

THE CHESAPEAKE AND OHIO RAILWAY COMPANY

HINTON DIVISION

EASTERN REGION

HUNTINGTON DIVISION

CENTRAL REGION

TIMETABLE NO. 152

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

SUNDAY, APRIL 26, 1964

DESTROY ALL TIMETABLES OF PREVIOUS DATE

Read The Instructions

FOR INFORMATION OF EMPLOYES ONLY

Trains run on Eastern Standard Time

EASTERN REGION

R. N. BEGIEN, Jr.,
Regional Vice President.

R. G. McGEHEE,
Asst. to Regional Vice Pres-
ident.

K. R. KETCHAM, Supt.
Hinton Division.

CENTRAL REGION

E. T. RUCKER,
Regional Manager.

P. G. SHEPHERD,
Asst. Regional Manager.

J. M. PITCHFORD, Supt.
Huntington Division.

E. G. McDOUGLE, General Supt. Transportation.

G. C. PHILLIPS, Supt. Transportation.

Book of Rules, Dated October 26, 1958, Governs

DIVISION OFFICERS

OFFICER	TITLE	TERRITORY
HINTON DIVISION		
A. B. Cary.....	Asst. Supt.....	} Hinton Div.
G. S. Lively.....	Asst. to Supt....	
N. O. Wright.....	RFE-ATM.....	
M. C. Clark.....	CTD.....	
R. B. Hayslip.....	DE.....	} Hinton Term.
J. D. Ferguson.....	ADE.....	
H. R. Callaham.....	TTM.....	} New River SD
J. N. Wills.....	TM.....	
A. E. Moses.....	ATM-ARFE.....	} New River Coal Field SD's
J. M. Emmett, Jr.....	TM.....	
W. G. Johnson.....	ATM-ARFE.....	} Raleigh Coal District.
C. V. Lucas.....	ATM.....	
HUNTINGTON DIVISION		
A. N. Garrett, Jr.....	Asst. Supt.....	Huntington Div.
C. C. Madison.....	Asst. Supt.....	Logan Coal Field SD's
H. F. Marcum.....	CTD.....	} Huntington Div.
C. M. Kern.....	DE.....	
J. G. Smith.....	ADE.....	
Earl Spurlock.....	TM.....	
T. E. DeAlba.....	RFE-ATM.....	} Kanawha SD
L. R. Wetherholt.....	ATM.....	} Logan SD (West of Peach Creek)
J. J. Lockwood.....	TM-RFE.....	
H. E. Wetherholt.....	TTM.....	Huntington Term.
E. T. Hunt.....	TTM.....	} Charleston Term.
J. D. Jackson.....	ATM.....	
S. F. Andrews.....	TM.....	} Coal River Coal Field SD's
W. C. Powell, Jr.....	RFE-ATM.....	
E. T. Smith.....	TM.....	} Logan Coal Field SD's
J. L. Adkins.....	ATM.....	
W. H. Frost.....	ATM.....	
R. H. Keyser.....	RFE-ATM.....	
M. L. Gould.....	TM-RFE.....	} Handley Coal Field SD's
H. L. Atkins.....	ATM.....	

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Note.—Additional instructions relating to regular trains may be found on Schedule Pages.

NEW RIVER AND KANAWHA SUBDIVISIONS

WESTWARD

FIRST CLASS						TIMETABLE No. 152.	
						In Effect Sunday, April 26, 1964	
1 Daily		3 Daily		47 Daily		STATIONS	
L	AM	L	AM	L	AM		
	1208		739	.....		HINTON	12.3
.....		fr 755		.....		Meadow Creek	10.6
s	1240	s	815	.....		Prince	10.8
s	1259	s	835	.....		Thurmond (25)(15)	19.8
	129	s	909	.....		Cotton Hill	16.9
s	155	s	936	.....		Montgomery (15)	2.1
	200		941	.....		HANDLEY	8.5
	209	d	950	.....		Cabin Creek Jct.	15.4
s	245	s	1027	.....		Charleston (15)	12.0
	258	s	1047	.....		St. Albans	38.5
	342		1131	.....		HUNTINGTON	
	400		1150	.....			7.7
	410		1200	.....		Kenova	1.7
	413		1203	.....		Big Sandy Jct.	6.0
	426		1220	.....		ASHLAND (40)(25)	
	446		1230	500		(See 40-1)	1.0
	449		1233	503		N. C. Cabin	3.5
	454	f	1239	508		RUSSELL	
A	AM	A	PM	A	AM		

No. 3—Flag stop at Thayer for mail only.

d—No. 3—Cabin Creek Jct., to discharge revenue passengers from Charlottesville or beyond.

fr—Flag stop to receive or discharge revenue passengers.

NEW RIVER AND KANAWHA SUBDIVISIONS

EASTWARD

FIRST CLASS

46 Daily		4 Daily		2 Daily	
A	AM	A	AM	A	AM
.....		s 658		s 1240	
.....		643		1225	
.....		s 628		s 1211	
.....		s 608		s 1152	
.....		538		1122	
.....		s 516		s 1100	
.....		507		1054	
.....		457		1044	
.....		s 440		s 1027	
.....		358		1006	
.....		317		925	
.....		301		915	
.....		250		905	
.....		247		903	
.....		235		852	
120		212		839	
117		209		836	
113		f 205		832	
L	AM	L	AM	L	PM

No. 4—Glade—Flag stop to receive or discharge revenue passengers.
 Speed limit through cities or towns not shown on schedule:

Catlettsburg (15)

HINTON DIVISION

WESTWARD

STATIONS, ETC.

EASTWARD

Distance from Initial Station	Passing Siding Capacity in Cars (50 ft.)	NEW RIVER SUBDIVISION		OFFICE HOURS		Office Call	Jct. or Crossing	
		STATIONS	From	To				
0.0		t	HINTON	2.0	C	C	HX	Alleg.
2.0	Yard		C. W. Cabin	3.0	C	C	CW	.....
5.0	.....		R. K. Cabin	4.0	.....	.....	RK	.....
9.0	.....		Sandstone	3.3	.....	.....	N	.....
12.3	¶122 son 92		Meadow Creek	9.4	C	C	MD	NF&G
21.7	Yard	y	Quinnimont	1.2	.....	.....	QN	Laurel Ck.
22.9	¶180		Prince	3.3	C	C	NI	Piney Ck.
26.2	.....		McKendree	6.2	.....	.....	MK	.....
32.4	c97		C. S. Cabin	1.3	.....	.....	CS	.....
33.7	Yard ¶144		Thurmond ⁽²⁵⁾ ⁽¹⁵⁾	6.8	C	C	DU	Loup Ck.
40.5	.....		Sewell	2.6	.....	.....	ED	.....
41.7	.....		¶Bridge Jct.	1.2	.....	.....	.....	So. Side
43.1	.....		§Keeneys Creek	4.1	.....	.....	KC	Keeneys Ck.
47.2	§111		§Fayette	0.3	.....	.....	FY	.....
47.5	¶103		South Fayette	4.3	.....	.....	MZ	.....
.....	.....		§Hawks Nest	.....	.....	.....	HK	Hawks Nest
51.8	.....		M. A. Cabin	1.7	.....	.....	MA	.....
53.5	.....		Cotton Hill	4.2	.....	.....	CH	.....
57.7	.....		G. U. Cabin	0.2	.....	.....	GU	Gauley
57.9	.....		Gauley	6.3	.....	.....	.....	.....
64.2	¶ 86 § 78		Deepwater	0.8	.....	.....	VN	N&W
65.0	.....		West Deepwater	1.6	.....	.....	.....	.....
66.6	.....		Mt. Carbon	3.8	.....	.....	MQ	Powellton
70.4	.....		Montgomery ⁽¹⁵⁾	2.1	.....	.....	CN	.....
72.5	Yard	t	HANDLEY	.....	C	C	RO	Kanawha

LAUREL CREEK SUBDIVISION

0.0	.....		LAYLAND	0.4	.....	.....	AN	.....
0.4	.....		Hemlock Hollow	0.3	.....	.....	.....	.....
0.7	.....		Brownwood	0.6	.....	.....	.....	.....
1.3	.....		Big Q	0.5	.....	.....	.....	.....
1.8	.....		Laurel	1.1	.....	.....	.....	.....
2.9	.....		Export	2.1	.....	.....	.....	.....
5.0	.....		Coke Ovens	0.8	.....	.....	.....	.....
5.8	Yard	y	QUINNIMONT	.....	.....	.....	QN	New River

C-Continuous.

§-On No. 1 Track.

¶-On No. 2 Track.

HINTON DIVISION—Cont'd.

WESTWARD

STATIONS, ETC.

EASTWARD

Distance	Passing Siding Capacity in Cars (50 ft.)	PINEY CREEK SUBDIVISION	OFFICE HOURS		Office Call	Jct. or Crossing	
			From	To			
		STATIONS					
0.0	.....	PRINCE	0.8	C	C	NI	New River
0.8	96	Terry Siding	0.5	.....	.....	.....	.....
1.3	.....	Terry Junction	0.4	.....	.....	.....	.....
1.7	.....	McCreery	1.7	.....	.....	.....	.....
3.4	.....	Wright	1.9	.....	.....	.....	.....
5.3	89	Stonewall	1.2	.....	.....	DO	.....
6.5	17	Dorsey	1.6	.....	.....	.....	.....
8.1	.....	White Stick	2.1	.....	.....	.....	.....
10.2	34	Rodes	3.0	.....	.....	.....	.....
13.2	.....	McQuaid	0.2	.....	.....	.....	.....
13.4	.....	Blue Jay Junction	0.2	.....	.....	.....	Blue Jay
13.6	Yard	Raleigh	0.6	C	C	RA	R&SW
14.2	.....	North End Wye	1.9	.....	.....	.....	.....
16.1	.....	Beckley Junction	0.3	*900 A	600 P	BJ	PR&PC
16.4	12	Mabscott	2.9	.....	.....	.....	.....
19.3	.....	Burks	1.7	.....	.....	.....	.....
21.0	.....	Eccles	0.8	.....	.....	.....	.....
21.8	.....	Eccles Jct.	1.3	.....	.....	.....	N&W
23.1	.....	Baylor	1.0	.....	.....	.....	.....
24.1	.....	Marsh Fork Jct.	0.8	.....	.....	.....	Surveyor
24.9	.....	Surveyor	1.0	.....	.....	VO	.....
25.9	.....	END OF TRACK	.....	.....	.....	.....	.....

PINEY RIVER AND PAINT CREEK SUBDIVISION

0.0	.....	BECKLEY JUNCTION	1.2	*900 A	600 P	BJ	Piney Ck.
1.2	.....	Beckley	1.0	.....	.....	.....	.....
2.2	.....	Sprague	2.3	.....	.....	.....	.....
4.5	.....	Skelton	1.5	.....	.....	SK	.....
6.0	.....	CRANBERRY	.....	.....	.....	.....	.....

GLADE CREEK AND RALEIGH SUBDIVISION

0.0	.....	BLUE JAY JCT.	1.1	.....	.....	.....	Piney Ck.
1.1	.....	Glen Jct.	0.1	.....	.....	.....	.....
1.2	.....	Glen Morgan	0.3	.....	.....	.....	.....
1.5	.....	END OF TRACK	.....	.....	.....	.....	.....

C—Continuous.

*—Daily except Saturday and Sunday.

HINTON DIVISION—Cont'd.

WESTWARD

STATIONS, ETC.

EASTWARD

Distance from Initial Station	Passing Siding Capacity in Cars (50 ft.)	RALEIGH, SOUTH-WESTERN AND WINDING GULF SUBDIVISIONS		OFFICE HOURS		Office Call	Jct. or Crossing	
				From	To			
		STATIONS						
0.0	Yard	y	RALEIGH	0.6	C	C	RA	Piney Ck.
0.6	.....		East End Wye	0.3	.....	.....	.....	.....
0.9	.....		South End Wye	1.6	.....	.....	WY	.....
2.5	.....		Fitzpatrick	2.9	.....	.....	.....	.....
5.4	.....		Forest	0.4	.....	.....	.....	W. Gulf
5.8	Yard		Pemberton	1.0	*900 A	600 P	PB	N&W
6.8	.....		Affinity	0.5	.....	.....	.....	.....
7.3	46		Tunnel Siding	1.7	.....	.....	TS	.....
9.0	.....		Gulf Switch	3.4	.....	.....	GS	.....
12.4	.....		MacAlpin	1.0	.....	.....	.....	.....
13.4	.....		Stotesbury	1.8	.....	.....	.....	.....
15.2	.....		Tams	0.7	.....	.....	.....	.....
15.9	47		Ury	1.7	.....	.....	U	.....
17.6	.....		Helen	2.5	.....	.....	.....	.....
20.1	.....		STONE COAL JCT.	.....	.....	.....	SC	N&W

LOUP CREEK SUBDIVISION

0.0	.....		MACDONALD	0.1	.....	.....	MC	.....
0.1	.....		Sugar Creek Jct.	0.1	.....	.....	.....	Glen Jean
0.2	.....		Kilsyth Jct.	0.2	.....	.....	.....	Glen Jean
0.4	9		Price Hill Jct.	0.5	.....	.....	PH	Price Hill
0.9	.....		Turkey Knob	1.0	.....	.....	.....	.....
1.9	.....		Derryhale	0.7	.....	.....	.....	.....
2.6	.....		Sun	0.6	.....	.....	.....	.....
3.2	22	y	White Oak Jct.	0.4	.....	.....	WO	White Oak
3.6	.....		Glen Jean	0.5	.....	.....	GJ	White Oak
4.1	.....		Red Star	0.8	.....	.....	.....	.....
4.9	49		Harvey	2.6	.....	.....	.....	.....
7.5	.....		Meadow Fork	2.2	.....	.....	.....	.....
9.7	Yard		South Side Jct.	0.3	.....	.....	.....	Rend So. Side
10.0	.....		THURMOND	.....	C	C	DU	New River

SOUTH SIDE SUBDIVISION

0.0	Yard		SOUTH SIDE JCT.	2.2	.....	.....	SJ	Loup Ck.
2.1	.....		END OF TRACK	.....	.....	.....	.....	.....
4.9	.....		END OF TRACK	.....	.....	.....	.....	.....
5.4	.....		Brooklyn	1.3	.....	.....	.....	.....
6.7	.....		Cunard	1.0	.....	.....	.....	.....
7.7	.....		BRIDGE JCT.	.....	.....	.....	BR	New River

REND SUBDIVISION

0.0	.....		MINDEN	1.4	.....	.....	MN	.....
1.4	.....		Rock Lick Junction	3.1	.....	.....	.....	.....
4.5	Yard		SOUTH SIDE JUNCTION	.....	.....	.....	SJ	Loup Ck.

C-Continuous.

*—Daily except Saturday and Sunday.

HINTON DIVISION—Cont'd.

WESTWARD		STATIONS, ETC.		EASTWARD		
Distance from Initial Station	Passing Siding Capacity in Cars (50 ft.)	WHITE OAK SUBDIVISION	OFFICE HOURS		Office Call	Jct. or Crossing
		STATIONS	From	To		
0.0	CARLISLE	0.8	.....	.....	N&W
0.8	32	Scarbro	1.2	.....	.....	.....
2.0	Wingrove	1.7	.....	.....	.....
3.7	GLEN JEAN	.....	.....	GJ	Loup Ck.
PRICE HILL SUBDIVISION						
0.0	9	PRICE HILL JCT.	0.5	.....	PH	Loup Ck.
0.5	MT. HOPE	.....	.....	.....	.....
GLEN JEAN SUBDIVISION						
0.0	OSWALD	1.1	.....	.....	.....
1.1	Cepece	1.3	.....	.....	.....
2.4	Kilsyth	0.7	.....	.....	.....
3.1	Heath	0.3	.....	.....	.....
3.4	Mill Creek Jct.	0.1	.....	MJ	Mill Ck.
3.5	Kilsyth Jct.	.....	.....	.....	Loup Ck.
3.1	Heath	0.4	.....	.....	.....
3.5	Sugar Creek Jct.	1.1	.....	.....	.....
4.6	Siltix	1.7	.....	.....	.....
6.3	Tunnel	1.4	.....	.....	.....
7.7	Veasey	0.9	.....	.....	.....
8.6	Millers Camp	1.0	.....	.....	.....
9.6	PAX	.....	.....	.....	N&W
MILL CREEK SUBDIVISION						
0.0	END OF TRACK	0.3	.....	.....	.....
0.3	Garden Ground	1.3	.....	.....	.....
1.6	Cleve	3.2	.....	.....	.....
4.8	MILL CREEK JCT.	.....	.....	MJ	Glen Jean
KEENEYS CREEK SUBDIVISION						
0.0	LOOKOUT	0.5	.....	.....	.....
0.5	Blume	0.8	.....	.....	.....
1.3	Rothwell	0.4	.....	.....	.....
1.7	Smokeless	0.2	.....	.....	.....
1.9	Masters	0.2	.....	.....	.....
2.1	Ballanger	1.0	.....	.....	.....
3.1	Boone	0.7	.....	.....	.....
3.8	Dearlen	2.5	.....	.....	.....
6.3	Switch Back	0.8	.....	.....	.....
7.1	Hollands Crossing	0.7	.....	.....	.....
7.8	KEENEYS CREEK	.....	.....	KC	New River
HAWKS NEST SUBDIVISION						
0.0	ANSTED	2.0	.....	.....	.....
2.0	HAWKS NEST	.....	.....	HK	New River

HINTON DIVISION—Cont'd.

WESTWARD

STATIONS, ETC.

