switch at West Fork Shop, and get permission to proceed before fouling shop track switches.

1-A.—Concluded.

Note 8.—Bloom.—Unless otherwise instructed by the train dispatcher, eastward trains must stop to clear east switch Bloom and call Operator Lumberport for instructions.

Roberts.—Westward trains will not pass ETC sign at west end Passing Siding without permission from Operator Brooklyn Jct. Passing Siding will not be used westward without permission from Operator, Brooklyn Jct.

Note 9.—New Martinsville.—Unless otherwise instructed, westward trains with more than 45 cars, except trains enroute to Parkersburg, call Operator, Brooklyn Jct. from telephone at Ohio Valley Sand Co.

Note 10.—Bridgeport, Ohio-Bellaire, Ohio.—Trains and engines will operate at restricted speed between Bridgeport and Bellaire.

JOINT USE OF TRACKS

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

Belington and Elkins.....WM
Guyandotte and Huntington.....C&O

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

MR SUBDIVISION:

WD Tower and New Hutchinson.....WM

ELK SUBDIVISION:

Charleston and Blue CreekNYC

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

STATION	LOCATION OF CLOCK AND WATCH REGISTER FORM	GENERAL ORDERS, ETC.
Grafton	*Dispr's Office Caller's Office Yard Office GR Train Order Office	..... Caller's Office# Yard Office# GR Train Order Office#
Clarksburg	MD Tower Yard Office Caller's Office	MD Tower# Yard Office# Caller's Office#
Parkersburg	Yard Office (High Yard) OB Tower Caller's Office SX Tower Low Yard	Yard Office (High Yard)# Caller's Office# SX Tower# Low Yard#
Fairmont	WD Tower General Yard Office Caller's Office Gaston Jct.	WD Tower# General Yard Office# Caller's Office# Gaston Jct.#
Lumberport	Train Order Station	Train Order Station#
Chiefton	Train Order Station	Train Order Station#
Belington	Train Order Station	Train Order Station#
Buckhannon	Train Order Station	Train Order Station#
Burnsville Jct.	Train Order Station	Train Order Station#
Cowen	WN Tower	WN Tower# Cowen Shop#

2.—Concluded.

STATION	LOCATION OF CLOCK AND WATCH REGISTER FORM	GENERAL ORDERS, ETC.
Allingdale	Train Order Station	Train Order Station#
Gassaway	Register Room	Register Room#
Charleston	Agents Office	Agent's Office#
Benwood	*SW Tower HN Benwood FY Benwood	..... HN Benwood# FY Benwood#
HA Tower	Train Order Station	Train Order Station#
Brooklyn Jct.	Train Order Station	Train Order Station#
St. Mary's	Train Order Station	Train Order Station#
Ravenswood	Train Order Station	Train Order Station#
Huntington	16th St. Yard Office	16th St. Yard Office#

*No watch register form.

#Crew Register Books in service for the purpose of registering the arriving and relieving times of crews and other required information.

C&O Bulletin and Notice Books located at SX Tower Parkersburg for benefit of B&O crews using C&O Tracks Huntington. C&O Rule B applies.

3.—TRAIN REGISTER STATIONS.

STATION	LOCATION	TRAINS REQUIRED TO REGISTER
Blue Creek	Phone Booth	No. 62

4.—CLEARANCE CARD FORM A.

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

GN Tower.....Westward
D Tower.....Eastward

(b).—In complying with Rule 111, trains are required to get Clearance Card Form A before leaving stations designated below:

Haywood.....Trains originating will receive Clearance Card Form A at Lumberport.

(c).—Train Order Board will not be displayed for TRAINS ORIGINATING at stations in directions as designated below. Rule 111 is in effect. Rules 207 and 222 modified.

Station	Train
"MD" Tower	All Trains
"WD" Tower	All Trains
"FY" Tower	All Trains
"GN" Tower	Eastward Trains

(d).—Rule 221 is modified to permit the use of Clearance Card Form A in lieu of train order board at stations designated below. Trains are required to receive Clearance Card Form A (when operator is on duty).

Station	Trains
GR Grafton	Psgr. and trains originating
OB Tower	All Trains

4-(d).—Concluded.

Station	Trains
WN Tower.....	All Trains
Richwood.....	All Trains
Falling Rock.....	All Trains
New Haven.....	All Trains
HA Tower.....	All Trains

(e).—Rule 305 is modified to require the use of Clearance Card Form A (in lieu of Manual Block Signal) to indicate the condition of the manual block west of Fetterman on the Fairmont Subdivision.

5.—MAXIMUM AUTHORIZED SPEED.

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

BETWEEN	PSGR. TRAINS	MFST. TRAINS	OTHER FRT.
	MPH	MPH	MPH
GN Tower and D Tower	20	20	20
D Tower and MD Tower	45	35	35
MD Tower and Kanawha	40	35	35
Kanawha and Belpre	50	35	35
D Tower and WD Tower	30	30	30
WD Tower and Moundsville	25	25	25
Paw Paw Subdivision	10	10	10
Jamison No. 9 Branch	10	10	10
Berkeley Run Jct. and WN Tower	30	30	30
Berryburg Branch	15	15	15
Belington Subdivision	20	20	20
Midvale Branch	15	15	15
Coalton Branch	15	15	15
Century Branch	15	15	15
Christopher Branch	15	15	15
Pickens Branch	15	15	15
Elk Subdivision	25	25	25
Little Kanawha Branch	10	10	10
Sutton Branch	10	10	10
Williams River Branch	10	10	10
CRB&L Branch	10	10	10
Richwood Subdivision	25	25	25
SC&M Branch	15	15	15
Gauley River Branch	15	15	15
Saxman Branch	10	10	10

5.—Concluded.

BETWEEN	PSGR. TRAINS	MFST. TRAINS	OTHER FRT.
	MPH	MPH	MPH
Sandlick Branch	10	10	10
Astor Branch	10	10	10
WVA&P Subdivision	20	20	20
Loveberry Branch	10	10	10
Clarksburg and Haywood	25	25	25
Haywood and Gaston Jct.	30	30	30
Meadowbrook Branch	10	10	10
Willard Branch	10	10	10
Annabelle Branch	15	15	15
Kilarm Branch	10	10	10
Short Line Subdivision	30	30	30
Wheeling and SW Tower	25	25	25
SW Tower and Williamstown	40	40	40
Williamstown and SX Tower	30	30	30
SX Tower and Guyandotte	30	30	30
Benwood and Schick	25	25	25
CL&W Subdivision	30	30	30
Egypt Valley Branch	30	30	30
RS&G Branch	10	10	10

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

Note 2.—Unless otherwise restricted shop car trains will not be operated in excess of 25 m.p.h.

5-A.—SPEEDS DIESEL UNITS.

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

DIESEL UNITS	M.P.H.
1408-1413, 1415-1430, 1433-1457, 2407-2419, RDC 1900-1910, 1951, 1960, 1961, 1970	79
RDC 9082	75
2234-2249, 3500-3575, 3684-3699, 6700-6701, 6900-6976, 7400-7499	70
1826-1840, 4106-4110, 4128-4137, 4467-4499, 4500-4599, 4600-4654, 5420-5499, 5500-5537, 6400-6499, 6500-6599, 6600-6618, 6693-6699, 6702-6708, 7032-7093, 7503-7546, 8500-8506, 9400-9428, 9600-9621	65

5-A.—Concluded.

DIESEL UNITS	M.P.H.
9000-9099, 9100-9144, 9150-9155, 9200-9278, 9376-9399, 9500-9551, 9700-9726	60
8400-8422	45
8301-8302	35

5-B.—CHECKING SPEED RECORDERS:

Engineers will check speed recorders between mile post. located one mile apart at the following points:

West of Rosemont, Mile Posts 293 to 294.

West of Bristol, Mile Posts 314 to 315.

From west end Davisville straight line, eastward one miles

West of CY Tower.

Three-fourths mile east of Moundsville.

East of Monongah Mile Posts 7 and 8.

East of Roberts Mile Posts 3 and 4.

East of Knight Siding Mile Posts 3 and 4.

East of Cowen Mile Posts 114 and 115.

East of Charleston Mile Posts 112 and 113.

M.P. 206 and M.P. 207, west of Cox Landing.

M.P. 105 and M.P. 106, New England.

M.P. 89 and M.P. 90, Vienna.

M.P. 370 and M.P. 371, No. 1 track, Glendale.

M.P. 10 and M.P. 11, west of Blaine.

5-1.—SPEED RESTRICTIONS.

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

Parkersburg Subdivision:

<i>Grafton:</i> East end psgr. platform and D Tower	15	15	15
<i>Grafton:</i> Entering and leaving "Boot Jack" Track	10	10	10
Between D Tower and West end Bridge No. 1	15	15	15
No. 3 Track between Beech Street crossing Grafton and Berkeley Run Jct.	20	20	20
Through crossovers Berkeley Run Jct.	20	20	20
No. 1 and 2 Tracks, Berkeley Run Jct. to MP 282	40	35	35
Leaving double track RS Tower	25	20	20
Entering or leaving double track Lodgeville	30	25	25

5-1.—Continued.

LOCATION AND CONDITIONS	PSGR. TRAINS	MFST. TRAINS	OTHER FRT.
	MPH	MPH	MPH
MP 301 + 7 to MP 301 + 14 East of MO Tower on No. 2 Track	30	30	30
Through crossovers MO Tower	25	25	25
No. 1 and No. 2 Tracks from east end psgr. platform through interlocking at MD Tower	20	20	15
Entering double track at J. Tower	25	20	20
MP 325 + 16 to MP 325 + 23	35	35	35
Over Grade Crossings West Union	25	25	25
MP 378 + 30 to MP 378 + 40	40	35	35
MP 381 + 21 to MP 381 + 26	45	35	35
Entering double track, Camden	20	20	20
Between Camden and OB Tower	20	20	20
Between OB Tower and East End Ohio River Bridge	10	10	10
East end Ohio River Bridge to Belpre	30	20	20
Transfer track, Parkersburg	15	15	15

Fairmont Subdivision:

D Tower to overhead bridge west of freight sta. Grafton	15	15	15
MP 292 + 27 to MP 292 + 30	20	20	20
Switches BF Tower	20	20	20
Between MP 300 + 21 and WD Tower	25	25	25
Between Fairmont Freight Station and WD Tower on No. 1 running track	15	15	15
Through interlocking Plant WD Tower	15	15	15
Between WD Tower and Catawba Jct.	10	10	10
Jamison No. 9 Branch, Bridge No. 4	5	5	5
Over Market Street Mannington	15	15	15
Pottery and Tough Hill crossing Cameron	10	10	10
From overhead bridge, 11th St., Moundsville, to Train Order Office	20	20	20

Cowen Subdivision:

MP 13 + 18 to MP 14 + 23	20	20	20
MP 21 + 1 to MP 22 + 7	20	20	20
MP 23 + 6 to MP 23 + 17	20	20	20
MP 26 + 13 to MP 26 + 19	20	20	20
MP 35 + 20 to MP 36 + 20	15	15	15
Through switch Hampton Jct.	15	15	15
MP 42 + 27 to MP 43 + 8	20	20	20
Between Jones Tunnel and Chapman except as noted below	25	25	25
MP 61 + 31 to MP 62 + 25	15	15	15
MP 64 + 0 to MP 64 + 25	15	15	15
Burnsville Jct. to Heaters except as as noted below	20	20	20

LOCATION AND CONDITIONS	PSGR. TRAINS	MFST. TRAINS	OTHER FRT.
	MPH	MPH	MPH
<i>Cowen Subdivision—Concluded:</i>			
Curve at Burnsville Jct.	15	15	15
MP 78 + 2 to MP 78 + 27	10	10	10
MP 84 + 15 to MP 85 + 8	25	25	25
MP 86 + 20 to MP 87 + 2	25	25	25
Centralia to WN Tower	20	20	20

Gauley River Branch:

Panther Creek Wye	5	5	5
-------------------	---	---	---

Belington Subdivision:

MP 1 + 37 to MP 3 + 3	10	10	10
MP 4 + 18 to 22	10	10	10
MP 5 + 24 to 32	10	10	10

Elk Subdivision:

MP 9 + 15 to MP 9 + 26	10	10	10
MP 10 + 20 to MP 10 + 22	10	10	10
MP 13 + 14 to MP 13 + 18	10	10	10
MP 20 + 26 to MP 20 + 29	10	10	10
MP 23 + 29 to MP 24 + 16	10	10	10
MP 50 + 7 to MP 50 + 15	20	20	20
MP 60 + 28 to MP 61 + 11	10	10	10
MP 62 + 5 to MP 62 + 12	10	10	10
MP 63 + 3 to MP 63 + 14	20	20	20
MP 70 + 30 to MP 71 + 11	10	10	10
MP 76 + 17 to MP 77 + 1	10	10	10
MP 78 + 22 to MP 79 + 3	10	10	10
MP 84 + 4 to MP 84 + 16	15	15	15
MP 105 + 23 to MP 106 + 3	10	10	10
MP 108 + 19 to MP 109 + 23	10	10	10

Ohio River Subdivision:

Wheeling through I7th Street and over Viaduct	10	10	10
MP 379 + 0 to 378 + 39	25	20	20
MP 378 + 36 to 378 + 13	25	20	20
Benwood Jct.—Entering or leaving Main Track east end Ohio River Bridge	15	15	15
Through switches east and west end loop and around loop	15	10	10
Over West End Viaduct Bellaire, Central Ohio Subdivision	20	20	20
Glendale Narrows No. 2 track			
MP 372 + 36 to MP 371 + 30 and No. 1 track MP 8 + 10 to MP 7 + 0	15	15	15

LOCATION AND CONDITIONS	PSGR. TRAINS	MFST. TRAINS	OTHER FRT.
	MPH	MPH	MPH
<i>Ohio River Subdivision—Concluded:</i>			
Moundsville—Over street crossings	20	20	20
New Martinsville—Over street crossings to west end Brooklyn Jct. Yard	20	20	20
Brooklyn Jct., entering or leaving No. 2 Main Track	10	10	10
Through Sistersville	10	10	10
Through St. Mary's	10	10	10
Through Williamstown	20	20	20
MP 85 + 30 to MP 87 + 10	25	25	25
SX Tower and MP 94 + 21	15	15	15
MP 116 + 31 to MP 117 + 33	20	20	20
Between Portland and Sherman	20	20	20
Through Ravenswood	10	10	10
MP 129 + 25 to MP 131 + 22	15	15	15
MP 136 + 0 to MP 137 + 0	25	25	25
MP 145 + 5 to MP 145 + 15	25	25	25
MP 153 + 21 to MP 154 + 23	25	25	25
MP 154 + 23 to MP 155 + 39	10	10	10
Through Mason City	10	10	10
Baden through West switch, Pt. Pleasant	20	20	20
MP 174 + 28 to MP 175 + 29	25	25	25
MP 194 + 34 to MP 195 + 0	25	25	25

CL&W Subdivision:

Bellaire—West End Ohio River Bridge and DK Tower	10	10	10
Bridgeport—Over Lincoln Ave. crossing	10	10	10
Bridgeport to MP 10 + 0	25	25	25
MP 19 + 39 to MP 20 + 30	25	25	25
Camel Run Lead	.....	5	5
MP 32 + 0 to HO Tower	15	15	15
Through Switches HO Tower	10	10	10

MR Subdivision:

Curve at Bridge No. 11, J. Tower	10	10	10
MP 29 + 34 to MP 29 + 0	10	10	10
MP 26 + 29 to MP 26 + 11	10	10	10
MP 24 + 21 to MP 24 + 12	10	10	10
MP 22 and MP 22 + 30	10	10	10
MP 20 + 24 to MP 20 + 4	10	10	10
Haywood cut off	15	15	15
No. 1 West siding, Haywood	25	25	25
Entering and trailing through spring switch, Haywood	25	25	25

LOCATION AND CONDITIONS	PSGR. TRAINS	MFST. TRAINS	OTHER FRT.
	MPH	MPH	MPH
MR Subdivision—Concluded:			
MP 17 + 20 to MP 17 + 0	10	10	10
Through City of Shinnston	20	20	20
MP 3 + 16 to MP 3 + 4	10	10	10
W. Va. and P Subdivision:			
MD Tower to MP 5 + 0	15	15	15
MP 6 + 23 to MP 7 + 2	10	10	10
Bridge 14A	15	15	15
MP 17 + 12 to MP 17 + 26	10	10	10
MP 20 + 13 to MP 20 + 30	10	10	10
Bridge 219	15	15	15
East End of Curve, Shadybrook to Weston Yard	10	10	10

Short Line Subdivision:

LOCATION AND CONDITIONS	PSGR. TRAINS	MFST. TRAINS	OTHER FRT.
	MPH	MPH	MPH
Trains entering or leaving Short Line Jct.	10	10	10
MP 51 + 19, west end Lambert Run Bridge	15	15	15
Through No. 3 Tunnel, Hartzel	20	20	20
Through City of Smithfield	20	20	20
MP 27 + 10 to MP 27 + 22	25	25	25
MP 1 + 29 to Brooklyn Jct.	15	15	15

5-1(a).—GENERAL—ALL SUBDIVISIONS.

UNLESS OTHERWISE RESTRICTED TO LOWER SPEEDS	PSGR. TRAINS	MFST. TRAINS	OTHER FRT.
	MPH	MPH	MPH
Through turnouts at ends of double track, passing sidings and main track crossovers except where movement is governed by signal indications.....	10	10	10
Speed of trains over spring switches not otherwise restricted will be as follows: Trailing movement through switch, springing it.....	30	30	30
Facing switch on tangent.....	25	25	25
Facing switch for turnout.....			

5-1(b).—SPEED RESTRICTIONS LIGHT ENGINES.

UNLESS OTHERWISE RESTRICTED TO LOWER SPEEDS	M.P.H.
Single, Diesel Units	30
Single, Budd Cars Units	30
Except Parkersburg Subdivision	25

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

UNLESS OTHERWISE RESTRICTED TO LOWER SPEEDS	PSGR. TRAINS	MFST. TRAINS	OTHER FRT.
	MPH	MPH	MPH
Relief Train	25
Relief Train with crane ahead of engine	10
Steam wrecking cranes X-45 to X-48 and other 200-ton cranes operated over Moundsville Belt Line	5
Steam wrecking crane X-47 and other 200-ton cranes over Bridge 482, one mile west of Sistersville, Bridge 610, one and one-half miles west of Raven Rock, Bridge 701, one-fourth mile west Mile Post 70 and Bridge 723, one-half mile west of Willow Island (This type crane cannot be operated west of Mile Post 101, one mile west of Washington.)	15

5-2.—SPEED RESTRICTIONS—EQUIPMENT.

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

5-2(a).—PIVOTED CRANES.

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

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

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

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

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

6-3(c).—Continued.

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

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

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

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

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

(f).—*Scale Test Cars.*—In regular service must be handled three cars ahead of caboose and train must have 85% operative air brakes. Train on which handled must not exceed maximum speed of 35 miles per hour. First paragraph, Rule C-229, of Form CDT-30 modified accordingly.