EASTWARD

Distance from Initial Station	Passing Siding Capacity in Cars (50 ft.)	GAULEY SUBDIVISION		OFFICE HOURS		Office Call	Jct. or Crossing
				From	To		
		STATIONS					
0.0	GAULEY	1.4	.....	.....	GU	New River
1.4	K. & M. Junction	0.9	‡900 A	600 P	KM	NYC
2.3	Vanetta	1.7	.....	.....	.....	.....
4.0	Gamoca	2.0	.....	.....	.....	.....
6.0	Wyndal	0.8	.....	.....	.....	.....
6.8	Rich Creek Junction	0.4	.....	.....	RC	Rich Ck.
7.2	Belva	0.5	.....	.....	.....	.....
7.7	Open Fork Junction	4.9	.....	.....	OF	Open Fk.
12.6	Vaughan	1.8	.....	.....	.....	.....
14.4	GREENDALE	.....	.....	.....	GN	.....
RICH CREEK SUBDIVISION							
0.0	RICH CREEK JCT.	2.2	.....	.....	RC	Gauley
2.2	Beech Junction	0.3	.....	.....	.....	.....
2.5	Beech Glen	0.3	.....	.....	.....	NYC
2.2	Beech Junction	0.3	.....	.....	.....	.....
2.5	Bryce	6.0	.....	.....	.....	.....
8.5	AGNEW	.....	.....	.....	AG	.....
OPEN FORK SUBDIVISION							
0.0	OPEN FORK JCT.	1.3	.....	.....	OF	Gauley
1.3	Dixie	1.8	.....	.....	.....	.....
3.1	BENTREE	.....	.....	.....	BT	.....
POWELLTON SUBDIVISION							
0.0	END OF TRACK	0.3	.....	.....	.....	.....
0.3	Powellton	0.7	.....	.....	PO	.....
1.0	Elkridge Jct.	0.6	.....	.....	EK	Elkridge
1.6	Ridenour	0.9	.....	.....	.....	.....
2.5	Columbia	1.3	.....	.....	.....	.....
3.8	Kimberly	1.4	.....	.....	.....	.....
5.2	MT. CARBON	.....	.....	.....	MQ	New River
ELKRIDGE SUBDIVISION							
0.0	END OF TRACK	0.5	.....	.....	.....	.....
0.5	Elkridge	2.3	.....	.....	.....	.....
2.8	ELKRIDGE JCT.	.....	.....	.....	EK	Powellton

‡—Daily except Sunday.

HUNTINGTON DIVISION

WESTWARD

STATIONS, ETC.

EASTWARD

Distance from Initial Station	Passing Siding Capacity in Cars (50 ft.)	KANAWHA SUBDIVISION		OFFICE HOURS		Office Call	Jct. or Crossing	
				From	To			
STATIONS								
0.0	Yard	t	HANDLEY	2.1	C	C	RO	New River
2.1	.....		Pratt	0.4	.....	.....	RA	.....
2.5	.....		Paint Creek Junction	6.0	.....	.....	PK	Paint Ck.
8.5	.....	y	Cabin Creek Junction	6.3	.....	.....	CA	Cabin Ck.
14.8	.....		Marmet	7.3	.....	.....	BW	.....
22.1	¶130		South Ruffner	1.8	.....	.....	KO	.....
23.9	Yard		Charleston ⁽¹⁵⁾	5.2	.....	.....	C	NYC
29.1	.....		Spring Hill	6.8	.....	.....	XY	.....
35.9	Yard	y	St. Albans	1.4	.....	.....	VF	Coal River
	§185			6.2	.....	.....	DO	.....
37.3	¶160		Dock	6.2	.....	.....	SO	.....
43.5	§62		Scott	6.0	.....	.....	KX	.....
49.5	¶116		Hurricane	6.8	.....	.....	MN	.....
	§124			8.6	.....	.....	BR	Logan
56.3	.....		Milton	8.1	.....	.....	DK	B&O
64.9	¶76	y	Barboursville	1.4	C	C	HU	.....
71.6	.....		D. K. Cabin	0.6	C	C	HO	B&O
74.4	Yard	ty	Huntington	6.4	C	C	KV	B&O-N&W
75.0	.....		H. O. Cabin	0.7	.....	.....		.....
81.4	#78		K. V. Cabin	1.7	.....	.....	BS	Big Sandy
82.1	.....		Kenova	0.4	C	C		.....
83.8	.....		Big Sandy Junction	2.7	.....	.....	SX	.....
84.2	.....		Catlettsburg ⁽¹⁵⁾	2.9	.....	.....	AU	.....
86.9	.....		Clyffside	1.0	.....	.....	NC	Lex.
89.8	Yard	ty	Ashland ⁽⁴⁰⁾⁽²⁵⁾	3.5	C	C	RU	Rus.
90.8	.....		N. C. Cabin		.....	.....		.....
94.3	Yard	t	RUSSELL		.....	.....		.....

PAINT CREEK AND IMPERIAL SUBDIVISIONS

0.0	.....		KINGSTON	2.4	.....	.....	KG	.....
2.4	.....		Westerly	1.7	.....	.....		.....
4.1	.....		Milburn	1.3	.....	.....		.....
5.4	.....		Coalfield	1.5	.....	.....		.....
6.9	.....		Mahan	1.5	.....	.....		.....
8.4	55		Hickory Camp	1.0	.....	.....	CK	.....
9.4	.....		Imperial Junction	0.3	.....	.....	IJ	Imp.
9.7	.....		Burnwell	0.3	.....	.....	BA	.....
9.4	.....		Imperial Junction	1.6	.....	.....	IJ	Imp.
11.0	.....		Whitaker	5.0	.....	.....		.....
16.0	.....		Bedford	3.5	.....	.....		.....
19.5	.....		Scale Yard	2.2	.....	.....	SY	.....
21.7	.....		PAINT CREEK JCT.		.....	.....	PK	Kan

C-Continuous.

§-On No. 1 Track.

¶-On No. 2 Track.

#-On No. 3 Track.

HUNTINGTON DIVISION—Cont'd.

WESTWARD

STATIONS, ETC.

EASTWARD

Distance from Initial Station	Passing Siding Capacity in Cars (50 ft.)	CABIN CREEK SUBDIVISION		OFFICE HOURS		Office Call	Jct. or Crossing
		STATIONS		From	To		
0.0	y	LEEWOOD	1.9	.....	LW	Leewood
1.9	Yard	y	Cane Fork	4.2	*C	C	CJ
6.1	46		Fairfield	3.3	.....	.....	.....
9.4		Dry Branch	2.0	.....	.....	.....
11.4	y	CABIN CREEK JCT.	.....	.....	CA	Kan.
KAYFORD SUBDIVISION							
0.0		KAYFORD	3.0	.....	JH	.....
3.0		Red Warrior Jct.	0.9	.....	RW	.....
3.9		Cherokee	0.2	.....	.....	.....
4.1	y	LEEWOOD	.....	.....	LW	Cabin Ck.
LEEWOOD SUBDIVISION							
0.0		WEST VA. NO. 2	2.5	.....	.....	.....
2.5	y	Decota	4.6	.....	DY	Rep.
.....		Holly	0.5	.....	.....	.....
7.1	y	LEEWOOD	.....	.....	LW	Cabin Ck.
REPUBLIC SUBDIVISION							
0.0		REPUBLIC	2.5	.....	.....	.....
2.5	y	DECOTA	.....	.....	DY	Leewood
SENG CREEK SUBDIVISION							
0.0		WHITESVILLE	0.5	.....	WG	Big Marsh Fork
0.5		Big Coal	2.9	.....	.....	Big Marsh Fork
3.4		FERNDALE	.....	.....	.....	.....
JARROLD'S VALLEY SUBDIVISION							
0.0		AMEAGLE	1.3	.....	AM	.....
1.3	y	Colcord	2.3	.....	.....	.....
3.6		Truax	4.2	.....	.....	.....
7.8		JARROLD'S VALLEY	.....	.....	JV	Big Marsh Fork
BIG COAL SUBDIVISION							
0.0	Yard		ELK RUN JCT.	*900A	600 P	ER	Big Marsh Fork
4.5		Keith	8.4	.....	K	.....
12.9		Seth	1.0	.....	S	Seth
13.9		Joe Creek	5.7	.....	JC	.....
19.6		Peytona	3.5	.....	PN	.....
23.1		Brushton	0.1	.....	BU	.....
23.2		Brush Creek Jct.	1.1	.....	BJ	Br. Ck.
24.3		Ashford	1.7	.....	AS	.....
26.0		Dartmont	5.3	.....	.....	.....
31.3		Brounland	2.1	.....	BD	K. C. Rwy.
33.4		SPOUL	.....	.....	SR	Coal River

C-Continuous.

*-Daily except Saturday and Sunday.

HUNTINGTON DIVISION—Cont'd.

WESTWARD		STATIONS, ETC.				EASTWARD	
Distance from Initial Station	Passing Siding Capacity in Cars (50 ft.)	BRUSH CREEK SUBDIVISION		OFFICE HOURS		Office Call	Jct. or Crossing
		STATIONS		From	To		
0.0	RIDGEVIEW	1.5	.....	.....	.....	.....
1.5	..... y	Nellis	2.5	.....	.....	.....	.....
4.0	BRUSH CREEK JCT.		.....	.....	BJ	Big Coal
SETH SUBDIVISION							
0.0	PRENTER	2.1	.....	.....	.....	.....
2.1	Cabot	4.3	.....	.....	.....	.....
6.4	Hopkins Fork	2.9	.....	.....	.....	.....
9.3	..... y	SETH		.....	.....	S	Big Coal
BIG MARSH FORK SUBDIVISION							
0.0	EDWIGHT	2.2	.....	.....	ED	.....
2.2	Montcoal	3.1	.....	.....	.....	.....
5.3	Eunice	1.0	.....	.....	NI	.....
6.3	Pettus		.....	.....	PT	L. Marsh Fk.
7.3	Jarrols Valley	1.0	.....	.....	JV	Jarrols Valley
7.9	..... Yard	Whitesville	0.6	.....	.....	WG	Seng Ck.
8.4	Big Coal	0.5	.....	.....	.....	Seng Ck.
8.4	Big Coal	0.9	.....	.....	.....	Seng Ck.
9.3	ELK RUN JCT.		*900A	600 P	ER	Big Coal
HAZY CREEK SUBDIVISION							
0.0	HAZY CREEK	1.5	.....	.....	.....	.....
1.5	EDWIGHT		.....	.....	ED	Big Marsh Fk.
LITTLE MARSH FORK SUBDIVISION							
0.0	MARFORK	1.8	.....	.....	.....	.....
1.8	PETTUS		.....	.....	PT	Big Marsh Fk.
KELLY MINE EXTENSION							
0.0	KELLY	5.0	.....	.....	.....	.....
5.0	..... y	Blair	6.0	.....	.....	.....	.....
11.0	SHARPLES		.....	.....	HA	Coal River

*—Daily except Saturday and Sunday.

HUNTINGTON DIVISION—Cont'd.

WESTWARD

STATIONS, ETC.

EASTWARD

Distance from Initial Station	Passing Siding Capacity in Cars (50 ft.)	COAL RIVER SUBDIVISION		OFFICE HOURS		Office Call	Jct. or Crossing
				From	To		
		STATIONS					
0.0	SHARPLES	2.7	.....	.....	HA	Kelly
2.7	Clothier	1.9	.....	.....	CO	Lr. Fork
4.6	Jeffrey	4.9	.....	.....
9.5	Powell Creek	5.0	.....	.....
14.5	Pond Jct.	0.2	.....	.....	PJ	Pond Fk.
14.7	Madison	2.0	.....	.....	MD	
16.7	Yard	Danville	2.3	#C	C	DA	
19.0	Rock Creek	6.0	.....	.....
25.0	Horse Creek Jct.	0.3	.....	.....	HC	Horse Ck.
25.3	Altman	0.3	.....	.....	AN	
25.6	Adams	4.1	.....	.....	AD	
29.7	MacCorkle	6.8	.....	.....	MC	
36.5	Sproul	3.1	.....	.....	SR	Big Coal
39.6	133	Alum Creek	7.1	.....	.....	AK	
46.7	131	Ferrell	5.1	.....	.....	FR	
51.8	Yard y	ST. ALBANS		.....	.....	VF	Kan.
HORSE CREEK SUBDIVISION							
0.0	GARNER	3.0	.....	.....
3.0	Breece	2.9	.....	.....
5.9	Woodville	2.0	.....	.....
7.9	HORSE CREEK JCT.		.....	.....	HC	Coal River
BARRETT SUBDIVISION							
0.0	..... y	BARRETT	5.2	.....	.....	BA	
5.2	Kohlsaat	3.6	.....	.....
8.8	WEST JUNCTION		.....	.....	WJ	Pond Fk. & West Fk.
POND FORK SUBDIVISION							
0.0	WEST JUNCTION		.....	.....	WJ	Barrett & West Fk.
6.6	Quinland	4.9	.....	.....
11.5	POND JUNCTION		.....	.....	PJ	Coal River
WEST FORK SUBDIVISION							
0.0	END OF LINE	0.4	.....	.....
0.4	Robin Hood	5.3	.....	.....
5.7	Marnie	3.8	.....	.....
9.5	Van	0.3	.....	.....
9.8	WEST JCT.		.....	.....	WJ	Pond Fk. & Barrett

#C—Continuous except 7:00 A Saturday until 7:00 A Monday.

HUNTINGTON DIVISION—Cont'd.

WESTWARD

STATIONS, ETC.

EASTWARD

Distance from Initial Station	Passing Siding Capacity in Cars (50 ft.)	LAUREL FORK MINE EXTENSION		OFFICE HOURS		Office Call	Jct. or Crossing
		STATIONS	From	To			
0.0	END OF LINE	1.0	.....	.....	.....	.....
1.0	Hampton 4	2.7	.....	.....	.....	.....
3.7	Hampton 3	7.0	.....	.....	.....	.....
10.7	CLOTHIER		.....	.....	CO	Coal Riv.

BEECH CREEK SUBDIVISION

0.0	.....	END OF LINE	1.0	.....	.....	.....	.....
1.0	.....	Monclo	1.0	.....	.....	.....	.....
2.0	.....	SHARPLES		.....	.....	HA	Coal Riv.

LOGAN SUBDIVISION

0.0	.....	WYLO	0.8	.....	.....	WY	Elk Ck.
0.8	.....	Christian	4.0	.....	.....	.....	.....
4.8	.....	Huff Junction	0.3	.....	.....	HJ	Huff Ck.
5.1	.....	R. H. Junction	0.3	.....	.....	RH	Rockhouse
5.4	.....	Man	1.6	*C	C	MN	Buffalo
7.0	e113 w 98	Taplin	1.4	.....	.....	PN	.....
8.4	.....	Earling	0.7	.....	.....	.....	.....
9.1	.....	Snap Creek Jct.	0.4	.....	.....	JT	Rich Ck.
13.1	.....	Rum Junction	1.9	.....	.....	RJ	Rum Ck.
15.0	.....	S. W. Cabin (EEDT)	1.6	.....	.....	SW	.....
16.6	.....	Stollings	.....	.....	.....	SG	Dingess
18.6	.....	Logan ⁽¹⁵⁾	0.2	.....	.....	.....	.....
18.8	.....	y F. D. Cabin (WEDT)	1.6	*C	C	FD	Isld Ck.
20.4	Yard	t Peach Creek	1.1	#C	C	OB	.....
21.5	.....	West Peach Creek (EEDT)	8.0	.....	.....	.....	.....
29.5	.....	Chapmanville	4.2	.....	.....	SA	.....
33.7	.....	Big Creek	10.1	.....	.....	BC	.....
43.8	.....	Sand Creek	3.8	.....	.....	SK	.....
47.6	.....	Gill	5.2	.....	.....	GI	.....
52.8	.....	Ranger	1.1	.....	.....	RG	.....
53.9	.....	N. G. Cabin (WEDT)	3.7	.....	.....	NG	.....
58.6	198	Midkiff	3.9	.....	.....	MI	.....
62.5	.....	Branchland	3.4	.....	.....	BN	.....
65.9	.....	W. H. Cabin (EEDT)	1.8	#C	C	WH	.....
67.7	.....	West Hamlin	7.3	.....	.....	WA	.....
75.0	.....	Inez	9.9	.....	.....	ZK	.....
83.9	.....	y BARBOURSVILLE		.....	.....	BR	Kan.

ELK CREEK SUBDIVISION

0.0	.....	ELK CREEK MINE No. 4	2.2	.....	.....	.....	.....
2.2	.....	Emmett	1.3	.....	.....	.....	.....
3.5	.....	WYLO		.....	.....	WY	Logan

#C—Continuous except 11:00P Sunday to 7:00A Monday.

*C—Continuous except 7:00A Sunday to 7:00A Monday.

HUNTINGTON DIVISION—Cont'd.

WESTWARD		STATIONS, ETC.			EASTWARD		
Distance from Initial Station	Passing Siding Capacity in Cars (50 ft.)	HUFF CREEK SUBDIVISION		OFFICE HOURS		Office Call	Jct. or Crossing
		STATIONS		From	To		
0.0	HUFFVILLE	0.6	.....	.....	.....	.....
0.6	Mallory	1.8	.....	.....	.....	.....
2.4	HUFF JUNCTION		.....	.....	HJ	Logan
DINGESS RUN SUBDIVISION							
0.0	END OF LINE	0.2	.....	.....	.....	.....
0.2	Ethel Mine No. 2	1.4	.....	.....	.....	.....
1.6	y Ethel	0.9	.....	.....	.....	Geo. Ck.
2.5	Wanda	1.2	.....	.....	.....	.....
3.7	Ft. Branch	0.9	.....	.....	.....	.....
4.6	Bandmill Jct.	1.0	.....	.....	BM	Band Mill
5.6	STOLLINGS		.....	.....	SG	Logan
BANDMILL MINE EXTENSION							
0.0	END OF LINE	0.5	.....	.....	.....	.....
0.5	Mellville	1.1	.....	.....	.....	.....
1.6	BANDMILL JCT.		.....	.....	BM	Dingess
GEORGES CREEK SUBDIVISION							
0.0	HETZEL	1.5	.....	.....	.....	.....
1.5	Freeze Fork	0.8	.....	.....	.....	.....
2.3	y ETHEL		.....	.....	.....	Dingess
RUM CREEK SUBDIVISION							
0.0	SLAGLE	1.9	.....	.....	.....	.....
1.9	Yolyn	3.2	.....	.....	.....	.....
5.1	Dehue	1.5	.....	.....	.....	.....
6.6	RUM JUNCTION		.....	.....	RJ	Logan
RICH CREEK MINE EXTENSION							
0.0	END OF LINE	2.7	.....	.....	.....	.....
2.7	Tomlinson	0.5	.....	.....	.....	.....
3.2	SNAP CREEK JCT.		.....	.....	SJ	Logan
SAUNDERS SUBDIVISION							
0.0	SAUNDERS	2.9	.....	.....	SD	.....
2.9	Pardee	1.3	.....	.....	.....	.....
4.2	Lorado	0.7	.....	.....	.....	.....
4.9	PAUL		.....	.....	P	Buffalo
BUFFALO SUBDIVISION							
0.0	PAUL	0.5	.....	.....	P	Saunders
0.5	y Lundale No. 2	2.7	.....	.....	LD	.....
3.2	98	Latrobe	2.3	.....	.....	.....	.....
5.5	Amherstdale	2.4	.....	.....	AH	.....
7.9	Right Fork Jct.	0.6	.....	.....	RF	Right Fk.
8.5	54	Lax	2.5	.....	.....	.....	.....
11.0	MAN		*C	C	MN	Logan

*C—Continuous except 7:00A Sunday to 7:00A Monday.