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

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

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

These cars must not be handled in Advance Manhattan, Manhattan, Manhattan Trailer Jet, St. Louis Trailer Jet and St. Louisan.

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

1. To be handled only when authorized by message over the signature of the Chief Dispatcher.
2. Notify Chief Dispatcher immediately of any occurrence that may be hazardous.
3. In case of suspected leakage, isolate car and keep all except authorized persons away.
4. Under no circumstances should other than authorized persons get close to car in case of derailment.

6-3(h).—Continued.

5. Read carefully the placarded instructions posted in yard offices, cabooses and work force bunk cars involving the handling of these cars.
6. Instructions attached to each waybill and boarded instructions on each car must be complied with.
7. These instructions are applicable to empty cars as well as loaded cars.

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

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

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

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

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

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

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

STATION, TRACK, BRIDGE, ETC.	ENGINE OR EQUIPMENT	RESTRICTION
<i>Parkersburg SD:</i> Grafton—Bridge OA	Cars with gross weight exceeding 251,000 lbs.	Must not operate on.
Flemington— Ashcraft No. 4 Mine	All engines	Must not operate on empty track beyond clearance point. Must not operate on loaded track beyond a point 2 car lengths from crossover switch.
Ashcraft No. 3 Mine	All engines	Must not operate on empty track above tipple.
Delmar No. 3 Mine	All engines	Must not operate beyond west side of tipple.

STATION, TRACK, BRIDGE, ETC.	ENGINE OR EQUIPMENT	RESTRICTION
Clarksburg— Central Supply Co. Trestle No. 7B/1	Cars with gross weight exceeding 240,000 lbs.	Must not operate on.
Brewery Siding	1454-1457, 1826-1840, 3500-3575, 3684-3699, 6600-6618, 6693-6699, 6900-6976, 7400-7499	
Hazel Atlas, No. 1 track beyond No. 8 door	All engines	
Consolidated Supply Co. over pit and retaining wall		
Clarksburg Wholesale Bldg., No. 2 track beyond retaining wall		
Adamston Flat Glass Co., Bridge 8/1	1838, 3684-3699, 7400-7499	
Wilsonburg— Dorothy Mine	Cars with gross weight exceeding 220,000 lbs.	
Wolf Summit— Sun Valley Mine	All engines	
Gregory Mine	All engines	
Parkersburg— Viscose Co. Siding, Bridge O	All engines	
Fairmont SD: Kingmont— City of Fairmont Coal Trestle Bridge III 3/4/1	Cars with gross weight exceeding 251,000 lbs.	
Fairmont— Brewery Siding beyond clearance point	All engines	
Fairmont Mining and Machine Co. Siding	All Engines	
Wall Plaster Co. Trestle, Bridge 4/1	All engines	
Fairmont Belt Line Palatine Branch Hickman Run Branch	1826-1840, 3684-3699, 7400-7499	
	Cars with gross weight exceeding 210,000 lbs.	
	Cars with gross weight exceeding 251,000 lbs.	
	All engines	

STATION, TRACK, BRIDGE, ETC.	ENGINE OR EQUIPMENT	RESTRICTION
Fairmont SD—Con.: Owens Illinois Glass Co., Bridge 372-G	Cars with gross weight exceeding 220,000 lbs.	Must not operate on.
Rachel— Joanne Mine	All engines	Must not operate beyond one car length west of Road Crossing on loaded track.
Paw Paw SD: Bethlehem Mine No. 42 to Granttown	Cars with gross weight exceeding 251,000 lbs.	Must not operate on.
Cowen SD: Opal Mine Capitol Mine	All engines	Must not operate on switches above tipple.
	All engines	Must not operate under tipple.
Coalton Branch:	Cars with gross weight exceeding 251,000 lbs.	Must not operate on. Must not exceed 10 m.p.h. over Bridges 5, 6 and 8.
Midvale Branch: Roaring Creek Connection:		
Norton Branch: Pickens Branch:	Cars with gross weight exceeding 251,000 lbs.	Must not operate on.
Century Branch: Rex Mine	All engines	Must not operate on loaded tracks.
Lawbar Mine	All engines	Must not operate beyond clearance point on new track.
SC&M Branch: Delphi— Tioga Coal Co. Sand Pit, Bridge 63/1	All engines	
	Cars with gross weight exceeding 140,000 lbs.	Must not operate on.
Gauley River Branch: Burton Mine	All engines	Must not operate beyond clearance point of loaded tracks.
Crichton No. 4 Mine	All engines	Must not operate on Nos. 4 and 5 tracks.
Elk SD: Gilmer to Charleston	Cars with gross weight exceeding 251,000 lbs.	Must not operate on.
Exchange— Tipple	All engines	Must not operate under conveyor.
Hartland Branch: Lemoine Mine	All engines	Must not operate beyond clearance point on loaded track.
Astor Branch: Flemington to Gallo- way Mine	Cars with gross weight exceeding 251,000 lbs.	
Bear Mountain Branch:	Cars with gross weight exceeding 240,000 lbs.	Must not operate on.
Clarksburg Branch: Clarksburg Branch Jct. to Elk Ave.	Cars with gross weight exceeding 251,000 lbs.	

STATION, TRACK, BRIDGE, ETC.	ENGINE OR EQUIPMENT	RESTRICTION
<i>Clarksburg Branch— Con.:</i> Elk Ave. to Norwood Mine	1838, 3684-3699, 7400-7499 Cars with gross weight exceeding 220,000 lbs.	Must not operate on. All equipment must not exceed 15 m.p.h. over Bridge 142.
<i>Grasselli Branch: W. Va. & P. SD: Clarksburg to Jane Lew</i>	Cars with gross weight exceeding 251,000 lbs. 1826-1840, 3684-3699, 7400-7499	Must not operate on.
Jane Lew to Weston	Cars with gross weight exceeding 220,000 lbs. 3500-3575, 6900-6976	Must not exceed 15 m.p.h. over bridges.
Bridges 175 and 219	Relief Cranes X-215 to X-219	Must not exceed 10 m.p.h. and must be separated from locomotive by one car with gross weight not exceeding 80,000 lbs. over bridges.
Clarksburg— Water Works siding	Cars with gross weight exceeding 240,000 lbs. 1454-1457, 1826-1840, 3500-3575, 3684-3699, 6600-6618, 6693-6699, 6900-6976, 7400-7499	
Hartland Tract Siding, Bridge No. 1	Cars with gross weight exceeding 190,000 lbs. 1826-1840, 3500-3575, 3684-3699, 6900-6976, 7400-7499	Must not operate on.
Goff Tract Siding, Bridge No. 2	Cars with gross weight exceeding 200,000 lbs. 3684-3699, 7400-7499	
<i>Meadowbrook Branch: McCandlish Mine Siding</i>	Cars with gross weight exceeding 230,000 lbs. All engines	Must not operate on crossovers to empty track above tipple.
<i>Willard Branch: Westburg Mine</i>	All engines	Must not operate on loaded tracks above road crossing.
<i>Kilarm Branch:</i>	Cars with gross weight exceeding 251,000 lbs.	Must not operate on.

STATION, TRACK, BRIDGE, ETC.	ENGINE OR EQUIPMENT	RESTRICTION
<i>Kilarm Branch—Con.:</i> Consol. No. 34 Tipple	All engines	Must not operate under tipple when chute is down.
<i>Short Line SD: Short Line Jct. to Hero</i>	All engines	Must not exceed 15 m.p.h. over Bridge 518 and 20 m.p.h. over Bridge 576.
Limestone— State Road Comm., Bridge 566/1	Cars with gross weight exceeding 240,000 lbs.	Must not operate on.
Dola-Ruby Mine	All engines	Must not operate on No. 3 track.
Dola— Compass, No. 3 Mine	All engines	Must not operate on No. 4 track beyond clearance point.
<i>Ohio River SD: Wheeling— Freight House Siding</i>	Cars with gross weight exceeding 251,000 lbs. 1838, 3684-3699, 7400-7499	
Union Whse. & Holding Co., Bridge 304/21	Cars with gross weight exceeding 220,000 lbs.	
Union Whse. & Holding Co., Bridge 304/20	Cars with gross weight exceeding 251,000 lbs.	Must not operate on.
Wheeling Whse. & Storage Co., Bridge 305/2	All engines	
Benwood Jct.— Coal Dump, Bridge 151/2	Cars with gross weight exceeding 150,000 lbs. 1826-1840, 3684-3699, 7400-7499	
Moundville— Alexander Mine	Cars with gross weight exceeding 210,000 lbs. 1826-1840, 3684-3699, 7400-7499	Must not use shove-up track.
Cresaps— Kammer Plant	All engines	Must not operate on curve beyond bridge inside gate.
Hannibal— Independent Sand Co.	All engines	Must not operate on back track.
New Martinsville— Glass Co., Bridge 358/2	All engines	
Universal Concrete. Bridge 358/3	Cars with gross weight exceeding 140,000 lbs. Engines other than 8301-8302, 8400-8422, 9150-9155	Must not operate on.
Wetzel Supply Co., Bridge 376/1	Cars with gross weight exceeding 170,000 lbs. All engines	
	Cars with gross weight exceeding 220,000 lbs.	

STATION, TRACK, BRIDGE, ETC.	ENGINE OR EQUIPMENT	RESTRICTION
<i>Ohio River SD—Con.:</i>		
Ohio River Sand and Gravel	All engines	Must not operate on Bridge 358/4 and be- yond road crossing, No. 1 track, North Plant.
Brooklyn Jct. to Parkersburg	Relief Cranes X-45 to X-48	15 m.p.h. over Bridges 482, 610, 701 and 723.
Parkersburg to Huntington	All engines	20 m.p.h. over Bridges 1888, 2050 and 2181.
	Cars with gross weight exceed- ing 251,000 lbs.	
	Engines other than 8301-8302, 8400-8422, 9150- 9155	
Parkersburg— Monongahela West Penn Public Service, Bridge 913/10	Cars with gross weight exceed- ing 170,000 lbs.	Must not operate on.
Washington— Carborundum Metals Co., Bridge 982/1	Cars with gross weight exceed- ing 240,000 lbs. 3684-3699, 7400- 7499	
RS&G Jct., Bridge 1284/1	Cars with gross weight exceed- ing 230,000 lbs.	
Graham— Vanadium Plant	All engines	Must not operate be- yond car shaker.
<i>RS&G Branch:</i> RS&G Jct. to East end Bridge 3	Cars with gross weight exceed- ing 240,000 lbs. 1826-1840, 3684- 3699, 7400-7499	Must not operate on.
East end Bridge 3 to Spencer	Cars with gross weight exceed- ing 210,000 lbs.	
<i>CL&W SD:</i> Bellaire— Delta Concrete Co. River track	All engines	Must not operate be- yond unloader pit.
	All engines	
Blaine— Lorain Coal & Dock Co., Bridge 115/1	Cars with gross weight exceed- ing 200,000 lbs.	Must not operate on.
Leslie Mine	All engines	Must not operate on empty track switch on shove-up track or beyond tipple track.
Rice Mine	All engines	Must not operate be- yond first frog on shove-up track above tipple.

Movement over all industrial trestles and bridges must not exceed 10 m.p.h.

7.—EXTRA TRAINS.

(a).—Rules 200 and 220(A) are modified to permit the train dispatcher to authorize verbally or by message, train or engine to occupy the following branches or subdivisions without train order, not protecting against extra trains. When more than one movement is to be authorized on the branch or subdivision at the same time, train orders will be used except the occupied branch or subdivision may be entered in emergency under flag protection on authority of train dispatcher. After having reported clear, the branch or subdivision must not be re-entered without additional authority. Conductor is responsible for reporting clear and will report clear at the Junction Point unless otherwise instructed by the train dispatcher.

Branch or Subdivision	Branch or Subdivision
Williams River	Coalton
CRB&L	Midvale
SC&M	Sand Lick
Gauley River	Astor
Saxman Industrial	Loveberry
Sutton	Meadowbrook
Little Kanawha	Willard
Pickens	Annabelle
Christopher	Kilarm
Berryburg	Jamison #9
Belington	RS&G
Century	Egypt Valley

The Righter and Bear Mountain Branches have been abandoned as main track and may be used without authority prepared to stop within one-half range of vision not exceeding 10 m.p.h.

8.—USE OF ELECTRIC LOCKED SWITCHES.

(a).—To enter tracks equipped with electric locks, movement must stop within 100 feet of switch. After indicator light is lit operate foot treadle to release electric lock.

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

(c).—Following switches and derails equipped with electric locks under direction of Operator.

LOCATION	TRACK
Grafton	East End Boot Jack Track
	East End Station Platform
	Hazel Atlas Track
Clarksburg	Crossovers East Yard Office
	East End Knight Passing Siding
Berryburg Jct.	West End Berryburg Passing Siding

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

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

LOCATION	TRACK
Bridgeport	Agents Siding
	Master Glass Siding
	Building Block Siding
Lodgeville	Mason Mine Siding
West of No. 1 Tunnel	A. G. Brown's Siding
Petroleum	Agents Siding

(b).—*Schick*.—Lead from Bellaire Yard connected to main track. To enter main track at this location a member of crew will open door of steel case located at switch and observe light indicator. When light is burning open switch and wait 5 minutes before fouling main track. Rule 512 modified. When indicator does not become illuminated within 15 minutes, call Operator at FY, Benwood. Trains or engines entering or leaving Bellaire Yard are not required to report clear or secure permission to re-enter main track.

9.—ADDITIONAL INSTRUCTIONS AUTOMATIC BLOCK SYSTEM.

(a).—*Protection Single Budd Car Unit*.—When single unit Budd car is operated where Rules 505 to 519, inclusive, are in effect, the following will govern when car is stopped. It shall immediately be moved forward ten (10) feet and second stop made without the use of sand. If car cannot be moved forward immediately, flagman must go back a sufficient distance to stop a train moving at normal speed. Passengers will not be permitted to entrain or detrain until second stop is made.

Dispatchers or operators controlling interlockings and traffic control systems will not operate switches in route taken by single unit Budd cars and single units of Diesel engines running light until it has been ascertained that movement through the route has been completed.

(b).—Rules 252 and/or 262 are modified to permit movement of trains and engines to be controlled by Operator as follows:

LOCATION	OPERATOR
D Tower and Berkeley Run Jct.	D Tower (See Note 1)
MO Tower and J Tower	MD Tower (See Note 2)
Camden and Belpre	OB Tower (See Note 3)
SX Tower and OR Jct.	SX Tower
Wheeling and Benwood	
East End Ohio River Bridge and DK Tower	Benwood (See Note 4)
Bellaire and Schick	

Note 1.—Between D Tower and Berkeley Run Jct.—Should a block signal indicate STOP, Operator at D Tower may authorize train or engine to proceed by issuance of Clearance Card Form A, Part 8, provided the block is clear of both opposing and preceding movements. Operator will designate the track to be used. Rules 112 and 509(B) modified.

9(b).—Concluded.

Note 2.—Between MO Tower and J Tower.—Should a block signal indicate STOP, the Operator at MD Tower may authorize train or engine to proceed by issuance of Clearance Card Form A, Part 8, provided the block is clear of both opposing and preceding movements. Operator will designate the track to be used. Rules 112 and 509(B) modified.

Note 3.—Parkersburg.—Between Camden and Belpre.—Should a block signal be inoperative, the Operator at OB Tower may authorize train or engine to proceed by issuance of Clearance Card Form A, Part 8, provided the block is clear of both opposing and preceding movements. Operator will designate the track to be used. Rules 112 and 509(B) modified.

Between Camden and OB Tower.—When attaching or removing cars or diesel units from a train and train or cars are standing in position to cause the absolute block signal governing movement to the track section in which train or cars are standing to display stop indication, signal may be passed to couple to train or cars on verbal authority of Operator, OB Tower. Before moving over switches it must be known that the switches are properly lined. A member of crew must remain at switch until the leading car or one unit of engine has passed the signal to give stop signal should the switch change position. Rule 509(B) and 630 modified.

Note 4.—Between Wheeling and Benwood.—Movement against the current of traffic will be made under flag protection only on permission of operator at Benwood who must obtain authority from Yardmaster. Rule 42 modified.

Between Schick and Bellaire.—Indication to proceed on Westward signal at Bellaire governs only to ETC sign located at Schick. Indication to proceed on Westward signal at Bellaire or Eastward Signal at Schick will authorize train or engine to proceed against or ahead of superior trains without train orders, only within these limits. Rule 200 modified.

9-1.—ADDITIONAL INSTRUCTIONS MANUAL BLOCK SYSTEM.

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

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

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

(a).—*Reflectorized Targets*—Rules 272 and 296 are modified to permit the use of reflectorized targets on switches and derrils.

10—Continued.

(b).—At following locations straight mast signals are located outside of one intervening track:

Eastward signal O. R. Jet.

Signal governing westward main track movement from Loop Benwood Yard Office.

Eastward signal 3756, Benwood Jct.

(c).—At Train Order Stations where CPL Signal is used instead of semaphore type signal the light will be left burning in clear position when the office is closed.

10-1.—HAND SIGNALS—FLAGGING.

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

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

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

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

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

“Stop signals must be answered promptly. Flagging signals will be repeated until answered.

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

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

(c).—Green and yellow bulbs may be used in electric hand lanterns by main track switchtenders.

(d).—*Use of Yellow Fusees.*—Yellow fusees will be used for passing signals where view of hand or lantern signals is restricted.

Red fusees must not be used for any other purpose than to give stop signals.

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

Between: Glover Gap and Moundsville on Fairmont Subdivision.

Gassaway and Blue Creek on Elk Subdivision.

10-1.—Continued.

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

Ten minute fuseses will be used on Cowen, Elk, MR, Short Line, OR and CL&W Subdivisions.

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

(f).—Flag protection will be provided in all passing sidings, except Harris Ferry, Roberts, and passing sidings between Parkersburg and Moundsville.

10-2.—HAND-OPERATED SWITCHES.

Unless otherwise provided, hand signal from operator or switchtender will govern movements over the hand-operated switches designated below:

LOCATION	SWITCHES HANDLED BY
Grafton No. 4 Switch Box	Switchtender (See TTSI, 16-1, (d), (e), (g), (h))
Grafton No. 3 Switch Box	
Brooklyn Jct. (See Note 1)	Operator
Moundsville	
Benwood Jct. (See Note 2)	Switchtender
Fairmont	
Berryburg	
Burnsville Jct. (See Note 3)	Operator

Note 1.—Brooklyn Jct.—Operator at Brooklyn Jct. will handle switches at end of double track Short Line Subdivision connection, also crossover switches just east of Short Line Subdivision connection.

Note 2.—Benwood Jct.—All movements except from hill main track or from west end of loop will approach west end loop and crossover switches at Benwood Jct. Yard Office prepared to stop and must not foul switches until hand signal is received from switchtender.

Note 3.—Burnsville Jct.—Trains will not foul junction switch until hand signal is received from Operator in accordance with Rule 13(A).

Lumberport.—Main track switch governing movements to MR Subdivision will be restored to normal position by Operator after being used.

Gaston Jct.—In addition to fixed signal, Fairmont and MR Subdivision trains will receive hand signal from Operator in accordance with Rule 13(A) before fouling crossovers.