HUNTINGTON DIVISION—Cont'd.

WESTWARD		STATIONS, ETC.			EASTWARD	
Distance from Initial Station	Passing Siding Capacity in Cars (50 ft.)	RIGHT FORK MINE EXTENSION	OFFICE HOURS		Office Call	Jct. or Crossing
			From	To		
		STATIONS				
0.0	END OF LINE	0.6	.....	.....	.....
0.6	Meredith	2.4	.....	.....	.....
3.0	RIGHT FORK JCT.		.....	RF	Buffalo
GILBERT SUBDIVISION						
0.0	N&W CONNECTION	7.0	.....	.....	N&W
0.5	West Gilbert	6.5	.....	.....	.....
6.5	WYLO		.....	WY	Logan
ROCK HOUSE MINE EXTENSION						
0.0	END OF LINE	0.4	.....	.....	.....
0.4	Garnette	3.0	.....	.....	.....
3.4	R. H. JUNCTION		.....	RH	Logan
ISLAND CREEK SUBDIVISION						
0.0	TRACE JUNCTION	1.1	.....	TJ	Trace Fk.
1.1	y Whitman Junction	1.3	.....	WJ	Whit. Ck.
2.4	Mud Junction	0.5	.....	MJ	Mud Fk.
2.9	Monitor Junction	0.7	.....	MO	Log.-Sou.
3.6	Yard	LOGAN ⁽¹⁵⁾		Logan
STIRRAT SUBDIVISION						
0.0	SARAH ANN	1.3	.....	SN	.....
1.3	y Stirrat	2.1	.....	.....	.....
3.4	OMAR		.....	OM	Log.-Sou.
LOGAN SOUTHERN SUBDIVISION						
0.0	OMAR	1.0	.....	OM	Stirrat
1.0	68	Chauncey	3.3	.....	.....	.....
4.3	Rossmore	1.1	.....	RM	.....
5.4	Monaville	2.7	.....	.....	.....
8.1	MONITOR JCT.		.....	MO	Isl. Ck.
PINE CREEK SUBDIVISION						
0.0	I. C. MINE No. 22	5.3	.....	.....	.....
5.3	OMAR		.....	OM	Log.-Sou
MUD FORK SUBDIVISION						
0.0	I. C. MINE No. 29	1.0	.....	.....	.....
1.0	Argonne	1.7	.....	.....	.....
2.7	Verdun	1.4	.....	.....	.....
4.1	MUD JCT.		.....	MJ	Isl. Ck.
WHITMAN CREEK SUBDIVISION						
0.0	END OF LINE	1.2	.....	.....	.....
1.2	Whitman	1.2	.....	.....	.....
2.4	y WHITMAN JCT.		.....	WJ	Isl. Ck.
TRACE FORK SUBDIVISION						
0.0	y SCARLETT	4.7	.....	SC	.....
4.7	I. C. MINE No. 21	2.3	.....	.....	.....
7.4	TRACE JCT.		.....	TJ	Isl. Ck.

SPECIAL INSTRUCTIONS

A-1.—DESIGNATION OF MAIN TRACKS.

HINTON DIVISION:

SUBDIVISION OR TRACK SECTION BETWEEN	RULES IN EFFECT	TRACK/S
MX Cabin and Crossover west of Hinton Depot	D-251-D-254	Two
Crossover west of Hinton Depot and east end Handley Yard (see Note 1)	271-278	Two
Laurel Creek S.D. (See 830-5)	S-83(g)	
Piney Creek S.D. (See 930-5(a))		
Glade Creek and Raleigh S.D.		
Piney River and Paint Creek S.D.		
Raleigh Southwestern—Winding Gulf S. D. (See 970(a))		
Loup Creek S.D. (See 930-4(a))	230 and 231-233, inclusive (See T.T.S.I. 2300)	
White Oak S.D.		
Glen Jean S.D.		
Mill Creek S.D. (See 1050-3(a))		
Price Hill S.D.		
South Side S.D. (See 1050-3(b))		
Rend S.D. (See 830-4(a) and 930-4(b))		
Keeneys Creek S.D.		
Hawk's Nest S.D.		
Gauley S.D. (See 830-4(b))		
Rich Creek S.D.	S-83(f)	
Open Fork S.D. (See 830-4(c))		
Powellton S.D.		
Elkridge S.D.		

Note 1.—In addition to Rules 271-278, inc., Rules 279(a), 279(b) and/or 279(c), inc. are also in effect as designated below:

Quinnimont-Prince.—Westward Absolute Block Signals just west of MP-377 and Eastward Absolute Block Signals just west of MP-380. (Rules 279(a) and 279(b))

East Sewell-Sewell.—Westward Absolute Block Signals at East Sewell and Eastward Absolute Block Signals at Sewell. (Rules 279(a), 279(b) and 279(c))

Eagle-Handley.—Westward Absolute Block Signals just west of Eagle and Eastward Absolute Block Signals just east of Crossover at east end Handley Yard. (Rules 279(a) and 279(b))

A-1.—Continued.

HUNTINGTON DIVISION:

TRACK SECTION BETWEEN	RULES IN EFFECT	TRACK/S
East End Handley Yard and BR Cabin (See Note 2)	271-278 (See 930-7(f))	Two
BR Cabin and East Interlocking Limits at east end Guyandotte Bridge DK Cabin (except over Guyandotte River Bridge, two tracks	271-278	Three
DK Cabin and HO Cabin. From north to south the four main tracks are designated as westward passenger, eastward passenger, westward freight and eastward freight	D-251-D-254 (See 930-9(a))	Four
HO Cabin and Clyffside (except over Big Sandy Bridge—two tracks)	271-278 (See 6050)	Three
Clyffside and NC Cabin. From north to south the four main tracks are designated as westward freight, eastward freight, westward passenger and eastward passenger	D-251-D-254 (See 6050)	Four
NC Cabin and Russell	271-278 (See 6050)	Three
Barboursville and WH Cabin	D-251-D-254 (See 5010(c))	Two
WH Cabin and NG Cabin	271-278	Single
NG Cabin and West Peach Creek except the current of traffic is to the left. Rule 14(q) will apply when running against the current of traffic	D-251-D-254	Two
West Peach Creek and Peach Creek	271-278 (See 6050)	Single
FD Cabin and Monitor Jet.	D-251-D-254 (See 6050)	Two
SW Cabin and Man	501-521	
VF Cabin and Westward Absolute Block Signal at West End passing siding, MacCorkle	271-278	Single
Sproul and Westward Absolute Block Signal just east of Brounland Depot		

Note 2.—In addition to Rules 271-278, inc., Rules 279(a)-279(b) and/or 279(c), inc. are also in effect as designated below:

Handley.—Between Westward Absolute Signals just east of Crossover East End Handley Yard and Eastward Absolute Block Signals at Paint Creek Jet. (279(a), 279(b) and 279(c).)

Chelyan-St. Albans.—Between Westward Absolute Block Signals at Crossover Chelyan and Eastward Absolute Block Signals at Crossover East end No. 1 Yard track, St. Albans, (279(a) and 279(b).)

A-1.—Continued.

HUNTINGTON DIVISION—Concluded:

SUBDIVISION OR TRACK SECTION BETWEEN	RULES IN EFFECT	TRACK/S	
Island Creek			
Logan and Sou.			
Logan (Man and Wylo)			
Buffalo	230 and 231-233, inclusive (See T.T.S.I. 2300)		
Coal River (MacCorkle and Sharples)			
Pond Fork			
Cabin Creek			
Big Coal (Brounland and West Yard Limit Board Elk Run Jct.)			
Paint Creek			
Imperial			
Kayford (See 830-4(d))			
Leewood (See 830-4(d))			
Republic			
Seng Creek			
Jarrolds Valley			
Little Marsh Fork			
Big Marsh Fork (Between East Yard Limit Board, Jarrolds Valley and Edwight)			
Hazy Creek (See 830-4(f))			
Seth (See 830-4(e))			
Brush Creek		Single	
Horse Creek			
West Fork			
Barrett	S-83(f)		
Laurel Fork Mine Ext.			
Beech Creek			
Kelly Mine Ext.			
Mud Fork			
Whitman Creek			
Trace Fork			
Pine Creek			
Stirrat			
Dingess Run			
Band Mill Mine Ext.			
Georges Creek			
Rich Creek Mine Ext.			
Right Fork Mine Ext.			
Saunders			
Rock House Mine Ext.			
Huff Creek			
Elk Creek			
Gilbert			
Rum Creek			

A-1.—Concluded.

Where Rules D-251 or 271 are in effect, Rules 501-521 are also in effect.

Where Rules D-251, 271 or 501 are in effect, Rules 250-A, 250-B, 281-296 and 715(a)-715(f) are also in effect.

Where Rule 271 is in effect, Rules 701-712 are also in effect. Where more than one main track is in service, tracks are numbered from North to South.

Where Rule D-251 is in effect, Rules D-151, 712-713(b) and 721(a)-721(b) are also in effect.

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

Hinton Division:

Pemberton—Jet. switches and yard tracks.....	N&W
Swiss and Beech Glen.....	NYC
Swiss Jct. and Omega.....	NF&G
Meadow Creek—Interchange track.....	NF&G

Huntington Division:

Gilbert—N&W Conn. and Justice.....	N&W
Charleston—Bridge Jct. and Elizabeth St.....	NYC

Hinton Division:

A-2(a).—BETWEEN BEECH GLEN AND SWISS.—Chesapeake and Ohio trains operating on NYC RR between Beech Glen and Swiss are governed by the following instructions:

YARD LIMITS AT SWISS.—NYC Rule 93 requires all trains and engines to move within yard limits prepared to stop unless the main track is seen or known to be clear.

MAXIMUM Speed.—15 miles per hour.

CLASSIFICATION SIGNALS.—Extra trains will display two white flags by day and, in addition two white lights by night, in the place provided on the front of the engine while on NYC tracks.

TRAIN ORDERS.—Train orders for movement will be secured from NYC operator at DB Tower. Trains or engines must not enter on or foul NYC tracks at Beech Glen without permission of the NYC operator, and must report to NYC operator when clear of NYC tracks.

CARS HANDLED.—C&O crews will report number of cars in train to operator when requesting permission to enter NYC tracks at Beech Glen and number of cars in train in return trip when reporting clear of NYC tracks.

NYC SWITCH KEY.—NYC switch key will be secured from Trainmaster's Office at Gauley and will be left at that point on return trip.

A-2(b).—NF&G RR.—SWISS: After securing permission of the train dispatcher at Rainelle, the NF&G main track between Swiss Junction Switch and Omega may be used at restricted speed expecting to find main track occupied. Trains or engines using this track must report when clear of main track at Swiss Junction.

A-2(c).—MEADOW CREEK.—After securing permission of the train dispatcher at Rainelle, the NF&G main track between the East and West interchange tracks at Meadow Creek may be used at restricted speed expecting to find the main track occupied.

Huntington Division:

A-2(d).—N&W RR CONN.—C&O trains and engines using N&W tracks between west yard limit board N&W Conn. and Justice will be governed by the following instructions:

- (1) Trains or engines using the N&W main track between the west yard limit board and C. T. C. sign, and yard tracks No. 1 and No. 2, must move at a speed that will permit stopping within one-half the range of vision, expecting tracks to be occupied by cars, trains, or engines moving in either direction.
- (2) Before entering or fouling N&W main track between C. C. T. sign and Justice, Trainmen will secure work permit in duplicate per Form 1724 from the N&W Train Dispatcher by telephone located 10 car lengths west of west yard limit board. Conductor and Engineer must each have a copy. Supply of Form 1724 will be placed in telephone box at east end of No. 2 yard track.
- (3) Trains and engines using main track will clear main track and restore all hand-operated switches to normal position and report clear to the dispatcher before time given has expired. If necessary to work beyond limits set by the dispatcher, or longer than time given, dispatcher must be notified and extension in working limits, or time obtained.
- (4) Permission must be obtained from the dispatcher before using switches equipped with electric locks.
- (5) Signal indications in effect as per Rules 281 to 292, inclusive.
- (6) Maximum authorized speed in C. T. C. territory is 20 miles per hour.

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

30-1.—HINTON DIVISION:

STATION	LOCATION OF CLOCK AND FORM CDT-43	LOCATION OF BULLETIN AND NOTICE BOOKS
Hinton	.....	Avis Yard Office
	Telegraph Office	Crew Room, Pasgr. Sta.
	.....	Y.M.C.A.
	West Yard Office	West Yard Office
	Roundhouse Office	Roundhouse Office
	.....	Grand Central Yard Office

30-1.—HINTON DIVISION—Concluded.

STATION	LOCATION OF CLOCK AND FORM CDT-43	LOCATION OF BULLETIN AND NOTICE BOOKS
Quinnimont	Yard Office	Yard Office
Thurmond	Roundhouse Office	Roundhouse Office
	Telegraph Office	Yard Office
Gauley	*Trainmaster's Office	Trainmaster's Office
Raleigh	Train Dispatcher's Office	Engineer's Room and Conductor's Room
Handley	Roundhouse	Roundhouse
	Crew Lobby	Crew Lobby

30-2.—HUNTINGTON DIVISION:

Handley	Roundhouse	Roundhouse
	Crew Lobby	Crew Lobby
Elk	Engineer's Register Room, General Foreman's Office	Engineer's Register Room, General Foreman's Office
	Elk Yard Office	Elk Yard Office
	*Yard Office, East End New Yard	Yard Office, East End New Yard
Cane Fork	*South Charleston Depot	South Charleston Depot
	Yard Office	Yard Office
Danville	Yard Office	Yard Office
Elk Run Jet.	Yard Office	Yard Office
	General Foreman's Ofc.	General Foreman's Ofc.
Peach Creek	Dispatcher's Office	Dispatcher's Office
	Crew Clerk's Office	Trainmen's Room
	.....	Y.M.C.A.
St. Albans	Train Dispatcher's Office	Condr. and Engr. Register Room
	*16th St.—Yardmaster's Tower	16th St.—Yardmaster's Tower
	16th St. Yard Office—Conductor's Room	16th St. Yard Office—Conductor's Room
	*16th St. Yard Clerk's Office	16th St. Yard Clerk's Office
	*Shop Yard Office	Shop Yard Office
Huntington	*Yard Conductor's Room Yard Bldg.—20th St. and 2nd Ave.	Yard Conductor's Room Yard Bldg.—20th St. and 2nd Ave.
	Conductor's Room Passenger Station Annex	
	Conductor's Room	Conductor's Room
Ashland Psgr. Station	Conductor's Room	
Russell	Crew Caller's Office	Crew Caller's Office
	Yardmaster's Office—Eastbound	Yardmaster's Office—Eastbound

*No Standard Clock.

40.—MAXIMUM AUTHORIZED SPEED.

HINTON DIVISION:

BETWEEN	PSGR. MPH	TIME FRT. MPH	OTHER FRT. MPH
Hinton and Quinnimont	60	50	40
Quinnimont and Mile Post 419	50	35	30
Mile Post 419 and Handley	60	50	40
Trains in excess of 14,000 tons or 160 cars between Hinton and Quinnimont	.....	35	35
Trains in excess of 14,000 tons or 160 cars between MP-419 and Handley	.....	35	35
Quinnimont and Hemlock Hollow	12	.....	10
Prince and Surveyor	25	.....	15
Beckley Jct. and Cranberry	20	.....	15
Raleigh and Stone Coal Jct.	25	.....	15
Blue Jay Jct. and Glen Morgan	15	.....	15
Terry Jct. and Terry	15	.....	15
Thurmond and MacDonald	20	.....	12
Glen Jean and Carlisle	20	.....	12
South Side Jct. and Bridge Jct.	20	.....	12
South Side Jct. and Minden	20	.....	12
Heath and Pax	15	.....	15
Kilsyth Jct. and Oswald	18	.....	12
Mill Creek Jct. and Garden Ground	20	.....	12
Keeney's Creek and Lookout	12	.....	10
Hawk's Nest and Ansted	15	.....	15
Gauley and Agnew	25	.....	18
Rich Creek Jct. and Bintree	25	.....	15
Open Fork Jct. and Greendale	25	.....	15
Mt. Carbon and Powellton	20	.....	15
Elkridge Jct. and End of Track	20	.....	15

HUNTINGTON DIVISION:

	MPH	MPH	MPH
Handley and Barboursville	65	55	45
Barboursville and Russell	70	55	45
Barboursville and Logan	40	.....	40
Trains in excess of 14,000 tons or 160 cars between Handley and Russell	.....	35	35
Trains in excess of 15,000 tons or 180 cars between Barboursville and Peach Creek	.....	30	30
Trains in excess of 13,000 tons or 160 cars between St. Albans and McCorkle, Sproul and Brounland	.....	25	25
Logan and Man	35	.....	35
Man and Paul	25	.....	25
Man and N&W Connection	25	.....	25
Logan and Trace Jct.	25	.....	25

HUNTINGTON DIVISION—Concluded:

BETWEEN	PSGR.	TIME FRT.	OTHER FRT.
	MPH	MPH	MPH
Trace Fork Subdivision	12	.....	12
Logan and Southern Subdivision	25	.....	25
Coal River Subdivision:			
Between St. Albans and Danville	30	.....	30
Between Danville and Sharples	20	.....	20
Big Coal Subdivision	30	.....	30
Cabin Creek, Paint Creek, Big Marsh Fork, Little Marsh Fork, Hazy Creek, Leewood, Republic, Kayford, Seng Creek, Jarrolds Valley, Elk Run, Brush Creek, Pond Fork, Barrett, West Fork, Beech Creek, Dingess Run, Georges Creek, Rum Creek, Saunders, Huff Creek, Elk Creek, Mud Fork, Whitman Creek, Pine Creek, and Stirrat Subdivisions	20	.....	20
Laurel Fork Mine Extension	15	.....	15
Kelly Mine Extension	20	.....	20
Rich Creek Mine Extension	10	.....	10
Rock House Mine Extension	10	.....	10
Right Fork Mine Extension	12	.....	12
Band Mill Mine Extension	12	.....	12
Seth Subdivision	15	.....	15
Horse Creek Subdivision	10	.....	10

40-1.—SPEED RESTRICTIONS.

HINTON DIVISION:

LOCATIONS AND CONDITIONS	PSGR.	TIME FRT.	OTHER FRT.
	MPH	MPH	MPH
Through turnouts at ends of passing sidings and all main track crossovers except where movement is governed by signal indications	20	15	15
Eastward freight trains passing west end passenger station Hinton until entire train has passed this point	.....	8	8
Through Stretcher's Neck Tunnel:			
Eastward	20	20	20
Westward	25	25	25
Crossing Sewell Bridge	15	15	15
Crossing Hawk's Nest Bridge	15	15	15

40-1.—Concluded:

HUNTINGTON DIVISION:

LOCATIONS AND CONDITIONS	PSGR.	TIME FRT.	OTHER FRT.
	MPH	MPH	MPH
Through turnouts at ends of passing sidings and all main track crossovers except where movement is governed by signal indications	20	15	15
Running against the current of traffic, Logan Subdivision (See TTSI A-1)	35	35	35
Ashland: Between East City Limits and Clyffeside— all tracks	40	40	40
Between Clyffeside and 5th Street on freight main tracks	40	40	40
Between Clyffeside and Passenger Station on Passenger Main Tracks	25	25	25
Between Coalfield and Kingston	.....	.....	15
Descending grades TS Cabin to Whitesville	15	.....	12

40-1(a).—SPEEDS—DIESEL UNITS.

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

DIESEL UNIT	MPH
102, 4000-4030, 4500-4523	93
3000-3047, 3500-3575 (See Note)	71
1800-1818, 2500-2537, 5600-5601, 5700-6263, 6700-6709, 6800-6811, 7000-7093, 7500-7546, 8000-8015, 8500-8506	65
5114-5115, 5528-5595	60
10-11, 58, 1850-1856, 5000-5093, 5100-5113, 5200-5298, 6500- 6501, 6600-6601	50
1	37
Rail Cars 9060-9062, 9080-9082	75

Note.—Where Engines 3500-3575 are referred to in special instructions, they apply to both B&O and C&O.

40-2.—SPEED RESTRICTIONS EQUIPMENT:

EQUIPMENT, unless otherwise restricted to lower speeds:	PSGR.	TIME FRT.	OTHER FRT.
	MPH	MPH	MPH
Passenger trains handling piggy-back cars: Hinton and Quinnimont	60	.....	.....
Quinnimont and MP-419	50	.....	.....
MP-419 and Handley	60	.....	.....
Handley and Russell	60	.....	.....
Ditcher spreader cars	.....	30	30
Air dump cars	.....	30	30
Scale test cars	.....	25	25
Engines pushing cars (except Clearance Car X-1836)	30	25	25
Clearance Car X-1836 when pushed ahead of engine	.....	30	30
Clearance Car X-1836 when pulled in train	.....	35	35
C&O tool car derrick with boom trailing	.....	40	40
C&O tool car derrick with boom in forward position	.....	30	30
Unless otherwise restricted by train order, other der- rerrick cars, power shovels, cranes, ditchers and similar pivoted machinery moving on their own wheels (See 40-3(j))	On tangents	.....	20
	On curves	.....	15
On subdivisions where maximum author- ized speed for freight trains is less than 30 miles per hour trains handling C&O tool car derrick, other derrick cars, steam shovels, cranes, ditchers and similar pivoted non-revenue machinery moving on own wheels:			
Huntington Division	.....	.....	12
Hinton Division	.....	.....	10

40-3.—ENGINE AND EQUIPMENT RESTRICTIONS:—
GENERAL.—Where authority of Superintendent is required
(except defective equipment), Superintendent must secure
such authorization from Chief Engineer.

40-3(a).—MAKING COUPLING.—Four or more diesel
units in multiple, with or without cars, must be brought to
a STOP before coupling to other equipment.

40-3(b).—**HAULING DEAD OR DISABLED ENGINE IN TRAIN.**—*Dead or Disabled* engines must not be dispatched or moved in any train, without authority of the Chief Train Dispatcher, who will secure instructions from the proper Mechanical Department Officer before authorizing movement. When for any reason lower speeds than specified in timetable are required such speeds will be requested before engine is dispatched. When enroute in charge of messenger, and conditions require further speed restrictions, Chief Train Dispatcher should be so notified, who will advise whether to set engine out or reduce speed.

40-3(c).—**SCALE TRACKS.**—Engines must not be operated over live rail of scale tracks. Cars with gross weight exceeding 220,000 lbs. must not be moved on track scales with capacity of less than 200 tons.

40-3(d).—**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.

40-3(e).—(1) **70-TON OR HEAVIER CARS.**—Cars with capacity of 70 tons or over with gross weight exceeding 220,000 lbs. (except B&LE 90, N&W and C&O 85-ton cars) must not be operated without authority of Superintendent. (See T.T.S.I. 40-3(k).)

(2) Jumbo tank cars, listed in T.T.S.I. 40-3(k), and B&LE 90, N&W and C&O 85-ton cars with gross weight not exceeding 263,000 lbs. and UTLX 83699 (8 axle car) with gross weight not exceeding 440,000 lbs. may be operated between Gauley and K&M Junction, over Bridge 03 at Gauley, and between Elk Yard and Bridge Junction, over Kanawha River Bridge at Elk without the authority of the Superintendent as restricted in T.T.S.I. 40-3(k).

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

40-3(g).—**WOOD RACK CARS.**—(1) *Pulpwood.*—Wood rack cars loaded with pulpwood must not be moved in through freight or manifest trains.

(2) *Cross-Ties.*—C&O wood rack cars of Series 80000-80299, loaded with cross ties bound in bundles may be handled in freight trains (other than manifest freight trains) **RESTRICTED TO NOT EXCEED 40 M. P. H.** and placed near head or rear of trains to permit close observation of lading by crew members. (See 40-3(k))

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

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

40-3(h).—**HANDLING OF FLAT CARS, BI-LEVEL AND TRI-LEVEL CARS LOADED WITH AUTOMOBILES.**—Flat cars, bi-level and tri-level cars loaded with automobiles must be placed at least five (5) cars behind the engine; must not be placed directly behind open gondola or hopper cars loaded with sand, gravel, coal, or similar commodity; and must not be cut off while in motion during switching operations. No car moving under its own momentum shall be allowed to strike any of these cars.

40-3(i).—**HANDLING DEFECTIVE CARS IN TRAIN.**—Unless otherwise authorized by the Superintendent, cars with broken center sills, defective drawbars, draft gears, or similar defects must be handled on rear behind the caboose of freight trains other than manifest. Air brakes must be cut in and in proper working condition.

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

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

40-3(j).—**NON-REVENUE SHIPMENTS: Pivoted Rotating or Swinging Machinery.**—Rules E-1125(b), (f), and (g) are modified to permit non-revenue shipments of pivoted, rotating, or swinging machinery moving on their own wheels or loaded on cars to be handled in trains under the same restrictions that apply to revenue shipments of this type. Rule E-1125(e) is cancelled.

40-3(k).—**ENGINE AND EQUIPMENT RESTRICTIONS.**—Unless otherwise authorized by the Superintendent, engines and/or equipment are restricted in use of tracks, bridges, trestles, etc., as designated below:

HINTON DIVISION.

STATION— TRACK, BRIDGE, ETC.	ENGINE OR EQUIPMENT	RESTRICTION
<i>Hinton:</i> Block Co. track trestle	All engines	Must not operate on.
<i>Kaymoor:</i> House Coal track trestle		
Crossovers west of tipple		
<i>Stone Cliff:</i> Mine track under tipple and east of tipple		
<i>Fayette:</i> Mine track under tipple and east of tipple		
<i>Ames:</i> West of drop-in switch		
<i>Greenwood Mine:</i> Supply track beyond drop-in switch		

40-3(k).—HINTON DIVISION.—Continued.

STATION— TRACK, BRIDGE, ETC.	ENGINE OR EQUIPMENT	RESTRICTION
<i>Raleigh:</i> Raleigh No. 3 supply track, from upper switch to end of track		
<i>South End Wye:</i> Raleigh No. 6 supply track, from drop-in switch to end of track		
<i>Gulf Switch:</i> Mamone Const. Co. under west end of loading conveyor		
<i>Helen:</i> Supply track, from drop-in switch to end of track		
<i>Tams:</i> No. 2 and No. 3 supply tracks	All engines	Must not operate on.
<i>Skelton:</i> Through turn- outs west of tipple		
<i>Beaver:</i> Over Lillys trestle		
<i>Beckley:</i> Trestle on Quality Lbr. Co. track Trestle on Hedrick & McNabb track Trestle on Beckley Lbr. & Supply Co. track		
<i>Minden:</i> Old No. 2 Mine track from road crossing at Power House to end of track		

40-3(k).—HINTON DIVISION.—Continued.

STATION—TRACK, BRIDGE, ETC.	ENGINE OR EQUIPMENT	RESTRICTION
<i>Piney Creek SD:</i>	1800-1818, 5528-5595, 6500-6501, 6600-6601, 6700-6709, 6800-6811	Must not exceed 15 mph.
Bridge 04	<i>Tenders:</i> 9,000-16,000 gallon capacity	When loaded with coal and water must not operate on unless separated from engine or another tender by at least two cars.
Old Terry Mine Track	<i>Tenders:</i> 21,000 gallon capacity	Must not operate on unless emptied of coal and water.
Tunnel No. 1	1, 10, 11, 57-62, 1850-1856, 5000-5093, 5100-5115, 5200-5298, 5528-5595, 5700-6263, 6500-6501, 6600-6601, 6700-6709, 6800-6811 Cross Tie Cars CT-7—CT-31	Must not exceed 5 m.p.h. through tunnel account close clearance.
Between Prince and Tunnel No. 1	1800-1818, 3000-3047, 3500-3575 C&O 50-ton Cars Nos. 19,000-19,999	Must not enter tunnel.
Glade Creek and Raleigh SD	<i>Tenders:</i> 21,000 gallon capacity	Must not operate on unless emptied of coal and water.
<i>Hawks Nest Subdivision:</i> Entire Subdivision	<i>Tenders:</i> 21,000-23,000 gallon capacity 102, 4500-4523	Must not operate on.
MP-3	1800-1818, 4000-4030, 6800-6811	Must not move past rock bluff.
<i>Gauley SD:</i>	3000-3047, 6700-6709	Must not exceed 5 m.p.h. past rock bluff.
Bridge 03	102, 1800-1818, 3000-3047, 3500-3575, 4000-4523, 5528-5595, 5600-5601, 5700-6263, 6700-6709, 7000-7093, 7500-7546, 8000-8015, 8500-8506	Not more than three units coupled may operate on and speed must not exceed 15 m.p.h. over bridge.

40-3(k).—HINTON DIVISION.—Continued.

STATION— TRACK, BRIDGE, ETC.	ENGINE OR EQUIPMENT	RESTRICTION
<i>Gauley SD</i> —Continued:	2500-2537, 6800- 6811	Must not operate on.
	Loaded N&W and C&O 85-ton, B&LE 90-ton and Jumbo tank cars listed below with gross weight not exceeding 263,000 lbs.	
	AMOX 5201-5202, CCBX 901-920, DUPX 20050- 20052, HOKX 3001-3015, GATX 35030, 38830-38835, 39205-39219, 39600-39609, 39612-39618, 39666-39668, 39710, 76342, 76365, 83600, 83728-83737, 83801-83810, 86600-86609, 87300-87323, 87800-87819,	
Bridge 03	NATX 21184- 21186, 21324- 21329, SEAX 24-28, SHPX 12488- 12497, 12925- 12939, 12950, 12973-12982, UTLX 798-799, 80010-80059, 82077-82099, 83000-83080, 83086-83214, 83245-83449, 83724-83778, 83868-83893, 83935-83999, 99398-99399, FMLX 15000- 15025	Must not exceed 15 m.p.h.
	UTLX 83699 (8-axle car) with gross weight NOT EXCEED- ING 440,000 pounds	Car must be preceded and followed by TWO EMPTY 50 TON CARS AND MUST NOT EXCEED 15 m. p. h.

40-3(k).—HINTON DIVISION.—Continued.

STATION—TRACK, BRIDGE, ETC.	ENGINE OR EQUIPMENT	RESTRICTION
<i>Gauley SD</i> —Continued:	102, 4500-4523	Must not exceed 5 m.p.h. over bridge.
Bridge 87	3500-3575	Must not exceed 15 m.p.h.
Open Fork Jct.	1800-1818, 3000-3047, 4000-4030	Must not operate west of Open Fork Jct.
Near MP-14	102, 4500-4523, 5528-5569	Must not move past rock bluff.
Between Open Fork Jct. and Greendale	6700-6709	Must not exceed 5 m.p.h. past rock bluffs.
<i>Gauley and Open Fork SD's</i>	2500-2537	Must not operate on.
	6500-6501, 6600-6601, 6800-6811	Must not operate on.
Entire Subdivisions	<i>Tenders:</i> 16,000, 18,000-21,000 gallon	Must not operate on unless emptied of coal and water.
All bridges and trestles on tracks, other than industrial tracks	Loaded N&W and C&O 85-ton and B&LE 90-ton cars	Must not operate on.
<i>Powellton and Elkridge SD:</i>	<i>Tenders:</i> 9,000-12,000 gallon capacity	When loaded with coal and water must not operate on unless separated from engine or another tender by at least two cars.
<i>Rend SD:</i>	<i>Tenders:</i> 21,000 gallon capacity	Must not operate on unless emptied of coal and water.
Between MP-1 and MP-3	102, 3000-3047, 4000-4523, 6700-6709, 6800-6811	Must be moved with cau- tion not to exceed 5 m.p.h. passing rock bluffs.
	C&O 50-ton Box Cars Nos. 19000-19999	Must not be moved past rock bluff between MP-1 and MP-2.
	N&W and C&O 85-ton cars	Must not exceed 5 m.p.h. passing rock bluffs between MP-2 and MP-3.
	Cross Tie Cars CT-7—CT-31	
<i>Keeneys Creek SD</i>	102, 4000-4523	Must be moved with cau- tion passing rock bluffs.
	6800-6811	Must not operate on.

40-3(k).—HINTON DIVISION.—Concluded.

STATION— TRACK, BRIDGE, ETC.	ENGINE OR EQUIPMENT	RESTRICTION
<i>Keeney's Creek SD</i> —Continued:	Loaded N&W and C&O 85-ton and B&LE 90-ton cars	Must not operate on.
	<i>Tenders:</i> 16,000-18,000 21,000 gallon capacity	Must not operate on unless emptied of coal and water.
	<i>Tenders:</i> 9,000-12,000 gallon capacity	When loaded with coal and water, must not operate on unless separated from engine or another tender by at least two cars.
All bridges and trestles on tracks other than industrial tracks		

HUNTINGTON DIVISION.

<i>Coalburg:</i> Mine supply track	All equipment other than coal cars	Must not operate under tipple.
<i>Cabin Creek Jct.:</i> Appalachian Elec. Power Co.	All engines	Must not operate over Dumper Structure on North Track west of trestle over Cabin Creek.
<i>Huntington:</i> Receiving hopper at Coal Dock		Must not operate on.
Westward Pasgr. Main	5528-5569	Must not exceed 5 m.p.h. by station platform.
<i>Elk:</i>	6500-6501, 6600- 6601, 6800-6811	Must not operate on.
	1800-1818, 5528- 5595, 6700-6709	Not more than one unit may operate on.
	1, 10, 11, 57-62, 1850-1856, 5000- 5057, 5060-5093, 5100-5115, 5200- 5298	Not more than two units coupled may operate on.
Kanawha River Bridge	102, 2500-2537, 3000-3047, 3500- 3575, 4000-4523, 5600-5601, 5700- 6263, 7000-7093, 7500-7546, 8000- 8015, 8500-8506	Not more than three units coupled may operate on.

40-3(k).—HUNTINGTON DIVISION.—Continued.

STATION—TRACK, BRIDGE, ETC.	ENGINE OR EQUIPMENT	RESTRICTION
<i>Elk—Continued:</i> Kanawha River Bridge	<i>Tenders:</i> 9,000-12,000 gallon capacity	When loaded with coal and water must not be moved over unless separated from engine or another tender by at least two cars.
<i>Cabin Creek SD:</i> Horton Branch	All engines	Must not exceed 5 m.p.h. past all close fixed clearances.
<i>Paint Creek and Imperial SD's:</i> Entire SD's	<i>Tenders:</i> 21,000 gallon capacity	Must not operate on unless emptied of coal and water.
Bridge 152 at Mahan	5528-5569	Must not exceed 5 m.p.h.
<i>Imperial SD:</i> Burnwell Tipple	3000-3047, 5000- 5057, 5100-5115	Must not move under.
<i>Kayford SD:</i> Raccoon No. 2, end of drop-in tracks	All engines	Must not operate on.
Kayford loading ramp	3000-3047 All other engines and cars	Must not pass ramp. Loading ramp must be raised before passing.
<i>Republic SD:</i> Carbon No. 5 Mine		Must not use end of drop-in tracks.
<i>Jarrolds Valley SD:</i> Ameagle Mine load track		
<i>Big Marsh Fork SD:</i> Anchor No. 5 load track	All engines	Must not use track above first inside switch.
Birchton mine tracks		Must not go west of drop-in tracks.
Eunice mine tracks		Must not exceed 5 m.p.h. passing close fixed clearances.
Eunice Spur	<i>Tenders:</i> 21,000 gallon capacity	Must not operate on unless emptied of coal and water.
<i>Seng Creek SD:</i> Big Coal and Ferndale	1800-1818	Must not operate.

40-3(k).—HUNTINGTON DIVISION.—Continued.

STATION—TRACK, BRIDGE, ETC.	ENGINE OR EQUIPMENT	RESTRICTION
<i>Blue Pennant:</i> Coal tipple	C&O 50-ton Box Cars Nos. 19,000-19,999	Must not be moved under tipple.
<i>Jeffrey:</i> Mine track		Must not exceed 5 m.p.h. passing close fixed clear- ances.
<i>Mifflin:</i> No. 1 load track		Must not operate on.
<i>Logan SD:</i> Black Hawk Mine load tracks at Baber		Must not go beyond 250 feet above No. 1 load track switch.
Snap Creek No. 1 Mine, Logan	All engines	Must not go beyond clear- ance point at west end of supply track or beyond Hoist House in load track.
<i>Buffalo SD:</i> Utilities Mine track, Kistler		Must not go beyond one engine length above drop- in tracks.
<i>Gilbert SD:</i> West Gilbert Mich. & Sou. Coal Corpn. No. 2 House Track		Must not operate under coal loading conveyor.
<i>Dingess Run and Georges Creek SD's and Band Mill Mine Extension:</i> Ethel No. 2 Mine track	All engines	Must not go beyond 10 car lengths east of drop-in track switch Ethel No. 2.
Melville, unloading pit MP-1.3	All engines and loaded N&W and C&O 85- ton and B&LE 90-ton cars	Must not be moved on.
Hetzl Mine, supply track		Must not go east of road crossing at Hetzel.
Freeze Fork, mine track	All engines	Must not use loaded and empty tracks beyond de- rail.
<i>Rum Creek SD:</i> Dabney Mine tracks		
Bridge at west end Dabney Mine	All engines and cars	Must not be moved on.