11.—MARKERS GENERAL.

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

11.—Continued.

(b).—*Light Engines*.—Red classification lights (when so equipped) may be used as markers on light engines.

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

11-1.—CLASSIFICATION SIGNALS.

White signals are not required on subdivisions or branches where trains are not scheduled. Rule 22 modified.

12.—USE OF SIDINGS AND SPECIFIED TRACKS.

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

(b).—*Haywood-Lumberport*.—Trains using cut-off between Haywood and Lumberport must get permission from Operator at Lumberport before fouling this track.

(c).—*Haywood*.—Eastward trains will pull in No. 1 West Siding. Westward trains will not use No. 1 west siding without written authority of Train Dispatcher.

(d).—*Spelter*.—Passing siding west of crossover will be used for meeting and passing trains. Capacity 27 cars. East end from east switch to crossover will be used as storage track.

(e).—*Willard*.—Trains and engines turning on wye will expect to find trains using wye in opposite direction.

(f).—*Hutchinson*.—Before fouling crossover at east end of Hutchinson, leading into New Hutchinson westward, Western Maryland and Baltimore and Ohio trains will stop clear of crossover, unless track is clear and switches lined for movement.

(g).—*Various Locations*.—Look out for cars standing on the following Passing Sidings:

Farmington	Flushing
Cameron	Pine Grove
Falling Rock	Bard
Turner	Friendly
Spelter	Washington
Chiefton	Polk
Everson	Spencer
Hepzibah	Letart
Bloom	Baden
Dola	Apple Grove
Irving	Cox Landing

13.—AIR BRAKES.

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

(b).—Engineers operating eastward trains from Cowen, after making brake test, will set the feed valve for 90 pounds. When the caboose gauge on rear of train registers 75 pounds, the engineer will be promptly notified and will depart 5 minutes later.

13-1.—HANDLING TRAINS ON GRADES.

(a).—Freight trains may be operated descending all grades without the use of retainers as specified in TTSI 13-2(a), when flat maintaining is operative on the control unit; and from the controlling unit when the engineer has three operative dynamic brake units on tonnage trains and two operative dynamic brake units on manifest trains.

Exception.—Instructions for use of retainers between Cowen and Bridge 993 will not apply when the locomotive is equipped with a pressure maintaining feature and there are a minimum of two operative dynamic brakes, in the locomotive consist. The number of operative brakes will be listed on the reverse side of Form L-728 on the controlling unit.

(b).—Where it is necessary to set hand brakes to hold cars on grade, and other cars or locomotive have been attached to the cars upon which the brakes are set, before releasing the hand brakes or depending upon the cars upon which brakes are set, to hold other cars, the slack will be stretched when the coupling has been made, to be sure that the coupler lock has properly seated.

13-2.—USE OF RETAINERS.

(a).—Operation of Retainers in High and Low Pressure Position	Minimum percent of retainers to be used	Maximum speed M.P.H.	Required brake pipe pressure
GRADE			
Saxman Industrial Track	60	10	80
Cowen to Bridge 993	100	15	90
Pembroke to Copen	.....	25	90
Flushing to Holloway	.....	25	80
(b).—Operation of Retainers in Slow Direct Exhaust Position			
GRADE			
Shaversville to Heaters	75	20	90
Pleasant Creek to Berkeley Run Jct.	75	25	90
Belington to Tygart Jct.	75	20	90
Hartzel to Smithfield	50	20	80
Frenchton to Chapman (on loaded trains or empty trains with more than 65 cars)	33	20	80
McWhorter to Lost Creek	100	10	90
Grafton to Parkersburg Ore trains	.....	.....	90

(c).—Where instructions call for their use, retainers will be placed in high pressure position on loaded cars and low pressure position on empty cars except when used in slow direct exhaust position. All retainers must be placed in operative position before leaving summit of grades and must not be turned down until reaching foot of grade or point where their use is no longer required, except when used in slow direct exhaust position. Where all retainers on a train are not required, retainers will be turned up consecutively from head end of train.

13-3.—FLAT MAINTAINING FEATURE.

(a).—In descending heavy grades with flat maintaining cut in, the initial reduction must not be lighter than six (6) pounds. The endeavor should be to control the speed by the use of the flat maintaining and the dynamic brake so that it is uniform. If a train stalls descending heavy grade, due to too heavy a brake application, sufficient number of hand brakes must be applied to secure it if the independent brake on the locomotive will not hold the train while brakes are being released and system recharged. A sufficient number of hand brakes must be applied, should the train part, to anchor both portions.

(b).—A release of the brakes during flat maintaining must never be attempted if it is known that the dynamic brake cannot control the speed of the train.

14.—SPRING SWITCHES.

Berryburg Jct.—West End Passing Siding.
 Knight Siding—East End Passing Siding.
 CY Tower—W E D T
 Haywood—West End No. 1 West Siding. (See Note)
 Hannibal—E E D T
 Moundsville—W E D T
 Wheeling—E E D T
 DK Tower—E E D T
 Bridgeport—W E D T
 East Barton—E E D T
 West Barton—W E D T
 East Fairpoint—E E D T
 West Fairpoint—W E D T
 Egypt Valley Jct.—Junction Switch.

Note.—The normal position of spring switch at West End No. 1 West Siding, is for movement to siding. See TTSI-12(b).

15.—INTERLOCKINGS.

(a).—*Interlockings.*—Rules 605-631, inc., are in effect at WD Tower and SW Tower.

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

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

RAILROAD CROSSINGS		Kind of Signal Indicating Clear Route for B&O Trains
Stations	Railroad	
Zane Tower	Penna.	Automatic Interlocking

15-2.—NON-INTERLOCKED RAILROAD CROSSINGS.

RAILROAD CROSSINGS		Position of Signal indicating Clear Route for Baltimore and Ohio Trains
Stations	Railroad	
DK Tower, Bellaire	Penna.	Vertical
Bridgeport	Penna.	Vertical
Blue Creek	NYC	Vertical

(a).—*DK Tower and Bridgeport.*—Crossing signals at DK Tower and Bridgeport, Ohio will be operated by member of crew as follows: If signal is set for B&O movement and crossing is clear, train will proceed after stop has been made. If signal is set against B&O movement train will stop, member of crew will proceed to crossing and if route is clear will set signal for his movement, leaving signal set for B&O movement. Levers for handling signal are located at bottom of signal masts.

(b).—*State of Ohio—General.*—In the State of Ohio at railroad crossings not equipped with approved interlocking, all trains or engines will stop not less than 200 feet or more than 800 feet from crossing and will not proceed until route is clear.

16.—YARDS.

16-1.—GRAFTON.

TRACK	INSTRUCTIONS
East Grafton and East End Station Platform No. 1 Main Track	(a) Trains or engines may enter No. 1 Main Track at east end bootjack track or at crossovers east of yard office and move in either direction on verbal permission of the train dispatcher obtained through the operator at D Tower or East Grafton.
	Before authorizing the movement train dispatcher must receive acknowledgement from operator at D Tower and/or East Grafton that signals and/or switches are properly blocked to protect the movement.
East Grafton and East End Station platform No. 2 Main Track	When cars or engines are to be attached or detached from train or cars standing on No. 1 Main Track west of signal bridge located just east of yard office and signal displays stop-indication signal may be passed on verbal permission of the train dispatcher obtained through the operator at D Tower. Rules 220-A and 509-B modified.
	(b) The Yardmasters, Grafton, will supervise movements of trains, engines and equipment on No. 2 Main Track between D Tower and East Grafton in accordance with the rules in effect. Rule 262 modified. After being assured by the operator at D Tower and/or East Grafton that proper signals and/or switches have been blocked in position to protect the movement, the rules in effect are modified to permit the Yardmaster to verbally issue authority on No. 2 track to: 1. Cross over or enter Main Track through hand-operated switches.

TRACK	INSTRUCTIONS
East Grafton and East End Station platform No. 2 Main Track	<p>2. Perform switching or move on No. 2 Main Track in either direction.</p> <p>3. Block No. 2 Main Track with equipment.</p> <p>4. Movement or working of MofW equipment on No. 2 Main Track in either direction.</p> <p>5. Pass stop indication after stopping to enter No. 2 Main Track when signal cannot be cleared. Rule 509 modified.</p> <p>Flag protection or compliance with Rule 512 is not required on track where authority is obtained as provided for in Items 1 through 5. When more than one train or engine is authorized to occupy the same track section they must be instructed to protect against each other. Rules 99 and 512 modified.</p>
Entering Yard East Grafton	<p>(c) Westward trains and engines entering Grafton Yard, unless receiving information displayed in window at East Grafton as to track to be used, will stop and call yard office from scale house for this information. Movement on westward freight running track No. 3 will be made expecting to find cars standing on track unprotected.</p>
Freight Running Tracks 3 and 4	<p>(d) Trains and engines on No. 3 and No. 4 Freight Running tracks will approach No. 3 Switch Box, Grafton, at restricted speed. Movement over these switches other than from eastward Freight Running track No. 4 will be governed by hand signal from switchtender and movements from eastward Freight Running track No. 4 will be governed by dwarf signal controlled by switchtender.</p> <p>(e) Between D Tower and East Grafton—the current of traffic on freight running track No. 3 is westward governed by switchtender at No. 3 switch box. The current of traffic on freight running track No. 4 is eastward governed by switchtenders at No. 3 and No. 4 switch box.</p> <p>(f) Engines and trains will be operated at restricted speed on freight running tracks No. 3 and No. 4. Movements against the current of traffic on these tracks will not be made except on written instructions of yardmaster.</p> <p>(g) Trains and engines on eastward Freight Running track No. 4 will approach No. 4 switch box at restricted speed, and must not foul switches until proceed signal is received from switchtender.</p> <p>(h) Eastward freight running track No. 4 will be used for movements in both directions between No. 17 switch and the fixed signal located approximately 35 car lengths westward thereof under the direction of the switchtender at No. 4 switch box, who will use hand signal to control westward movements and fixed signal for eastward movements.</p>

TRACK	INSTRUCTIONS
Eastward Engines Arriving	(i) Engines arriving on eastward freight trains will return to the roundhouse via East Grafton and No. 1 Main Track unless otherwise instructed.

16-2.—CLARKSBURG YARD.

Clarksburg Branch	(a) Crews using Clarksburg, Grasselli and Norwood Branches must get permission from Operator, MD Tower, before entering Clarksburg Branch and report their arrival at Grasselli Jct., advising Operator which branch will be used beyond that point. Crews using Clarksburg Branch in an eastward direction must get permission from Operator, MD Tower, and report to him when clear of Branch.
Hazel Atlas Siding	(b) Hydraulic lift bridge placed on No. 4 track, Hazel Atlas Glass Plant, 115 feet east of gate. Signals indicating position of bridge are located at gate. Red indicates bridge obstructs No. 4 track. Green indicates bridge has been raised to permit switching on No. 4 track.
Engine Shop Track	(c) Before moving from Hazel Atlas Siding and fouling main track of W. Va. & P. Subdivision, crews or hostlers will call Operator at MD Tower to ascertain location of through trains to prevent unnecessary delay or stopping of trains on hill.
	(d) Before moving from engine shop track and fouling main track of the MR Subdivision, crews or hostlers will call Operator at MD Tower to ascertain location of through trains to prevent unnecessary delay or stopping of trains on hill.

16-3.—PARKERSBURG YARD.

Transfer Track	(a) Movement on transfer track will be controlled by operators SX Tower and OB Tower. Movements will be made at restricted speed.
Crossover Movements Transfer Tracks	(b) Operators SX Tower will handle switches west of SX Tower for crossover movements from transfer track to main track. If a crew is on duty at SX Tower waiting for their engine to come off transfer, a member of crew will let engine out when authorized by Operator.
Little Kanawha Branch	(c) Crews will use Little Kanawha Branch only on written instructions from Yardmaster in Low Yard. These instructions must be specific as to type of protection required.

16-4.—FAIRMONT YARD.

TRACK/S	INSTRUCTIONS
No. 1 Receiving Yard	(a) The normal position of switches from west end No. 1 receiving yard to hump, Fairmont Yard, is for straightaway movement on "B" Lead and No. 2 receiving yard. Switch targets will display green indication for normal movement.
Running Tracks	(b) Yardmaster has authority for all movements on No. 1 and No. 2 running tracks between WD Tower and Gaston Jct.
	(c) Westward trains using No. 1 or No. 2 running tracks will stop to clear crossover east of station and report by telephone to Yard Office for information as to further movement, unless advice as to further movement is given by the Operator at Gaston Jct.
	(d) Crews using running tracks No. 1 and No. 2 will line switches back to normal position after using except switch leading from No. 1 running track to East End of Receiving yard which will be left as last used. No switch-tender on duty between hours of 3:00 P. M. Saturday and 3:00 P. M. Monday. Train crews will handle own switches during this period.

16-5.—BENWOOD YARD.

Eastward Movements SW Tower	(a) Operator SW Tower will obtain permission from Yardmaster for eastward movements.
West End Yard	(b) Movements originating west end HN Benwood Yard will not foul main track without securing permission from Operator SW Tower or FY Benwood. Operator must obtain authority of Yardmaster before authorizing movement.
Running Track	(c) Former Storage Track between FY Benwood and SW Tower is designated as a Running Track. Track must not be used except on authority of Yardmaster.
Bellaire	(d) The use of locomotive whistle within corporate limits of Bellaire, except to prevent accident, is prohibited.
Martins Ferry	(e) Before leaving Martins Ferry crews will secure permission by telephone to occupy main track at Bridgeport.

16-6.—HOLLOWAY YARD.

No. 2 Lead	(a) Track between Reservoir Crossover and main track switch located 523 feet east of State Route 331 designated as a yard track and will be known as No. 2 lead. Normal position of switch at east end is for movement to main track.
------------	---

16-7.—HUNTINGTON YARD.

TRACK	INSTRUCTIONS
Guyandotte and Huntington	(a) Westward B&O (CPL) signal Guyandotte, controlled by C&O operator at DK Cabin, is located just east of 5th Avenue. Westward B&O trains and engines will approach this signal prepared to stop. Unless otherwise instructed, when stop indication is displayed, trains or engines will immediately call operator at DK Cabin for instructions. When signal cannot be changed from its most restrictive indication, authority to proceed must be secured from operator at DK Cabin. To avoid blocking crossing unless otherwise instructed, westward B&O trains with more than 120 cars will stop clear of State Route No. 2 (GULF) Crossing and call operator at DK Cabin. Telephone is located on north side of track at State Route No. 2 Crossing. Train order signal at DK Cabin will not apply to B&O trains. Eastward B&O trains will receive Clearance Card Form A before leaving DK Cabin.

18.—DISPATCHING MAIL FROM TRAINS.

(a).—Engineer of trains handling U. S. mail will sound one long blast of engine whistle approaching mail cranes. Care must be exercised when throwing mail and newspapers from moving trains.

20.—WHISTLE SIGNALS.

(a).—*Grafton*.—When approaching Yard Office at Grafton, on No. 1 and No. 2 main tracks and on No. 3 freight running track, in either direction, engineers will sound Road Crossing Warning signal in order to warn employees crossing over these tracks of the approaching movements.

(b).—*Recalling Flagman, Etc.*—Whistle signals Rules 14(da) and 14(ea) will be used between Short Line Jct. and Lumberport, Bard and Brooklyn Jct., Tygart Jct. and Belington, Hampton Jct. and Ten Mile, Norton and Mabie, Burnsville Jct. and Gilmer, Fetterman and Grafton, Gauley River Branch, RS&G Jct. and Spencer, Schick and Benwood Jct., Fairmont Subdivision trains at Moundsville, Short Line Subdivision trains at Brooklyn Jct. and MR Subdivision trains at Gaston Jct.

Engine whistle will not be sounded to call in flagman between Pike St. Crossing and North View at Clarksburg. This will not relieve crews from properly protecting their trains.

Whistle signals to recall flagman on passing sidings and on Paw Paw Branch are as follows:

From East.....One short, five longs
 From West.....One short, four longs
 Rules 14(d) and 14(e) are modified.

21.—HIGHWAY AND STREET CROSSINGS.

(a).—Trains and engines moving over following crossings will have a member of crew precede movement to see that crossings are clear of vehicles and pedestrians.

SUBDIVISION OR BRANCH	LOCATION	HIGHWAY OR STREET
W. Va. & P.	Clarksburg	Pike St. (1181)
		Milford Rd. (1182)
	Deanville	Route 19 (1213)
Clarksburg	Clarksburg	Philippi Crossing (1169)
Grasselli	Clarksburg	Broadway Crossing (1177)
Norwood	Clarksburg	Route No. 20 (1179)
Parkersburg	Parkersburg	Green St. (1117) Westward movement on new track
		Universal Glass Co. (2020)
		Knickerbocker Stamping Co. (2021)
		Vitrolite Co. (2021-1)
Ohio River	Perkins	Solvay Plant—All crossings within
	Long Reach	Route 2
	RS&G Jct.	Route 2 (East 1970) (West 1969)
	Vanadium	Route 33 (1814-3)
CL&W	Bellaire Yard	Surface Track Crossing Nos. 2142-2143-2144-2145-2146-2147-2148-2149
		Bowers Rd. (1275)
Fairmont	Mannington	East High St. (1276)
		Sycamore St. (1278)
		Market St. (1279)
	Littleton	Main St. (1280)
		Secondary Route 12 (1293)
		Route 250 (1294)
Cameron	Bridge St. (1299)	
	Adaline Ave. (1300) (1301)	
Belington	Belington Yard	Bridge St. (1544)
	Buckhannon Yard	Route 20 (1451)
Cowen	Upshur Coal and Limited Co.	Florida St. (See Note 1)
		Route 30 (1465)
Elk	Charleston	Bullitt St. (1734)
Sutton Branch	Gassaway	Route 4 (1736)

Note 1.—Buckhannon.—Account of short approach circuit on flasher signals at Florida St., westward trains and engines will consume a minimum of 20 seconds between Spring St. and Florida St. Crossing.

Fairpoint.—Passing siding movements when entering highway crossing, Route 9, will not exceed 5 miles per hour account short approaches for flasher signals.

New Martinsville.—Westward trains stopping at Glass House will stop east of CS Sign at telephone booth, to avoid unnecessary flashing of flasher signals.

22.—MISCELLANEOUS.

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

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

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

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

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

23.—ACCIDENTS.

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

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

(c).—In case of fatal accident on line of road, the nearest state or local police should be promptly notified. If such police cannot be promptly contacted and brought to the scene within a short time, train will proceed without further delay, a member of the crew or other agent of the Company being left at the scene to notify the police and make sure that the body is placed in the hands of the proper authority.

24.—MOVEMENT OF MofW CARS.