40-3(k).—HUNTINGTON DIVISION.—Concluded.

STATION— TRACK, BRIDGE, ETC.	ENGINE OR EQUIPMENT	RESTRICTION
<i>Rum Creek SD</i> —Continued: Dehue Mine, supply track		
McBeth Mine supply track, Hutchinson		Must not go beyond clear- ance point of main track.
Paragon Mine track, Orville		Must not move under tipple.
<i>Saunders SD:</i> Lorado No. 2 supply tracks		Must not go beyond 6 car lengths west of supply track switch.
<i>Island Creek SD:</i> IC No. 1 Mine supply track, Holden		Must not go beyond clear- ance point of main track.
<i>Whitman Creek SD:</i> IC No. 14 Mine track		Must not go beyond clear- ance point of main track at east and west end of mine track.
<i>Mud Fork S. D.:</i> IC No. 16 Mine, No. 1 supply and No. 1 load tracks	All engines	Must not go beyond clear- ance point of main track switch.
<i>Logan & Sou. SD:</i> Micco Mine, supply track		Must not go beyond 10 car lengths west of clearance point of main track.
Omar, No. 5 mine supply track		Must not go beyond 10 car lengths west of No. 2 sup- ply track switch.
Bluedale Mine tracks		Must not go beyond 20 car lengths west of derail in supply track or 2 car lengths east of derail in loaded track.
<i>Stirrat SD:</i> Crystal Block Mine supply track		Must not go east of No. 2 track switch.

GENERAL.—HINTON.—HUNTINGTON DIVISIONS.

Additional Restrictions:

All platforms, industrial and yard tracks	Spreader Cars BS-2 and BS-3	Move with caution, avoid platforms when possible.
All bridges and trestles on industrial tracks	All tenders	Must not move on.
All bridges and trestles on other than industrial tracks	<i>Engine Tenders:</i> 18,000-21,000 gallon capacity	When loaded with coal or water, must not move on, unless separated from engine or another tender by at least two cars.

120.—HAND SIGNALS—YELLOW FLARES.

Yellow flares instead of green flares will be used for passing hand signals where view of hand or lantern signals is restricted.

Rule 12(i) modified accordingly.

120-1.—USE OF RADIO.

Engineers, Conductors, Trainmen and Yardmen are required to use radio in connection with the performance of their work.

Radio sets installed in cabs of locomotives and on caboose cars must be kept turned on and volume adjusted so calls may be received during tour of duty.

Employes using the radio must take such examinations as may be required by supervisory officer to assure compliance with Federal Communication Commission rules covering the use of railroad radio. Your supervisory officer is qualified to give these examinations.

150.—COMMUNICATING SIGNAL APPLIANCE.

(See TTSI-840.)

190.—MARKERS.

190(a).—TRAINS OF OTHER RAILROADS may display markers as prescribed by that railroad when operating on Chesapeake and Ohio rails.

190(b).—REFLEX MARKERS: Reflex markers may be used on the Hinton-Huntington Divisions between Hinton and Russell and on the Logan Subdivision between Barboursville and Peach Creek.

310.—USE OF ENGINE WHISTLE AND BELL.

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

HINTON DIVISION:

(a).—QUINNIMONT.—Trains will sound engine whistle when approaching east end of Quinnimont Yard as warning to employes working between switching lead and main tracks.

(b).—THURMOND.—Trains using No. 2 track will sound engine whistle when approaching east end Thurmond Yard as warning to employes working between switching lead and No. 2 main track.

HUNTINGTON DIVISION:

(c).—HANDLEY.—Enginemen on through trains will sound whistle when approaching and passing the yard office at the east end of Handley Yard, as a warning to employes crossing and working near the tracks.

(d).—WINIFREDE JCT.—CHELYAN.—Enginemen will sound whistle and ring bell continuously when approaching setoff tracks at Winifrede Junction and Chelyan as a warning to employes working in that vicinity.

(e).—SOUTH RUFFNER.—CHARLESTON.— Enginemen will sound mild engine whistle signals.

(f).—ELK YARD.—Westward trains will sound mild whistle signal approaching east and west end of new yard at Elk, in order to warn employes working near main track.

(g).—BARBOURSVILLE.—Engine bell will be rung continuously while engines are using the east leg of wye at Barbourville as warning to Reclamation Plant employes crossing and working near this track.

(h).—HUNTINGTON.—All trains and engines on passenger main tracks will sound road crossing whistle signal approaching 16th Street Yard office. Enginemen will sound mild engine whistle signals.

(i).—KENOVA.—Only one short sound of engine whistle will be used for 12th and 18th Street crossings.

(j).—ASHLAND.—Only one short sound of engine whistle will be used for each grade crossing within city limits of Ashland. Enginemen will sound mild engine whistle signals.

(k).—LOGAN.—MAN.—Enginemen will sound mild engine whistle signals.

830.—TRAIN CLEARANCE:

830-1.—TRAIN ORDER CLEARANCE.—Trains originating at stations designated below may proceed without Clearance Form A, except when train order signal (where provided) is displayed for orders:

CW Cabin.....Westward Freight
RU Cabin.....Eastward

830-2(a).—In complying with Rule 83(c), trains will get verbal permission of Train Dispatcher before leaving:

<i>Station</i>	<i>Trains</i>
Elk.....	Trains originating.
St. Albans.....	Kanawha Subdivision trains originating.
Huntington.....	Freight trains originating.
Ashland.....	Freight trains originating.

830-2(b).—Trains will get Clearance Form A before leaving:

<i>Station</i>	<i>Trains</i>
Raleigh.....	All trains
Huntington (Psg. Sta.).....	Passenger trains
Cane Fork.....	All trains

830-3.—TRAIN ORDER SIGNALS:

(a).—**BECKLEY JCT.—PEMBERTON.**—The eastward and westward two position train order signals are in conformity with Rules 224-A and 224-C, except the aspects are displayed in the lower quadrant instead of the upper quadrant.

Two position train order signal displayed to indicate "Stop" may be passed to receive train orders upon yellow hand signal given by Operator when authorized by the Train Dispatcher.

Such hand signal must not be given when Operator holds train orders requiring the train to be stopped for delivery as prescribed by Rules 208(c) and 208(e).

(b).—**PRINCE.**—Westward Train Order Signal at Prince does not apply to Westward Piney Creek Subdivision trains. Westward Piney Creek Subdivision trains get Clearance Form A before leaving Prince.

(c).—**HANDLEY.**—Train order signals at Handley do not apply to trains ORIGINATING at Handley.

(d).—**RUSSELL.**—Westward train order signal at RU Cabin does not apply to westward trains terminating at Russell.

830-4.—RULE S-83(f) IS MODIFIED AS FOLLOWS:

(a).—**REND SUBDIVISION.**—Rule S-83(f) is modified to permit trains or engines to occupy Rend Subdivision between South Side Jct. and switch back without Clearance Form A. (See 930-4(b).)

(b).—GAULEY SUBDIVISION.—Rule S-83(f) is modified to permit trains or engines to occupy Gauley Subdivision between GU Cabin and K. & M. Jct. without Clearance Form A, prepared to stop within one-half the range of vision expecting to find track occupied.

Trains and engines will use main track between switch point derail located in main track 2,341 feet west of MP-12 and Bridge No. 128 prepared to stop expecting to find the main track occupied with cars.

(c).—OPEN FORK SUBDIVISION.—Trains and engines will use main track between switch point derail located in main track 1,257 feet west of MP-3 and a point 250 feet west and between switch point derail located in main track 348 feet east of end of line and end of line expecting to find the main track occupied with cars.

(d).—LEEWOOD-CHEROKEE.—Leewood Subdivision trains may occupy Kayford Subdivision between junction switch Leewood and a point ten (10) car lengths east of wye switch Cherokee under flag protection.

Kayford Subdivision trains will approach and move between these points expecting to find Leewood Subdivision trains turning on Holly wye.

(e).—SETH WYE.—Big Coal Subdivision trains may occupy Seth Subdivision main track between West Switch of Wye and a point 5 car lengths east of East Switch of Wye on Seth Subdivision, under flag protection.

Seth Subdivision trains will approach and move between these points expecting to find Big Coal Subdivision trains turning engine on Seth Wye.

(f).—EDWIGHT.—Rule S-83(f) is modified to permit Big Marsh Fork Subdivision trains to occupy Hazy Creek Subdivision between East Switch Edwight and a point 30 car lengths east under flag protection; Hazy Creek Subdivision trains will approach and move between these points expecting to find the main track occupied.

830-5.—TRAIN REGISTER STATIONS:

<i>Station</i>	<i>Location</i>	<i>Required to Register</i>
Quinnimont.....	Booth.....	Laurel Creek Subdivision Trains

Book located in booth at main track derail 2,015 feet east of Laurel Creek end of wye.

Rule S-83(g) is modified to permit trains or engines to occupy Laurel Creek Subdivision main track, between junction switch Quinnimont Yard and derail located 2,015 feet east of Laurel Creek end of wye, without registering. All movements between these points will be made in accordance with Rule 93(a).

840.—STARTING TRAIN.

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

(b).—*Train starting signals* are in service at Hinton, Huntington and Ashland passenger stations. Operate in accordance with local instructions.

(c).—*Starting Passenger Train.—Charleston.*—When make-up on rear of passenger train is changed at Charleston Depot and such change involves detaching or attaching closed Mail and Express Cars it will not be necessary to operate communicating signal from rear of train when train is ready to depart. Signal to start train will be given by the conductor to baggageman who will then give communicating signal to start train.

Conductor will not authorize baggageman to start train until hand signal is received from rear trainman. Rear trainman will not give hand signal to conductor until informed by Mechanical Department employe that train is ready to depart.

When make-up on rear of passenger train is changed and such change involves other than closed Mail and Express Cars, the provisions of T.T.S.I.-840(a) will be complied with fully.

930.—YARDS.—(See Rules 93(a), 93(b), 93(c) and 93(d)).
Yard Rules are in effect on main track at:

Hinton	St. Albans	Cane Fork
Quinnimont	Huntington	Elk Run Jct.-
Thurmond	Ashland	Jarrolds Valley-
Handley	Russell	Blue Pennant
Charleston	Peach Ck.—Logan	Danville—Pond Jct.

930-1 (a).—*Switching Signals.*—In Automatic Block Signal Territory when switching signals are used it is the responsibility of the employe controlling such signals to know that absolute signals in the route display other than stop-indication except when movement is to be made under the provisions of Rule 509-C.

(b).—*Caboose Cars.*—Detached caboose cars must not be permitted to stand on any track unless hand brakes are set. Caboose cars must not be cut off while in motion unless accompanied by a rider.

TRACK	INSTRUCTIONS
Main Tracks Between West Inter- locking Limits MX Cabin and West- ward Abso- lute Block Signals 1600 feet West of MP-357	<p>(a) <i>Movement Against the Current of Traffic.</i>—Rule D-151 is modified to permit trains and engines to move against the current of traffic upon verbal or written permission of the Yardmaster who must know that proper protection is provided before authorizing the movement.</p> <p>(b) <i>Crossing Over or Entering Main Track.</i>—Rules D-252(b) and D-252(c) are modified to permit trains or engines to cross over or occupy the main track through hand-operated switches upon hand signal from employe handling switches. Before the switches are operated or hand signal is given, employe handling switches will secure authority for the intended move from the Yardmaster. The Yardmaster is responsible to know that no trains are closely approaching before authorizing the movement.</p>
Main Tracks Passenger Station	<p>(d) The Yardmaster at Hinton will not permit a train to pass Avis Crossing behind a passenger train until the passenger train has been switched at the passenger station.</p> <p>(e) Westward freight trains and engines must stop clear of crossover between westward main track and middle track at Hinton passenger station, unless authorized by proper hand signal to proceed.</p>
Eastward Main Avis	<p>(f) When eastward absolute block signal at Avis displays stop-indication, trains or engines may proceed in accordance with Rule 509-A after securing authority of Yardmaster to pass stop-indication. (Rule 509-A modified accordingly.)</p>
Pull Out	<p>(g) Before eastward trains pull out of the short tracks, East Yard, member of crew will call Yardmaster to obtain permission to use pull out track, as this track is also used as switching lead.</p>
East Yard	<p>(h) When pusher engines are coupled to train in East Yard, slack must not be pushed up in train until a hand or proceed engine whistle signal is received from head end.</p>
Hole Track	<p>(i) Cars must not be handled in "Hole Track" without air brakes cut in and working on all cars. Cars must be at rest before uncoupled.</p>
Thorough- fare	<p>(j) When authorized by the Yardmaster, the Thoroughfare Track may be used in either direction. Westward engines will stop clear of No. 4 pit track and see that route is clear before proceeding. Rule 105 will apply to all movements.</p>

930-2.—HINTON YARD.—Concluded.

TRACK	INSTRUCTIONS
West End of Engine Terminal Tracks	(k) Before an engine enters on, or fouls the lead or ladder tracks, a member of the crew will contact Yardmaster and secure permission and instructions.
Yard Lead	(l) Westward freight trains departing from west yard will not block lead without permission from Yardmaster and the operator at CW Cabin.
No. 4 Pit Track and Thoroughfare Track	<p>(m) Movement Over Spring Switches.—Normal position of spring switches. East End No. 4 Pit Track is for movement on Thoroughfare Track; West End No. 4 Pit Track is for movement to No. 4 Pit Track; West End Thoroughfare Track is for movement to No. 2 Pit Track. Facing and trailing movements over these switches will not exceed 5 mph.</p> <p>When stop indication (Red Light) is displayed, movement over spring switches must not be made until the switch has been examined to insure it is properly lined.</p> <p>When Yellow Light is displayed, proceed over spring switch not exceeding 5 mph.</p>

930-3.—QUINNIMONT YARD.

Yard Track Indicator	(a) Yarding of westward New River Subdivision trains entering east end of Quinnimont Yard will be indicated by illuminated numerals displayed on yard track indicator when Yardmaster is on duty or by instructions from Train Dispatcher when Yardmaster is not on duty.
Main Tracks	<p>(b) Rule 279(a) is modified to permit the Yardmaster at Quinnimont to authorize trains or engines to occupy No. 1 and/or No. 2 main tracks between the westward absolute block signals just west of MP-377 and the eastward absolute block signals just west of MP-380, after receiving permission from and having proper understanding with the Train Dispatcher at Hinton.</p> <p>Before authorizing more than one train or engine to occupy the same absolute block section, the Yardmaster may, after complying with Rule 279(b) by instructing such trains or engines to protect against each other, authorize train or engine to pass absolute block signal to enter the occupied block section. Rule 509-A modified accordingly.</p>
Yard	(c) Laurel Creek Subdivision trains must not enter yard without permission of the Yardmaster.

930-4.—THURMOND YARD.

TRACK	INSTRUCTIONS
Loup Creek Subdivision Main Track	(a) <i>Loup Creek Subdivision</i> main track between South Side Jct. and junction of Loup Creek and New River Subdivisions must not be used without permission of the Yardmaster.
Rend Subdivision Main Track	(b) <i>Rend Subdivision</i> main track between South Side Jct. and Switchback must not be used without permission of the Yardmaster.

930-5.—RALEIGH YARD.

Old Main and Wye Tracks	(a) The track between East End of Bridge 133 and North End Wye on the Piney Creek Subdivision and between Raleigh and Raleigh No. 6 Supply track switch on the Raleigh and Southwestern Subdivision and Wye Tracks are designated as yard tracks instead of main track.
	(b) <i>Eastward trains and engines</i> must not pass Raleigh No. 6 Supply Track Switch on Raleigh and Southwestern Subdivision or switch at North End Wye on Piney Creek Subdivision without permission of the Yardmaster.
	(c) <i>Westward trains and engines</i> , unless otherwise instructed by Yardmaster, will not pass East End of Bridge No. 133 except on yellow flag or yellow lamp hand signal.

930-6.—HANDLEY YARD.

Main	(a) <i>Crossover Movements</i> .—The electrically-locked hand-operated crossover between No. 1 and No. 2 tracks just east of the west end Handley yard may be used only by yard engine for the purpose of attaching and detaching cabooses and/or cars to rear of an eastward train. Other movements through this crossover must not be made except in emergency when authorized by the train dispatcher, who must know that such movements are properly protected against conflicting movements.
Yard Track Indicator	(b) Yarding of eastward trains entering west end Handley Yard on lead track will be indicated by illuminated characters or numerals displayed by yard track indicators located on north side of lead track near MP-431 and on north side of lead track 1650 feet west of MP-430. When letter "L" is displayed on the track indicator located near MP-431 trains will continue eastward on lead track.