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

Movement of M of W Cars may be made on Main Tracks on verbal authority of Operator or Yardmaster, as indicated below:

TRACK SECTION BETWEEN	AUTHORITY FOR MOVEMENT
East Grafton and D Tower No. 1 Track	Operators East Grafton and D Tower
East Grafton and D Tower No. 2 Track	Yardmaster Grafton. See TTSI 16-1(b)
D Tower and Berkeley Run Jct.	Operator D Tower
MO and J Tower on No. 1 and 2 Tracks. MD Tower and J Tower on No. 3 Track	Operator MD Tower

TRACK SECTION BETWEEN	AUTHORITY FOR MOVEMENT
Camden and OB Tower	Operator OB Tower
OB Tower and Belpre Station	Absolute block must be maintained between OB Tower and Belpre until track car operator reports clear.
SX Tower and OR Jct.	Operator SX Tower. Absolute block must be maintained until car operator reports clear.
Benwood DK Tower and Schick	Operator FY Benwood. Absolute block must be maintained until track car operator reports clear.
Benwood and Wheeling	Operator FY Benwood

Motor Car Rule 4(c) modified as follows:

“In compliance with the Motor Car Rules, permission of Yardmaster is not required for *main track* movements through or within yard limits as provided by Rule 4(c). Car Operators will protect against yard engines within yard limits.”

MEDICAL DEPARTMENT

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

COMPANY'S SURGEONS

Grafton, W. Va.	Dr. Wallace B. Murphy
Bridgeport, W. Va.	Dr. Flavius C. Chandler
Clarksburg, W. Va.	Dr. Paul E. Gordon Dr. Harry T. Linger, Oculist Dr. Andrew J. Weaver Dr. R. T. Humphries, Orthopedic Consultant
Salem, W. Va.	Dr. E. E. Ritter
Parkersburg, W. Va.	Dr. Athey R. Lutz Dr. John C. Bryce Dr. Fay P. Greene Dr. R. H. Paden, Oculist Dr. E. C. Hartman, Oculist Dr. Ray H. Wharton
Fairmont, W. Va.	Dr. Jos. S. Maxwell, Oculist Dr. Philip Johnson
Morgantown, W. Va.	Dr. E. F. Heiskell, Jr. Dr. G. R. Maxwell Dr. John H. Trotter, Oculist
Mannington, W. Va.	Dr. D. D. Hamilton
Moundsville, W. Va.	Dr. Harold B. Ashworth
Wheeling, W. Va.	Dr. C. B. Buffington Dr. C. J. Holley Dr. J. S. Meier Dr. Howard G. Weiler Dr. R. Alan Fawcett, Oculist Dr. R. A. Tomassene, Oculist Dr. J. Speed Rogers
New Martinsville, W. Va.	Dr. John O. Theiss Dr. Charles P. Watson, Jr.
Philippi, W. Va.	Dr. H. C. Myers
Buckhannon, W. Va.	Dr. J. C. Huffman Dr. Basil L. Page
Weston, W. Va.	Dr. Ralph M. Fisher Dr. E. A. Trinkle Dr. C. R. Davisson, Oculist
Sutton, W. Va.	Dr. John C. Eakle
Elkins, W. Va.	Dr. Benjamin I. Golden
Gassaway, W. Va.	Dr. Earl L. Fisher Dr. George T. Hoylman
Charleston, W. Va.	Dr. Wm. O. McMillan Dr. George R. Rosenbaum
Huntington, W. Va.	Dr. M. J. Thomas, Oculist Dr. F. L. Coffey Dr. Isadore I. Hirschman Dr. J. A. Heckman
Ravenswood, W. Va.	Dr. N. D. Priddy
Spencer, W. Va.	Dr. Attie T. Gordon
Williamstown, W. Va.	Dr. A. R. Sidell
St. Marys, W. Va.	Dr. Richard Hamilton
Sistersville, W. Va.	Dr. Elliott L. Thrasher

COMPANY'S SURGEONS—Continued

Bellaire, Ohio.....	Dr. J. F. Wilkinson
Martins Ferry, Ohio.....	Dr. Harry G. Harris
St. Clairsville, Ohio.....	Dr. R. A. Porterfield
Richwood, W. Va.....	Dr. James R. Glasscock
Webster Springs, W. Va.....	Dr. Jack W. Hunter

HOSPITALS

Bellaire, Ohio.....	City Hospital
Buckhannon, W. Va.....	Buckhannon Hospital St. Joseph's Hospital
Clarksburg, W. Va.....	St. Mary's Hospital
Charleston, W. Va.....	Charleston General Hospital McMillan's Sanitarium Mountain State Hospital
Elkins, W. Va.....	Memorial General Hospital
Fairmont, W. Va.....	Fairmont Emergency Hospital Fairmont General Hospital
Glendale, W. Va.....	Reynolds Memorial Hospital
Grafton, W. Va.....	City Hospital
Huntington, W. Va.....	St. Mary's Hospital
New Martinsville, W. Va.....	Wetzel County Hospital Assn.
Martins Ferry, Ohio.....	Martins Ferry Hospital
Parkersburg, W. Va.....	Camden-Clark Hospital St. Joseph's Hospital
Philippi, W. Va.....	Myers Clinic Hospital
Richwood, W. Va.....	Sacred Heart Hospital
Sistersville, W. Va.....	Sistersville Hospital
Weston, W. Va.....	City Hospital
Wheeling, W. Va.....	Ohio Valley General Hospital Wheeling Hospital

FIRST AID CLINIC

Grafton.....	Medical Examiner's Office
--------------	---------------------------

EXAMINING POINTS AND TIME

Clarksburg.....	1st and 3rd Mondays, 8:00 A.M. to 12:00 Noon.
Fairmont.....	4th Monday, 8:00 A.M. to 12:00 Noon.
Parkersburg.....	Tuesdays, 9:00 A.M. to 12:00 Noon.
Grafton.....	Wednesdays and Thursdays, 9:00 A.M. to 4:00 P.M.
Benwood Jct.....	2nd Monday, 9:00 A.M. to 12:00 Noon.
New Martinsville.....	Dr. Charles P. Watson, Jr.—Afternoons Mon. thru Fri.
Moundsville.....	Dr. H. B. Ashworth } 906 Third St. Dr. Carl Anderson } Monday to Friday, 1:00 P.M. to 4:00 P.M.
Elkins.....	2nd Friday, 9:00 A.M. to 12:00 Noon. (4th Friday of March, June, Sept. & Dec., if requested)
Holloway.....	4th Friday in April, August and November, 8:00 A.M. to 12:00 Noon.
Martins Ferry, O.....	Dr. Harry G. Harris, 30 S. 4th St.—Mon., Wed., and Fri, 2:00 P.M. to 5:00 P.M.
Richwood.....	Dr. James R. Glasscock (**)
Gassaway.....	Dr. George T. Hoylman (**)
Webster Springs.....	Dr. Jack M. Hunter (**)

EXAMINING POINTS AND TIME—Continued

Huntington.....	} May and October by prearrangement.
Gassaway.....	
Charleston.....	
Cowen.....	
Buckhannon.....	
Rowlesburg.....	

(**) Available only for Sight, Hearing and Color Sense examinations and return to duty notices.

MEDICAL EXAMINERS' TERRITORY

Clarksburg to Terra Alta (Morgantown) all inclusive	} Dr. R. McCune, Jr., Grafton, W. Va.
Clarksburg, Brooklyn Junction (Fairmont) all inclusive	
Clarksburg to Parkersburg (Belpre and Marietta) all inclusive	
Benwood Junction to Huntington all inclusive	
Grafton to Charleston (Cowen and Richwood) all inclusive	

INSTRUCTIONS COVERING MEDICAL SERVICES

1. Employees seriously injured on duty or passengers, whose injuries require medical or surgical aid, should be promptly taken to the nearest listed Company's Surgeon or hospital emergency room, except in extreme emergency, when they should be transported to the closest medical facility.
Workers with minor injuries sustained on duty should be treated at the listed First Aid Clinics. Where these services are not readily available, such cases should be referred to the nearest listed Company's Surgeon or hospital emergency room.
2. Depending on severity of injury, the officer in charge will use discretion as to proper conveyance for removal of injured employees. Municipal or private ambulances, taxicabs, personal or Company's vehicles may be used for this purpose, and the Company may be billed for the service.
3. When a passenger becomes ill on a train and requests medical attention, any local physician (Company's Surgeon or otherwise) may be called. If the passenger cannot or will not pay physician called, we shall pay for the first call, but both the patient and the physician should be told that all subsequent treatment shall be at the patient's expense.