TRACK	INSTRUCTIONS								
Elk	<p>(a) For the purpose of switching the rear of passenger trains at Charleston Depot, yard engine will not apply Rule 509-C to enter the absolute block section until passenger train has made station stop. After station stop is made, passenger trains must not make a reverse movement until switching is completed. Rules 279(a) and 279(b) modified accordingly.</p> <hr/> <p>(b) <i>Switching Signals.—Elk Yard and South Charleston.</i>—Aspects and Indications of position light switching signals for use in setting off and/or picking up at Elk and South Charleston:</p> <table border="0" data-bbox="290 586 890 725"> <thead> <tr> <th style="text-align: center;"><i>Aspect</i></th> <th style="text-align: center;"><i>Indication</i></th> </tr> </thead> <tbody> <tr> <td style="text-align: center;">Horizontal row of lights.....</td> <td style="text-align: center;">Stop</td> </tr> <tr> <td style="text-align: center;">Diagonal row of lights.....</td> <td style="text-align: center;">Move West</td> </tr> <tr> <td style="text-align: center;">Vertical row of lights.....</td> <td style="text-align: center;">Move East</td> </tr> </tbody> </table>	<i>Aspect</i>	<i>Indication</i>	Horizontal row of lights.....	Stop	Diagonal row of lights.....	Move West	Vertical row of lights.....	Move East
<i>Aspect</i>	<i>Indication</i>								
Horizontal row of lights.....	Stop								
Diagonal row of lights.....	Move West								
Vertical row of lights.....	Move East								
Kanawha River Bridge, Elk	<p>(c) When the block signals governing movement over Kanawha River Bridge between Bridge Jct. and Elk Yard cannot be changed to display an indication more favorable than "Stop" movement under protection of flag will be made by permission of Yardmaster only.</p>								
Owens	<p>(d) <i>McCorkle Ave.</i>—Trains or engines must stop with leading wheels on street side of insulated joints painted yellow and must not move over crossing until it has been ascertained that flashing light crossing signals are operating.</p> <hr/> <p>(e) <i>50th Street.</i>—Movement of trains or engines over crossing will be governed by Rule 103(d) except that Rule 103(d)(1) and Rule 103(d)(2) will not apply.</p>								
South Malden-Spring Hill	<p>(f) <i>Authority to Occupy Absolute Block Section Between South Malden.—Spring Hill.</i>—Rule 279(a) is modified to permit yard engines to occupy one or more absolute block sections between absolute signals located on signal bridge at South Malden Mile Post 447 and absolute signals located on signal bridge near Mile Post 461, west of Spring Hill without time limit authority.</p> <p>It will be the responsibility of the yardmaster to cooperate with and inform the Train Dispatcher as to the work to be performed to prevent unnecessary delay to thru trains.</p>								

TRACK	INSTRUCTIONS
Thoroughfare Track and No. 1 Yard Track	(a) <i>Restricting</i> indication displayed for movement to or on Thoroughfare Track and No. 1 Yard Track will authorize use of these tracks but governs movement over dual-control or power-operated switches only. Movement beyond such switches will be made in compliance with Rule 105. Kanawha Subdivision Train Dispatcher will not route <i>Road</i> trains via these tracks unless authorized by Yardmaster. To avoid delay, Yardmaster will not authorize such movement until he has conflicting movements under his control. This instruction does not apply to movements between Kanawha and Coal River Subdivisions governed by block signal indication where Rules 271 to 278 are in effect.
Dock Siding	(b) Enginemen of all eastward trains with over 45 cars, other than time-freight trains, stopping at St. Albans should stop their train at the absolute block signal just west of Coal River Bridge in order to leave the turnout at east end of Dock Siding clear for use.
Spruce St. Crossing	(c) Trains or engines stopped or delayed on No. 1 Yard Track within 700 feet of Spruce Street must not move over this crossing unless gates are down or street traffic is protected by a member of the crew.
Spruce St. and Walnut St. Crossings	(d) Trains or engines moving on No. 1 Yard Track must not exceed a speed of fifteen (15) miles per hour approaching Spruce Street and Walnut Street. Trains or engines stopped or delayed within 650 feet of Walnut Street must not move over this crossing unless gates are down or street traffic is protected by a member of the crew.
Team Track: 5th St. Crossing	(e) Trains or engines operating on team track will not move over 5th St. crossing unless gates are down or highway traffic is protected by trainman stationed at crossing. Such trains or engines must not occupy insulated track section indicated by rail joints painted yellow, unless immediate movement is to be made over crossing.
5th St. Crossing	(f) When westward absolute block signals west of 5th Street display STOP westward trains or engines moving on any track must stop east of yellow rail joints opposite sign reading "Beginning of Gate Circuit", located on south side of Thoroughfare Track 475 feet east of 5th Street until signal displays indication to proceed. This instruction will not apply to switching movements which can promptly clear the crossing. Westward trains or engines delayed between sign and a point 75 feet east of 5th Street Crossing must not exceed a speed of 2 m.p.h. approaching crossing unless gates are down or street traffic is protected by a member of the crew.

930-8.—ST. ALBANS YARD.—Concluded.

TRACK	INSTRUCTIONS
<p>No. 2 Main Track: Walnut St. (Highlawn Crossing)</p>	<p>(g) Eastward trains setting off and/or picking up from No. 2 Main Track with 45 cars or less must clear Walnut Street (Highlawn Crossing). Trains with over 45 cars must stop clear of insulated joints painted yellow, approximately 10 car lengths west of crossing.</p>
<p>Dock:</p>	<p>(h) Westward trains or engines on No. 1 or No. 2 tracks stopping east of crossing must be stopped east of white post located approximately 400 feet east of crossing on north side of No. 1 track.</p>
<p>United Fuel Gas Co. Crossing</p>	<p>(i) Unless through movement is to be made on passing siding westward trains of 175 cars or less must stop clear of white post located approximately 750 feet east of crossing on south side of passing siding.</p>
	<p>(j) Westward trains or engines stopped or delayed on passing siding between crossing and white post must not move over crossing unless automatic gates are down or crossing is protected by member of crew.</p>

930-9.—HUNTINGTON YARD.

<p>Passenger Main Tracks</p>	<p>(a) 1.—<i>Between East Interlocking Limits HO Cabin and West Interlocking Limits DK Cabin.</i>—Yardmaster at 16th St. will supervise movement of trains, engines, and MofW equipment in accordance with the rules in effect.</p> <p>After being assured by Operator at HO and/or DK Cabin that proper signals have been blocked in position to protect the movement, the rules in effect are modified to permit the Yardmaster to verbally issue authority as follows:</p> <ol style="list-style-type: none"> 1. Movement against current of traffic; 2. Perform switching on either track in either direction; 3. Block main tracks with cars or equipment; 4. Cross over or enter main tracks; 5. Movement of MofW equipment on either track in either direction. <p>When authority has been obtained as provided for in Items 1 through 5, flag protection or compliance with Rule 505(b) is not required on track on which work is being performed.</p> <p>When more than one train or engine is authorized to occupy the same track section, the authority must include the requirements for such trains or engines to protect against each other.</p> <p>Operators at HO and DK Cabins must secure authority of the Yardmaster at 16th St. before admitting trains, engines, or equipment to the passenger main tracks.</p>
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TRACK	INSTRUCTIONS																		
Freight Main Tracks	<p>2.—<i>Crossing Over or Entering Freight Main Tracks.</i>—Rules D-252(b) and D-252(c) are modified to permit the Yardmaster at 16th Street to authorize trains and engines to cross over or occupy freight main track, as prescribed in Rule 93(b), between HO Cabin and DK Cabin, and whose responsibility it will be to know that road trains will not be delayed. The train dispatcher must be immediately advised of any delays to road trains, to prevent blockage of traffic.</p> <p>Hand signal from employe handling switches will authorize crossover movements on freight main tracks between HO Cabin and DK Cabin. Before the switches are operated or hand signal is given, the employe handling the switch will secure authority for the intended move from the Yardmaster, who must know that no trains are closely approaching.</p>																		
Main Tracks	<p>(b) <i>Markers.</i>—Yard Engines will display markers between DK Cabin and Nickel Plant and between HO Cabin and West Huntington. (See Rule 19-B)</p> <p>(c) <i>Passenger Train Stop—Depot:</i> Stopping Trains No. 2 and No. 4 at Passenger Station.—When indication permitting train to proceed is displayed on dwarf absolute block signal located at east end of depot platform, engineers arriving Huntington on Train No. 2 and No. 4 will stop rear end of rear diesel unit opposite floodlight tower, located just east of 10th Street viaduct. When Trains No. 2 and No. 4 are so stopped, engineers going on duty at Huntington will comply with Rule 505(c) when departing. (Rule 517-A and 670(b) modified accordingly.)</p>																		
Switching Signals: HO Cabin	<p>(d) <i>Switching Signals.</i>—Aspects and indications of position light switching signals for use of westward trains picking up and/or setting off at 8th Street, Huntington:</p> <table border="0" data-bbox="335 1224 907 1338"> <thead> <tr> <th style="text-align: center;"><i>Aspect</i></th> <th style="text-align: center;"><i>Indication</i></th> </tr> </thead> <tbody> <tr> <td>Horizontal row of lights.....</td> <td>Stop</td> </tr> <tr> <td>Diagonal row of lights.....</td> <td>Move West</td> </tr> <tr> <td>Vertical row of lights.....</td> <td>Move East</td> </tr> </tbody> </table>	<i>Aspect</i>	<i>Indication</i>	Horizontal row of lights.....	Stop	Diagonal row of lights.....	Move West	Vertical row of lights.....	Move East										
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16th Street	<p>(e) Hump Signal located on mast 30 feet east of hump will govern westward humping operations and will display:</p> <table border="0" data-bbox="335 1441 957 1576"> <thead> <tr> <th style="text-align: center;"><i>Aspect</i></th> <th style="text-align: center;"><i>Indication</i></th> </tr> </thead> <tbody> <tr> <td>Green Light.....</td> <td>Hump fast</td> </tr> <tr> <td>Yellow light.....</td> <td>Hump slow (weighing)</td> </tr> <tr> <td>Flashing red light...</td> <td>Move east</td> </tr> <tr> <td>Steady red light.....</td> <td>Stop</td> </tr> </tbody> </table> <p>(f) <i>Switching Signal.</i>—Aspects and Indications of switching signal located on hump signal mast at 16th Street, governing eastward movements from No. 6 track west of hump:</p> <table border="0" data-bbox="335 1707 899 1812"> <thead> <tr> <th style="text-align: center;"><i>Aspect</i></th> <th style="text-align: center;"><i>Indication</i></th> </tr> </thead> <tbody> <tr> <td>Green light.....</td> <td>Move east</td> </tr> <tr> <td>Flashing red light.....</td> <td>Move west</td> </tr> <tr> <td>Steady red light.....</td> <td>Stop</td> </tr> </tbody> </table>	<i>Aspect</i>	<i>Indication</i>	Green Light.....	Hump fast	Yellow light.....	Hump slow (weighing)	Flashing red light...	Move east	Steady red light.....	Stop	<i>Aspect</i>	<i>Indication</i>	Green light.....	Move east	Flashing red light.....	Move west	Steady red light.....	Stop
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TRACK	INSTRUCTIONS
Westward Pull-in Track	<p>(g) Reverse movements on westward Pull-in Track (except under flag protection) must not be made without the authority (through the operator) of the Yardmaster and Train Dispatcher, both of whom must afford full protection before authorizing the movements.</p> <p>Rule 105 will apply to all movements on westward Pull-in Track.</p>
	<p>(h) <i>Track Indicator.</i>—When track indicator located on overhead bridge at Shop Gate displays letters “DK”, westward trains in pull-in track will make Huntington set off at DK Cabin.</p> <p>When track indicator located on south side of eastward freight main track at DK Cabin displays numeral “16”, westward trains will stop clear of the crossover at 16th Street for further instructions. When numeral “8” displayed, westward trains will set off at 8th Street in track number displayed under numeral “8”. When letters “HO” displayed, westward trains will set off at HO Cabin.</p>
	<p>(i) <i>Headlight.</i>—Yard diesel engines will display headlight on leading end by day when using Third and 23rd Street Belt Lines (Rule 17-A modified accordingly.)</p> <p>(j) <i>Second Avenue and HO Cabin—3rd St. Belt.</i>—Before moving over Belt track between B&O Crossing at Second Avenue and HO Cabin, permission must be secured from the Operator at HO Cabin who must know that opposing signals are blocked in position to provide protection. Rule 105 will apply to movement.</p>
Belt Line	<p>(k) <i>Second Ave. and Shop Crossover—23rd St. Belt.</i>—Before moving over Belt track between Second Avenue and Huntington Shop Crossover, permission must be secured from the Yardmaster at 16th St. The operator at DK Cabin must not permit such movements without permission of the Yardmaster. All movements between these points, in either direction, must be made in accordance with Rule 105.</p>
	<p>(l) <i>Crossing of Belt Line and B. & O.-A. C. & F. Third Ave., and 23rd St.</i>—Crossing signals displaying aspects and indications per Rule 290, Fig. G, and Rule 292, Fig. E, govern movement over crossing. When Stop-indication, Rule 292, is displayed, trains or engines must not proceed over crossing unless it is known the derails on the interchange track are in derailing position and full flag protection has been provided for movement over crossing.</p>

930-9.—HUNTINGTON YARD.—Concluded.

TRACK	INSTRUCTIONS
Belt Line	<p>(m) <i>Crossing of Belt Line and B. & O. at 2nd Ave. and 3rd St.</i> governed by manually operated tilting target signal. The normal position of the crossing signal is for C. & O. movement. C. & O. trains and engines will stop before using this crossing and may proceed when target signal is vertical (position indicated by red lights by night).</p>
	<p>(n) <i>Crossing of Belt Line and B. & O. at 23rd St.</i>—Color light dwarf signals and push buttons and emergency release button are in service governing movement over crossing and may be used in accordance with instructions posted in box housing emergency release button. After push buttons or emergency release button has been operated in accordance with instructions and Stop-indication is still displayed, if no conflicting movement on B. & O. Railroad is apparent, lighted fusees must be placed on B. & O. track on each side of crossing before movement over crossing is made. Box housing emergency release button is located on north end of relay case at crossing.</p>
Industrial Track 29th St.	<p>(o) <i>Crossing of Belt Track and B. & O. at 15th St. West.</i>—Crossing of Belt Line and B. & O. at 15th Street West governed by manually operated tilting target signal (position of signal indicated by red lights by night). When target is vertical, B. & O. trains may move over crossing. When target is horizontal, C. & O. trains may move over crossing. C. & O. trains and engines must stop before fouling this crossing and not proceed until member of crew has lined derail and set the tilting target signal in horizontal position. Signal and derail must be restored to normal position after movement is complete.</p>
	<p>(p) <i>B. & O. Crossing, 29th St.</i>—When derails are in the reverse (non-derailing) position and signal will not display a more favorable indication than STOP, movements must not be made over crossing except under full flag protection.</p>

930-10.—ASHLAND YARD.

Main Tracks	<p>(b) <i>Crossing Over or Entering Main Tracks.</i>—Rules D-252(b) and D-252(c) are modified to permit the Yardmaster to authorize trains and engines to cross over or occupy the main track, as prescribed by Rule 93(b), between the east end interlocking limits at NC Cabin and Clyffeside and is responsible to know that Road Trains will not be delayed. The train dispatcher must be immediately advised of delay to road trains, to prevent blockage of traffic or obstruction of street crossings.</p>
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TRACK	INSTRUCTIONS
Main Tracks	<p>(c) <i>Crossover Movements.</i>—Hand signal from employe handling switches will authorize crossover movements on freight and passenger main tracks between NC Cabin and Clyffeside.</p> <p>Before the switches are operated or hand signal is given, employe handling switch will secure authority for the intended move from the Yardmaster, who must know that no trains are closely approaching.</p>
Westward Freight Main	<p>(d) <i>Entering Westward Freight Main Track.</i>—Trains and engines, in complying with Rule D-252(c) will use telephone located at 23rd Street to obtain permission to enter or foul westward freight main track.</p> <p>When practicable westward trains must return through spring switch at east end of 23rd Street switching lead to enter westward freight main track.</p>
Pull-in Tracks	<p>(e) <i>Movement over Spring Switch.</i>—Normal position of spring switch at west end of 23rd Street switching lead is for movement on westward freight main track. Facing movements over spring switch will not exceed 25 mph and trailing movements 15 mph. When stop is displayed, facing movement will not be made until it is known the switch is lined and facing properly. Trailing movement will not be made until switch is properly lined in hand-throw position.</p> <p>(f) Eastward trains picking up at Ashland will head in west switch of eastward pull-in track unless otherwise instructed.</p> <p>Such trains will call Yardmaster before occupying pull-in track.</p>
West Lead River Yard	<p>(g) Reverse movements on either eastward or westward pull-in tracks (except under flag protection) must not be made without authority (through the operator) of the Yardmaster and Train Dispatcher, both of whom must afford full protection before authorizing the movement.</p> <p>(h) Rule 105 will apply to all movement on eastward and westward pull-in tracks.</p>
23rd and 34th Streets	<p>(i) The west lead of River Yard must not be blocked (other than by trains setting off cars in River Yard) except as authorized by Train Dispatcher and Yardmaster for immediate further movement on westward freight main track.</p> <p>(j) To prevent blocking 23rd Street crossing eastward trains picking up and/or setting off from main or pull-in tracks at 34th Street, Ashland, will pull clear of 23rd Street crossing before stop is made and will hold on to a sufficient number of cars, if necessary, when desired to make movement through crossover at 34th Street. The track between 23rd and 34th Streets will accommodate 105 cars.</p> <p>Westward trains setting off and/or picking up at Ashland will stop clear of 23rd Street and call Yardmaster, unless otherwise instructed.</p>

930-10.—ASHLAND YARD.—Concluded.

TRACK	INSTRUCTIONS
19th Street	<p>(k) When westward automatic block signal No. 5187 near 19th Street displays "Approach" indication, freight trains will stop east of signal and not occupy 19th Street crossing until signal displays proceed indication. If delayed in excess of five minutes, ascertain cause.</p> <p>Trains stopped on 19th Street crossing under conditions that prevent prompt movement must cut crossing. Yard engines will not occupy crossing immediately following slow moving freight trains or trains that have been stopped on crossing until congested highway traffic has been dispersed. Everything practicable must be done to prevent delays to highway traffic.</p>

930-11.—PEACH CREEK.—LOGAN YARD.

Single Track Peach Creek— FD Cabin	<p>(a) <i>Peach Creek-FD Cabin.</i>—Single track section between Peach Creek and Main Track Crossover at east end of empty yard is under control of Yardmaster at Peach Creek, except when no Yardmaster is on duty this track section will be under control of the Train Dispatcher.</p>
	<p>(b) Single track section between Main Track Crossover at east end of empty yard and FD Cabin is under control of train dispatcher.</p>
	<p>(c) Movement of engine or train over any part of either single track section will not be made without first securing verbal permission from person in charge.</p>
	<p>(d) When movement is to be made over both of the single track sections the authority shall be in writing over signature of Chief Train Dispatcher and Yardmaster (when Yardmaster on duty).</p>
No. 15 Track	<p>(e) No. 15 track between the west end of the loaded yard and switch to the engine pit lead, will not be used without authority from the Yardmaster.</p>
No. 10 Track	<p>(f) <i>Peach Creek.</i>—The use of No. 10 yard track between "End of Track Circuit" signs is governed by block signals. When Stop-indication is displayed, conductor or engineer will secure authority of yardmaster (through operator at FD Cabin) to use No. 10 yard track, and will be governed by instructions of yardmaster. The yardmaster will take such action as will assure full protection.</p>
All Tracks	<p>(g) Rule 26-A is modified to permit road engine to be placed on yard track so as to intercept the view of blue signal, when necessary to clear switching lead at Peach Creek, without notifying the workmen. Engine crew must remain on the engine and cars thus protected must not be coupled to until the workmen remove blue signals.</p>

930-11.—PEACH CREEK.—LOGAN YARD.—Concluded.

TRACK	INSTRUCTIONS
Henlawson: New Highway Crossing	(h) Eastward freight trains stopping on "Hold out" signal located 525 feet west of new highway crossing will call operator promptly. This signal does not indicate condition of track, or track occupied by train or engine. When signal displays Lunar white aspect, trains may proceed without stopping.

930-12.—DANVILLE.—ELK RUN JCT.—CANE FORK YARDS.

All Tracks	(a) Movement of trains and engines will be authorized by the Yardmaster (when on duty) at Danville, Elk Run Jct., and Cane Fork, in accordance with the following instructions:								
Cane Fork	<p>(b) Unless otherwise directed, conductor or engine-man will call the Yardmaster (when on duty) from east or west end of yard for instructions before entering yard.</p> <p>(c) <i>Switching Signals.</i>—Color light switching signals located at sand tower at east end of yard displays aspects and indications as follows:</p> <table border="0" data-bbox="279 907 911 1028"> <tr> <td style="text-align: center;"><i>Aspect:</i></td> <td style="text-align: center;"><i>Indication:</i></td> </tr> <tr> <td>Green.....</td> <td>Move East</td> </tr> <tr> <td>Yellow.....</td> <td>Move West</td> </tr> <tr> <td>Red.....</td> <td>Stop</td> </tr> </table>	<i>Aspect:</i>	<i>Indication:</i>	Green.....	Move East	Yellow.....	Move West	Red.....	Stop
<i>Aspect:</i>	<i>Indication:</i>								
Green.....	Move East								
Yellow.....	Move West								
Red.....	Stop								
Elk Run Jct.	<p>(d) Unless otherwise instructed, all trains will call Yardmaster (when on duty) for instructions before entering yard:</p> <p>Eastward—From telephone located at west yard limit board.</p> <p>Westward—From most convenient point.</p>								
Danville	<p>(e) Unless otherwise instructed, all trains will call Yardmaster (when on duty) for instructions before entering yard:</p> <p>Eastward—From telephone located at west yard limit board.</p> <p>Westward—From telephone located at Pond Jct.</p>								
	(f) Unless otherwise instructed, crews of eastward through freight trains will not detach caboose on arrival.								
Cane Fork, Elk Run Jct., Danville	(g) When no Yardmaster on duty at Cane Fork-Elk Run Jct. or Danville trains and engines are relieved of obtaining permission to enter yard.								
Pond Jct.	(h) <i>Movement Over Spring Switch.</i> —Normal position of spring switch at Pond Jct. is for movement on Coal River Subdivision. Facing movements will not exceed 25 mph, trailing movements 15 mph.								

970.—EXTRA TRAINS.—Rule 97 is modified to permit movement of extra trains without running orders as follows:

(a).—STONE COAL JCT.—The main track between east switch Stone Coal Jct. Interchange Track and Stone Coal Jct. switch may be used without train orders, prepared to stop within one-half the range of vision, expecting to find track occupied.

980.—ADDITIONAL INSTRUCTIONS APPLYING AT JUNCTIONS AND CROSSINGS.

(See T.T.S.I. 930 for instructions applying to Junctions and Crossings within yards.)

MONCLO.—Crossing of Beech Creek Subdivision and tramway of Boone County Coal Corporation is protected by manually-operated crossing signals normally displaying Stop-indication. To display Proceed-indication control lever must be placed in position marked "C. & O.". When Proceed-indication cannot be displayed, trains may use the crossing under flag protection.

1006.—AIR BRAKES AND HANDLING TRAINS ON GRADES.

1006-1.—RETAINING VALVES.—Retainers will be used and trains will not exceed the following speed, nor handle more loaded cars, on descending grades between stations, than shown below:

(a).—HINTON DIVISION

SUBDIVISION	BETWEEN	MAXIMUM LOADED CARS	SPEED LIMIT
Keeney's Creek	Lookout and Keeney's Creek	26	10 m.p.h.
Hawk's Nest	Ansted and Hawk's Nest	26	10 m.p.h.
P. R. & P. C.	Beckley and Beckley Jct.	100 (See Note 1)	15 m.p.h.
Piney Creek	Beckley Jct. and McCreery	100 (See Note 1) 150 (See Note 3)	15 m.p.h.
Laurel Creek	Layland and Quinnimont	50	10 m.p.h.
Loup Creek	Glen Jean and South Side Jct.	75 100 (See Note 2) 125 (See Note 4)	12 m.p.h.
Mill Creek	Garden Ground and Mill Creek Jct.	75	12 m.p.h.
Rend	Minden and South Side Jct.	55	12 m.p.h.

(b).—HUNTINGTON DIVISION

SUBDIVISION	BETWEEN	MAXIMUM LOADED CARS	SPEED LIMIT
Leewood	Carbon No. 12 Mine and Carbon No. 9 Mine	20 (See Note 6) 15	12 m.p.h.
	Carbon No. 9 Mine and Decota	80 (See Note 7)	20 m.p.h.
Kayford	Racoon No. 2 Mine and Acme	110 (See Note 9)	20 m.p.h.
Republic	Republic and Decota	80 (See Note 8)	20 m.p.h.
Seng Creek	Ferndale and Whitesville	60	12 m.p.h.
Paint Creek	Kingston and Westerly	50	15 m.p.h.
Trace Fork	Tunnel and I. C. 21 Mine	60	12 m.p.h.
	I. C. 21 Mine and Trace Jct.	80	12 m.p.h.
Barrett	Wharton No. 2 Mine and Pondeo or Barrett	125 (See Note 5)	15 m.p.h.
		80	
Rockhouse Mine Extension	Garnette and R. H. Jct.	80 (See Note 1) 60	10 m.p.h.
Right Fork Mine Extension	Right Fork Jct. and Meredith	60	12 m.p.h.
Saunders	Saunders and Paul	60	20 m.p.h.
Buffalo	Lundale No. 2 and East or West Leg of Wye	20	10 m.p.h.
Rich Creek	Chafin No. 2 Mine and Snap Creek No. 2 Load Track	35	10 m.p.h.
Rum Creek	Slagle and Orville	60	20 m.p.h.
George's Creek	Hetzel and Ethel	60	20 m.p.h.
Dingess Run	Ethel No. 2 and Ethel	60	20 m.p.h.
Elk Creek	Elk Creek No. 4 Mine and Emmett	60	20 m.p.h.
Logan	Jewell Ridge Mine and Jct., of Main Track at Peach Creek	60	15 m.p.h.

Note 1.—Provided the train is handled by not less than two 1500 H. P. Diesel Units in multiple.

Note 2.—Provided train is handled by not less than two units equipped with dynamic brakes, retainers on all cars in high value position, train line pressure adjusted to 100 lbs. and brake system fully charged, before departing.

Note 3.—Provided train is handled by not less than three units equipped with dynamic brakes, retainers on all loaded cars in high value position, train line pressure adjusted to 100 lbs. and brake system fully charged before departing.

Note 4.—Provided train is handled by not less than three units equipped with dynamic brakes, retainers on all cars in high value position, train line pressure adjusted to 100 lbs. and brake system fully charged before departing.

1006-1.—RETAINING VALVES.—Concluded.

(b).—HUNTINGTON DIVISION.—Concluded.

Note 5.—WHARTON.—The use of retainers by freight trains between Wharton No. 2 Mine and Ponco or Barrett is not required when the train is being handled by not less than two 1,500 H. P. diesel units in multiple and equipped with dynamic brakes.

Note 6.—LEEWOOD SUBDIVISION.—Provided the train is handled by not less than two 1500 H. P. diesel units in multiple when handling 20 loaded cars.

Note 7.—LEEWOOD SUBDIVISION.—The use of retainers on freight trains between Carbon No. 9 Mine and Decota is not required when the train is being handled by not less than two 1500 H. P. diesel units in multiple and *equipped with dynamic brakes.*

Note 8.—REPUBLIC SUBDIVISION.—The use of retainers on loads picked up at Carbon No. 20 Mine at South Carbon is not required when westward freight trains are being handled by two 1500 H. P. diesel units *equipped with dynamic brakes* and the cars are *fully charged* before departing.

Note 9.—KAYFORD SUBDIVISION.—Provided the train is handled by not less than three units equipped with dynamic brakes, retainers on all cars in high value position, train line pressure adjusted to 90 pounds, and brake system fully charged before departing.

1030.—HIGHWAY AND STREET CROSSINGS.

1030-1.—AUTOMATIC FLASHER LIGHT CROSSING SIGNALS.—In addition to complying with Rule 103(c), trains and engines will not exceed speed designated below, when they are stopped or delayed within the limits shown below, or when approaching crossing at a speed of 8 miles per hour or less:

HINTON DIVISION:

STATION AND HIGHWAY OR STREET	LIMITS	SPEED APPROACHING CROSSING
<i>Montgomery:</i> Harding St.	2450 feet west of crossing	25 mph for eastward trains or engines on No. 1 and No. 2 tracks.
Monroe St.	2075 feet east of crossing	12 mph for westward trains or engines on No. 1 and No. 2 tracks.
<i>Beckley:</i> Prince St.	800 feet west of crossing	5 mph for eastward trains or engines.
<i>Skelton:</i> U. S. Route 21	775 feet east of crossing	10 mph for westward trains or engines.

HUNTINGTON DIVISION:

<i>Catlettsburg:</i> 11th St., 1986 feet west of MP-515	2215 feet east of crossing	40 mph for westward trains or engines on No. 1, No. 2 and No. 3 tracks.
10th St., 2450 feet west of MP-515	2525 feet east of crossing	50 mph for westward trains or engines on No. 1, No. 2 and No. 3 tracks.

1030-1.—HUNTINGTON DIVISION—Concluded.

STATION AND HIGHWAY OR STREET	LIMITS	SPEED APPROACHING CROSSING
<i>Ashland:</i> 19th St. (freight tracks)	1850 feet east of crossing	10 mph for westward train or engine on westward track.
15th St. (freight tracks)	750 feet west of crossing	Eastward trains or engines must stop with leading wheels on street side of insulated joints on west side of crossing and must not move over crossing until it has been ascertained that flashers are working.
<i>Henlawson:</i> State Route 12	1150 feet east of crossing	10 mph for westward trains or engines.
<i>Wilbur:</i> State Route 10	1300 feet east of crossing	15 mph for westward trains or engines.
<i>Man:</i> State Route 10	1190 feet east of crossing	7 mph for westward trains or engines.
<i>Rockhouse Jct.:</i> State Route 10	835 feet east of crossing	7 mph for westward trains or engines.

1030-2.—In addition to complying with Rule 103(c), movement of trains and engines over highway and street crossings designated below will be governed by the following instructions:

HINTON DIVISION:

STATION AND STREET	INSTRUCTIONS
<i>Meadow Creek:</i> Main Highway	(a) Trains picking up or setting off cars must not block crossing.
<i>Glen Morgan and Beaver Block Co.:</i> U. S. Route 19 and 21	(b) Trains and engines stop clear of crossing and protect traffic before moving over crossing.
<i>Mabscott:</i> Route 16	
<i>Sprague:</i> Route 19 <i>Beckley:</i> Clay St.	(c) Trains and engines shoving cars or caboos will stop clear of crossing and protect traffic before moving over crossing.
<i>Whipple:</i> Route 15	
<i>Belva:</i> State Highway	(d) Trains must not exceed a speed of 5 mph over crossing.

STATION AND STREET	INSTRUCTIONS
<i>Beech Jct., Beech Glen: Bridge No. 23</i>	(e) Bridge No. 23, between Beech Junction and Beech Glen, is used as a dual railroad and highway bridge. Trains, engines or motor cars using this bridge will stop before entering on the bridge and flag against opposing highway traffic at opposite end of bridge before crossing.

HUNTINGTON DIVISION:

<i>West Hamlin: State Route 10</i>	(f) To avoid blocking State Route 10, eastward trains of more than 190 cars will approach eastward absolute block signal located just east of MP X-17 prepared to stop and will proceed only when this signal displays an indication more favorable than approach. When signal just east of MP-17 does not display an indication more favorable than approach, trains will stop and call operator at WH Cabin for instructions.
<i>Cabin Creek Jct.: Route 61</i>	(g) When westward absolute block signal displays Stop-indication, westward trains of more than 15 cars will stop east of signal instrument case, 600 feet east of crossing until signal displays indication permitting train to proceed or train is authorized to pass Stop-indication.
<i>Ceredo: Main St.</i>	(h) When westward absolute signal at KV Cabin requires a freight train to stop, the engine should be stopped in clear of Main Street crossing. Westward trains picking up should stop sufficient distance east of main highway street crossing to avoid blocking crossing when coupling to train.
<i>NC Cabin: Peebles Mahan Crossing</i>	(i) Eastward freight trains using No. 3 track, when stopped on signal just west of NC Cabin, to be held for passenger trains or other purposes, will stop engine 300 feet west of crossing in order to give highway traffic better view of trains approaching on No. 1 or No. 2 tracks.
<i>Guyandotte: Kerr Glass Road Crossing</i>	(j) Lunar white lights are in service on signal bridge just west of BR Cabin over tracks 1, 2 and 3. Westward Kanawha Subdivision trains of more than 130 cars will, when lunar white light is illuminated above track on which movement is being made, stop short of Kerr Glass road crossing, located approximately 300 feet west of switch of Kerr Glass Track. After stopping, a member of crew will immediately contact Train Dispatcher, through the Operator, for further instructions.

1030-2.—HUNTINGTON DIVISION.—Concluded.

STATION AND STREET	INSTRUCTIONS
Woodville: State Highway	(k) Westward Horse Creek SD trains will stop before passing over the grade crossing with the State Highway west of Woodville.
Man: Highway Crossings	(l) Eastward and Westward Buffalo and Logan Subdivision trains must not block the first highway crossing east of depot on Buffalo Subdivision or the first and second highway crossing east of the depot on the Logan Subdivision.

1030-3.—AUTOMATIC CROSSING GATES.—Rule 103(d) applies to the movement over highway and street crossings designated below:

HUNTINGTON DIVISION

SUBDIVISION	LOCATION	HIGHWAY OR STREET
Kanawha	Owens	50th St.
	South Ruffner	39th St., Kanawha City
	Elk	Vandalia Crossing
	St. Albans	Spruce St.
		Walnut St.
		"B" St.
	Dock	5th St.
Kenova	United Fuel Gas Co.	
Logan	Harts	U. S. Route 60
	Chapmanville	State Route 10
	Salt Rock	State Route 3
Rum Creek	Dabney	State Route 10
		State Route 14

1030-3(a).—In addition to complying with Rule 103(d), the movement of trains and engines will be governed as follows:

HUNTINGTON DIVISION

STATION AND STREET	INSTRUCTIONS
Pratt: Public Road Crossing	(a) When necessary for westward trains or engines to stop on No. 1 track between west end of Pull-out track at west end of Handley and Public Road Crossing at Pratt, stop will be made not less than 800 feet east of crossing. In addition to complying with Rule 103(c) trains or engines stopped or delayed within above limits must not exceed a speed of 25 miles per hour approaching crossing.

1030-3(a).—HUNTINGTON DIVISION—Concluded.

STATION AND STREET	INSTRUCTIONS
Kenova: U. S. Route 60 (Truax Traer Track)	(b) Trains or engines must not exceed a speed of 10 miles per hour approaching the crossing. Switching movements will not be made over crossing unless gates are down or highway traffic is protected by member of crew.
Dabney: State Route 14	(c) Rule 103(d)-(1) will apply to trains or engines stopped or delayed within 1000 feet of Route 14 Crossing instead of 2500 feet.

Note.—See T.T.S.I. 930 for additional instructions applying to street crossings in yard limits.

1040.—HAND-OPERATED SWITCHES.

Normal position of designated switches:

HUNTINGTON DIVISION:

LUNDALE No. 2 (CRANECO) WYE.—*East Wye Switch.*—For Movement on Wye.

SHARPLES.—*Jct. Switch.*—For Kelly Mine Extension.

DANVILLE.—*East End Lead.*—For Yard Lead.
West End Lead.—For Yard Lead.

COLCORD.—*East Wye Switch.*—For Jarrols Valley S.D.
South Wye Switch.—For Sycamore Branch.

LEEWOOD.—*Jct. Switch.*—For Leewood S.D.

CHEROKEE.—*Wye Switch.*—For movement to Holly Wye.

HOLLY.—*Wye Switch.*—For movement to Holly Wye.

DECOTA.—

{	<i>Jct. Switch.</i> —For movement on Leewood S.D. <i>Wye Switch (Leewood S.D.).</i> —For movement on Wye. <i>Wye Switch (Republic S.D.).</i> —For movement on Wye.
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Rule 730 and switch indications, pages 88 and 89 of Book of Rules modified accordingly.

1050.—USE OF SIDINGS AND SPECIFIED TRACKS.

1050-1.—The capacity of sidings in 50-foot cars includes distances between clearance points of siding, allowing 320 feet for 4 engines and caboose and width of highways plus 50 feet on each side for cutting each crossing on siding.

1050-2.—INDUSTRIAL TRACKS.—Crews performing work at industries equipped with gates or doors manually or electrically operated and protected by a derail (or lock) will not remove derail (or lock) until gates or doors are fully opened, except where derail (or lock) controls operation of gate or door. Movement must not be made until it is known gate or door is fully opened and secured.

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

1050-3.—Trains and engines using tracks designated below will be governed by the following instructions:

HINTON DIVISION:

(a).—GARDEN GROUND-MILL CREEK SD.—Switch point derail is in service on main track, 557 feet east of the east switch of runaround track at Garden Ground.

The main track between this derail and a point 400 feet east of the derail will be used for dropping empty cars from sand pit track.

Normal position of sand pit track switch will be for entrance to sand pit track.

Trains and engines using the main track between these points will proceed prepared to stop expecting to find the main track occupied.

(b).—*Portion of Subdivision Abandoned.*—That portion of South Side Subdivision between a point 624 feet west of Mile Post 2 and 733 feet east of Mile Post 5 is abandoned and tracks removed from service.

(c).—SKELTON.—*Cranberry Mine No. 2.*—Switching Signals:

<i>Aspects</i>	<i>Indications</i>
Green Light.....	Eastward Movement
Yellow Light.....	Westward Movement
Red Light.....	STOP

Conductor will operate signals by means of control device located in shelter west of coal tipple. These signals will not be used to govern movement in switching or pulling loads from tracks east of tipple; but only govern movements west of the tipple. When not in use for this purpose they will be turned off. When no indication is shown switching movements will not be made except on hand signals from Trainmen or Conductor.

HUNTINGTON DIVISION:

(c).—CABIN CREEK JCT.—Oil burner lanterns will not be used in switching at Cabin Creek Refinery.