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

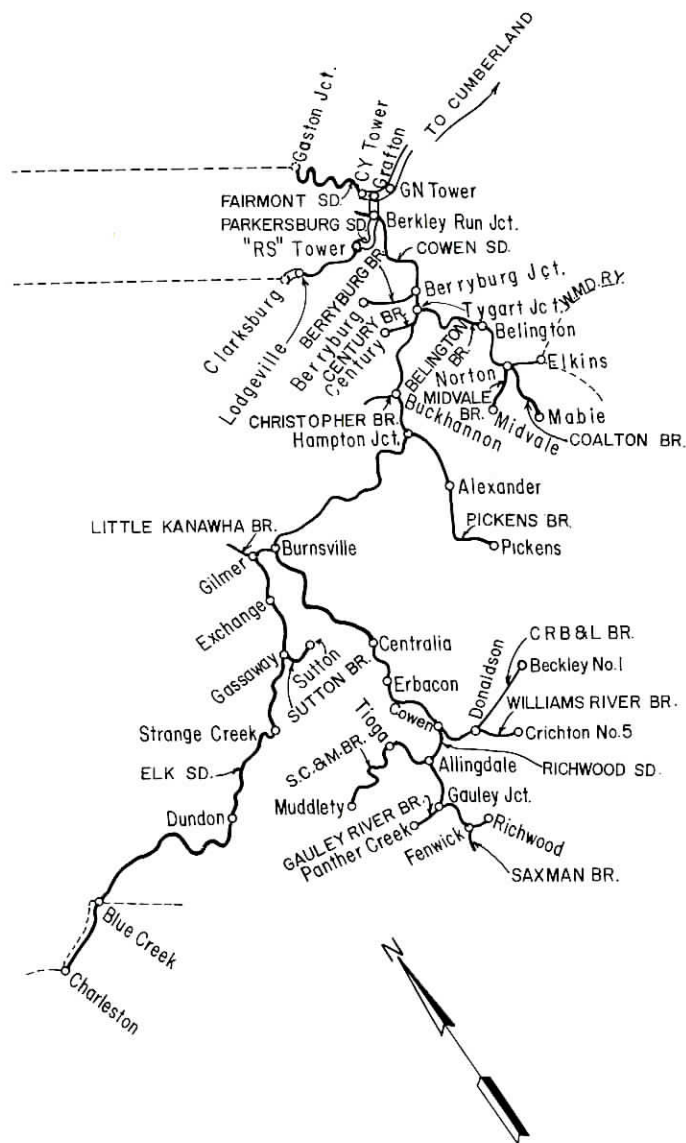
STORAGE TRACKS—CAPACITY 45-FOOT CARS

Location	Capacity	Location	Capacity
Tygart Jct.....	23	Katherine No. 1.....	15
Gasco.....	45	Jacksonburg.....	20
Frametown.....	20	Porters Falls.....	10
Villa Nova.....	15	Bond.....	150
Otter.....	25	Celanese No. 1.....	52
Porters.....	25	Celanese No. 2.....	29
No. 1 Etowah.....	30	Gallipolis.....	30
No. 2 Etowah.....	30	Mason City.....	20
Heaters.....	20	Millwood.....	69
Gauley Mills.....	70	Kaiser.....	75
Jayenne.....	115	Belleville.....	15
No. 2 Coke.....	35	Gorg-Warner.....	21
Monongah Storage.....	50	Calco.....	23
Mikes Coke.....	45	Sistersville.....	53
Worthington Storage.....	35	Clarrington.....	38
New Hutchinson.....	60	Foster.....	72
Willard Storage.....	70	Perkins.....	39
No. 1 Willard.....	35	Aniline.....	58
No. 2 Willard.....	35	O. R. Storage.....	34
Shinnston.....	20	Gravel Bank.....	93
Hero No. 1.....	35	West Siding RH Tower.....	140
Hero No. 2.....	35	Benton Ferry.....	300

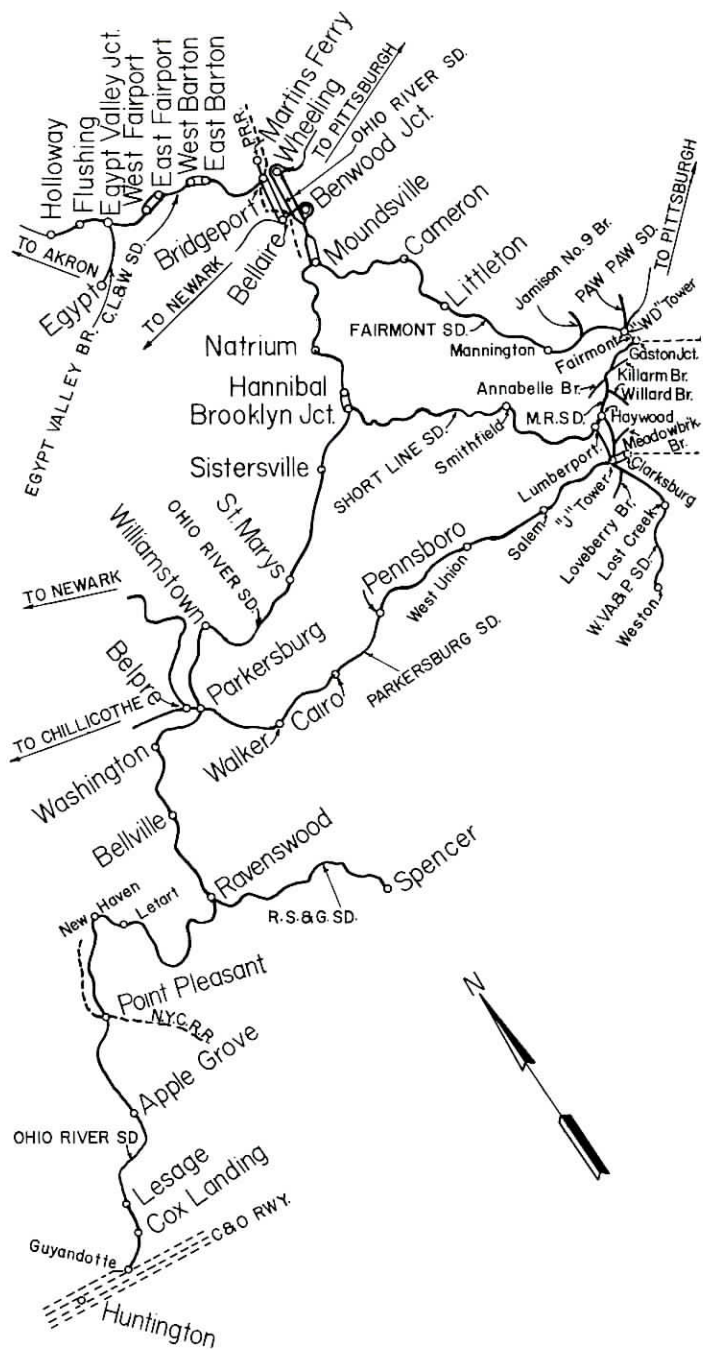
MONONGAH DIVISION

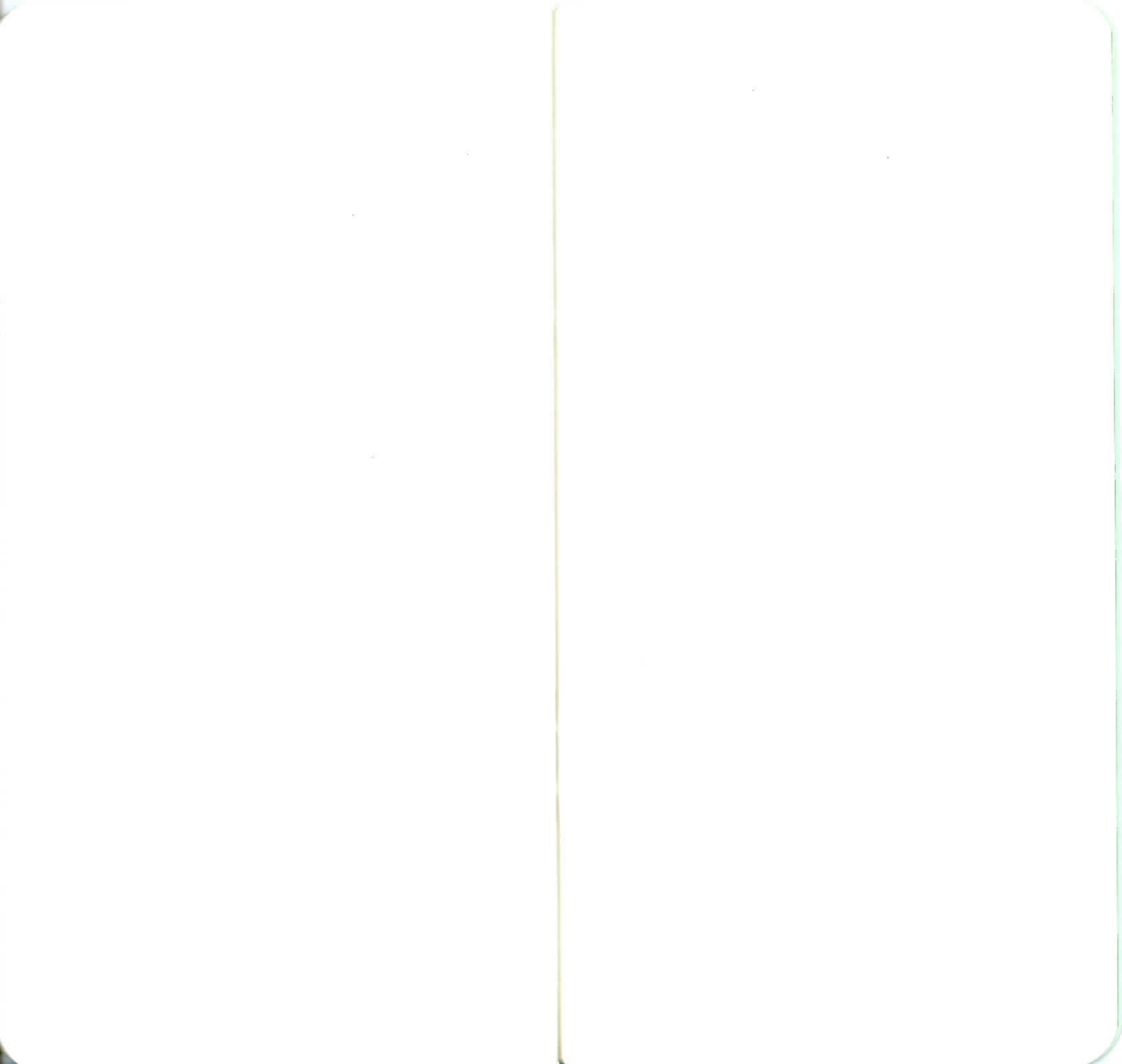
SPEED TABLE

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



MONONGAH DIVISION





AVOID DAMAGE

SWITCH CUSTOMERS CARS CAREFULLY

JUDGING SPEED

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

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

SPEED CARD

To Find Coupling Speed of 40 Foot and 50 Foot Car

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

Switch Crews must function as a team. Clear signals properly given are mighty important; talk it over — prevent Rough Handling — it can be done.