(d).—LITTLE MARSH FORK SUBDIVISION—MARFORK, W. VA.—Trains serving Marfork mine must expect to find cars on main track at tipple between the crossovers east and west of the tipple.

(e).—ELK CREEK SUBDIVISION—EMMETT, W. VA.—Trains and engines will use main track between the switchpoint derail located on North Rail of main track 2200 feet east of Mile Post 2 and Elk Creek Mine No. 4 at end of line, prepared to stop expecting to find the main track occupied with cars.

2300.—SPACING TRAINS.

Where Rules 230 and 231-233, inclusive are in effect, following train and engine movements may be permitted.

(a).—A train operating under the provisions of Clearance Form B must not accept a clear train order signal indication at any intermediate train order office which was due to open after such train passed the last open train order office, without receiving Clearance Form A or permission of Train Dispatcher.

2510.—CROSSING OVER OR ENTERING MAIN TRACKS.

(See T.T.S.I. 930 instructions applying to specific locations within designated yard limits.)

5010.—ADDITIONAL INSTRUCTIONS GOVERNING MOVEMENT OF TRAINS AND ENGINES UNDER AUTOMATIC BLOCK SIGNAL SYSTEM RULES.

HINTON DIVISION:

(a).—WINDING GULF S. D.—*Tunnel Signals*.—Automatic block signals located east of No. 1 Tunnel and west of No. 2 Tunnel, Winding Gulf Subdivision, indicate block conditions between Tunnel Siding and Winding Gulf No. 2 Coal Track only. When Stop-indication is displayed trains or engines must be preceded by flagman to opposing block signal.

(b).—AVIS-HINTON YARD.—(See TTSI-930-2(f).)

HUNTINGTON DIVISION:

(c).—RUM JCT.—*Switch Indicator*.—The electrically-locked switch of the inside switch of crossover at Rum Jct. may be used when locking appliance is unlocked.

Rule 512 governs use of switch indicator. When red is displayed padlock must not be removed until authority to operate switch has been obtained. After padlock has been removed, the required time must elapse before unlock can be obtained.

(d).—BARBOURSVILLE WYE.—When eastward absolute signals (located just west of crossover at apex of Barbooursville wye) governing movement to Logan Subdivision display STOP-INDICATION, and communication has failed, trains or engines will not proceed without authority of the Train Dispatcher at Peach Creek (Rule 509-B modified accordingly).

5010-2.—INSTRUCTIONS GOVERNING TRAIN-STOP DEVICE IN UNEQUIPPED TERRITORY.

(a).—When engines equipped with automatic train-stop device are operated over unequipped territory with cut-out cock sealed in normal cut-in position, the following instructions will govern:

(b).—The automatic train-stop device will not provide protection to the train and has no normal function in unequipped territory.

(c).—On engines so equipped the Engineer must be familiar with the procedure for resetting and cutting out train-stop device.

(d).—Receiver on automatic train-stop device will respond to stray iron or steel that may protrude two or more inches above top of rail, or other unusual condition, which may cause an undesired brake application. When this occurs the Engineer must recognize such application so that he will be able to re-set the device after train stops. If after receiving several undesired stops or trouble develops which prevents resetting the device the train-stop device must be cut out and the Train Dispatcher notified.

(e).—When Train Dispatcher is notified of trouble developing with train-stop device he must immediately notify the proper Mechanical Department officer so that corrective measures may be taken.

5010-3.—**SLIDE DETECTOR FENCE.**—When absolute block signal governing movement over track section protected by slide detector fence displays STOP-indication, a member of the crew will operate pushbutton located on signal mast or on relay case, and when signal displays an indication more favorable than STOP, train will proceed at restricted speed, looking out for obstruction on track within the limits of slide detector fence, reporting conditions from next open office.

After pushbutton has been operated, if indication more favorable than STOP is not displayed, the engineer or conductor will secure authority to proceed per Rule 509.

HINTON DIVISION:

Fences are located as follows:

SUBDIVISION	BETWEEN
New River	MP 374.7 and MP 375.3
	MP 383.5 and 387.7
	MP 402.5 and MP 402.9
	MP 419.8 and 420.3

5010-5.—**STOP INDICATION NON-AUTOMATIC BLOCK SIGNAL SYSTEM TERRITORY.**—When STOP indication is displayed by signal governing movement into other than Automatic Block Signal System territory trains or engines will stop and secure permission of the Train Dispatcher (or Yardmaster where he supervises movement) to proceed.

If communication is not available the train, after stopping, may proceed in accordance with the rules or instructions in effect beyond the signal.

If movement is to be made over power-operated switches, Rule 509-A(4) will apply and movement at RESTRICTED speed will apply to entire train over switches.

5090.—**AUTOMATIC RAILROAD CROSSINGS:**
(See TFSI-980 and 930-9(n).)

6050.—**INTERLOCKING RULES.**

Interlocking Rules 605(a) to 671, inclusive, are in effect within interlocking limits at:

HINTON DIVISION:

MX Cabin

HUNTINGTON DIVISION:

DK Cabin (Huntington)
HO Cabin (Huntington)
KV Cabin (Kenova)

NC Cabin (Ashland)
RU Cabin (Russell)
FD Cabin (Logan)

7130.—LOCATION AND USE OF SPRING SWITCHES.

7130-1.—Rules 713(a) and 713(b) are in effect.

HINTON DIVISION

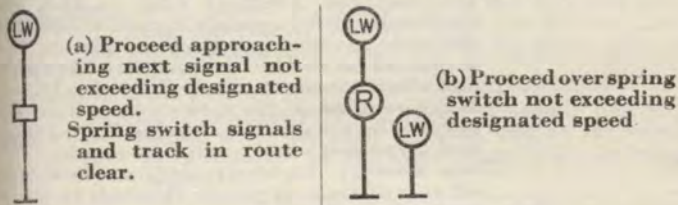
LOCATIONS	NORMAL POSITION FOR MOVEMENT ON	DESIGNATED SPEED IN NORMAL POSITION	
		FACING MOVEMENT	WHEN SPRINGING SWITCH
<i>Hinton:</i> East End No. 4 Pit Track	For movement on thoroughfare track		
West End No. 4 Pit Track	For movement to No. 4 Pit Track	5 mph	5 mph
West End of Thoroughfare Track	For movement to No. 2 Pit Track		
<i>Stonewall.</i> —West Switch of Passing Siding (See 7130-3)	Main Track	Maximum Authorized	15 mph
<i>South Side Jct.</i> —East Switch from East Lead	Main Track	12 mph	12 mph
<i>Glen Jean.</i> —West Wye Switch	To White Oak Sub-division	12 mph	12 mph

HUNTINGTON DIVISION

<i>Ashland.</i> —West End of 23rd Street Switching Lead	Westward Frt. Main Track	25 mph	15 mph
<i>S. W. Cabin.</i> —East End Double Track Switch	Westward Main Track	Maximum Authorized	30 mph
<i>Barrett.</i> —Barrett Main Supply Track	Westward to Main Supply Track	25 mph	15 mph
<i>Pond Jct.</i> —Junction Switch of Pond Fork Sub-division	To Coal River Sub-division	25 mph	15 mph
<i>West Jct.</i> —Junction Switch	West Fork Sub-division	20 mph	15 mph
<i>Clothier.</i> —Laurel Fork Mine Extension Switch	Coal River Sub-division	25 mph	15 mph

7130-2.—A member of the crew of train on double track moving from siding to main track will observe if the dwarf spring switch signal on main track displays a yellow light within 40 seconds after rear of train clears the switch. Report must be made to the Superintendent and Chief Train Dispatcher from next available point of communication of a signal not displaying a yellow light as above.

7130-3.—STONEWALL.—Spring Switch Signal Aspects and Indications not in Conformity with Book of Rules:



7150.—ELECTRICALLY LOCKED SWITCHES.

7150-1.—All main track hand-operated switches within the limits of train operation under Rules 271-279(c) are electrically-locked except as designated below:

HUNTINGTON DIVISION:

Huntington.....	{ No. 1 Track, Armstrong Spur No. 1 Track, Miller Paint Spur
West Huntington...	{ No. 1 Track, House Track Spur No. 1 Track, East Duncan Spur
M. P. 507.5.....	No. 3 Track, American Container Spur
M. P. 507.6.....	No. 1 Track, Enterprise Wheel Spur
M. P. 508.....	No. 3 Track, Kellogg Team Track
M. P. 510.6.....	No. 3 Track, Ceredo Spur
M. P. 52L.....	No. 3 Track, Peebles Mahan Track
Hubball.....	Hubball Spur
Branchland.....	{ East end Team Track West end Team Track
Sheridan.....	Sheridan Spur
Peach Creek.....	{ Peach Creek Ramp Logan Concrete Spur Appalachian Power Spur

REVISED RULES

Operating Department Rules (Form CDT-29) and Passenger and Freight Train Handling Instructions (Form CDT-30) are revised as follows:

RULE OR INST. NO.	REVISION
Sixth, Seventh and Eighth paragraphs Rule M-1	Employes will not ride the leading or trailing footboards of an engine. Seventh (7th) paragraph of Rule M-1 is cancelled. Employes are prohibited from <i>riding</i> or <i>walking</i> on roofs of any moving cars.
18-B	Third paragraph reading: "Headlight on end coupled to cars, may be extinguished," is cancelled.

REVISED RULES.—Continued.

RULE OR INST. NO.	REVISION
99	<p>Except where Automatic Block Signal System Rules are in effect, unless otherwise protected by train order or rule, trains or engines must provide rear end flag protection on the same main track as follows:</p> <p><i>When Stopped:</i> Flagman must go back immediately with flagman's signals a sufficient distance to insure protection, placing two torpedoes on the rail at least fifty feet apart, and when necessary, displaying lighted fusee. When recalled, if the safety of the train will permit, he may return, leaving lighted fusee and torpedoes when conditions require.</p> <p><i>When Moving:</i> Lighted fusees must be thrown off rear of train at proper intervals to insure protection when moving at less than maximum authorized speed.</p> <p><i>Where Automatic Block Signal System Rules</i> are in effect, rear end flag protection on the same main track is not required.</p> <p>Employes are not relieved of flag protection in any territory where specific rules or special instructions require flag protection to be provided.</p>
S-87, S-88, 208(d), 515	<p>Rules S-87, S-88, 208(d) and 515 which require conditions to be protected "as prescribed by Rule 99" are changed to require the conditions to be PROTECTED BY FLAG.</p>
D-252(b), D-252(c), 277, 1651(d)	<p>That part of Rules D-252(b), D-252(c) and 1651(d) referring to Rule 99 and that part of Rule 277 reading "except as provided by Rules 276(b) and 279(b) trains or engines operated under these rules are not relieved of full compliance with Rule 99" is deleted.</p>
Second paragraph added to Rule 250-B	<p>When restricting indication is displayed by a block signal, restricted speed applies until entire train passes the next signal. When restricting indication is displayed by a signal governing movement into other than Automatic Block Signal System Territory, restricted speed applies to the movement of entire train by the signal and through crossovers, turnouts, interlocking limits, and over power switches protected by the signal.</p>
Fifth Paragraph 509-C	<p>When not practicable for the engine to be in position to permit the signal indication to be plainly seen the train must not depart without complying with Rules 509-A or 509-B, unless Rule 279(a) is in effect and <i>cab of diesel engine is more than thirty feet beyond the signal.</i></p>
727(b), 1651(f)	<p><i>Temporary Reduce Speed Signs.</i>—Rules 727(b) and 1651(f) are modified to require Temporary Reduce Speed Signs to be placed far enough in advance of the Temporary Slow Speed Sign (where used) or the condition being protected to permit reduction from maximum speed to the required speed but, when practicable, not less than 8,000 feet.</p>

REVISED RULES—Continued.

RULE OR INST. NO.	REVISION
1651(c), 1651(e), 1654, 1706, 1807	<i>MofW Flag Protection.</i> —Rules 1651(c), 1651(e), 1654, 1706 and 1807 are modified to permit Maintenance of Way work to be performed on main track without live flag protection when protection is provided by the Train Dispatcher in accordance with Rules 7(d), 7(e) or 7(g) of the Rules Governing the Use of Motor, Push, and Trailer Cars, Velocipedes and Other MofW On-Track Equipment.
1256	When necessary to cut train to permit highway traffic to cross, such crossing will be protected by a member of the crew when train is being recoupled.
First Paragraph E-108	<i>Ground Relay.</i> —In event the ground relay trips, reset as prescribed in operating manual. If the ground relay trips a second time, reset again. If it trips a third time, isolate the diesel engine or engines affected. A stop for inspection must be made at the nearest point where inspector is available. The inspector or maintenance man will determine whether a "Diesel Unit Isolation Report Tag" should be applied to the isolation switch.
E-109	<i>Ground Relay Knife Switch.</i> —The ground relay knife switch, when open, eliminates the protection of electrical equipment by the ground relay. This switch must not be opened in normal operation. If train is being delayed due to continuous ground relay action on one or more diesel units and it is necessary to clear main track, the ground relay knife switch may be opened and unit or units operated for further movement provided instructions are obtained from proper authority. When operating under above conditions, unit or units must be kept under close observation and engine crew alerted for smoke or unusual conditions which may arise therefrom.
E-511-B	<i>Engine Terminals.</i> —Movement of diesel units on engine terminal tracks, turntable tracks, ready tracks, and similar tracks must be made with caution, prepared to stop within one-half the range of vision, and when approaching standing cars or diesel units, must not exceed a speed of 4 miles per hour. Hand brakes must not be released nor any attempt made to move a diesel unit under its own power until it is known the air brakes are effective. When hostlers or mechanical department employees are moving more than one unit coupled, the units will be operated from the lead unit. "B" units or disabled units may be shoved, using proper precautions to prevent accident.
E-519	The air hose coupling on all diesel units with holding devices must be properly secured to the holding devices when uncoupled to prevent damage account of dragging.

REVISED RULES.—Concluded.

RULE OR INST. NO.	REVISION
E-1102(d), 1207	<p>Except when journals have burned or broken off, fire extinguishers, liquids, or snow must not be used to treat (cool) hot journals.</p> <p>Equipment set off account hot journals must be carefully inspected, packing or lubricators removed, and <i>box lids closed</i>. All signs of fire around journal boxes, body of equipment, and the removed packing or lubricator must be thoroughly extinguished, by means of fire extinguishers, liquids, or snow.</p> <p>Except in emergency, equipment with hot journals must not be set off on tracks where flammable commodities may be endangered.</p>
E-1125, paragraphs (b), (e), (f) and (g)	See T. T. S. I. 40-3(j).
E-1129	<p><i>Clearance Car X-1836.</i>—In handling this car when it is not being operated to measure clearances, the following instructions will govern:</p> <ol style="list-style-type: none"> (1) The car must be handled on rear of trains immediately ahead of caboose cars. (2) Before coupling to or moving the car, it must be ascertained that all measuring arms are secured in the "IN" position and a close check kept on them while the car is being moved. (3) The car should be protected from rough handling at all times, it must not be used in switching nor cut off and allowed to roll, but when it is set off, it must be secured by brakes or otherwise.

MOVEMENT OF MofW CARS

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

HINTON DIVISION:

TRACK SECTION BETWEEN	AUTHORITY FOR MOVEMENT
<i>Hinton:</i> MX Cabin to Psgr. Station	Movement with the current of traffic by verbal permission of operator at MX Cabin.
Psgr. Station to MX Cabin	Movement with the current of traffic by verbal permission of Yardmaster at Avis Yard Office.
Psgr. Station and Cantilever Signals west of Psgr. Sta.	Movement may be made without line-up when switches are properly lined and route is seen or known to be clear.
Cantilever Signals west of Psgr. Station and CW Cabin	Movement on either track by verbal permission of operator CW Cabin.

MC-4.—HINTON DIVISION—Concluded.

TRACK SECTION BETWEEN	AUTHORITY FOR MOVEMENT
<p><i>Quinnimont:</i> Yard Limits New River Subdivision</p>	<p>Train Dispatcher may authorize car movement through or within these limits when block is occupied by engines. When so authorized, car lineup will contain the following instructions in "remarks", "protect against engines in Quinnimont Yard". Before entering an occupied block section, Car Operator will call Yardmaster to ascertain the location of engines. Movement will be made under such flag protection as may be necessary, prepared to stop within one-half the range of vision.</p>
<p>Yard Limits Laurel Creek Subdivision</p>	<p>Verbal permission of Yardmaster.</p>
<p><i>Thurmond:</i> New River Subdivision</p> <p>Loup Creek S.D. between So. Side Jct. and Psgr. Sta.</p> <p>Rend S.D. between Switch-back and So. Side Jct.</p>	<p>Permission of Yardmaster not required.</p> <p>Verbal permission of Yardmaster.</p>

MC-4.—HUNTINGTON DIVISION.

<p><i>Handley Yard:</i> Between Paint Creek Jct. and Signal Bridge at East End Yard</p>	<p>Verbal permission of operator at Handley. Before granting permission, the operator must know the track sections are clear of ALL trains and engines.</p>
<p>Signal Bridge East End Yard and East Yard Limit Board</p>	<p>Authority of Train Dispatcher Hinton, permission of Yardmaster not required.</p>
<p><i>Charleston Yard:</i> Between Owens Depot and Spring Hill</p>	<p>Train Dispatcher may authorize car movement through or within these limits when block is occupied by yard engines. When so authorized, car lineup will contain the following instructions in "remarks", "protect against yard engines". Before entering an occupied block section, Car Operator will call Yardmaster to ascertain the location of yard engines. Movement will be made under such flag protection as may be necessary, prepared to stop within one-half the range of vision.</p>

TRACK SECTION BETWEEN	AUTHORITY FOR MOVEMENT
<p><i>Huntington Yard:</i> Passenger Mains— HO Cabin and DK Cabin</p>	<p>Verbal permission of Yardmaster at 16th Street is required for car movements on passenger main tracks between east interlocking limits HO Cabin and west interlocking limits DK Cabin. Authority of train dispatcher not required.</p>
<p>Freight Mains— HO Cabin and DK Cabin</p>	<p>In addition to written authority on Form CDT-35 obtained from the Train Dispatcher, verbal permission of the Yardmaster at 16th Street is required for car movement on freight main tracks between east interlocking limits HO Cabin and west interlocking limits DK Cabin.</p>
<p>Main Tracks—West of HO Cabin and East of DK Cabin</p>	<p>Permission of Yardmaster is not required for car movements on main tracks between west yard limits and east interlocking limits HO Cabin and between west interlocking limits DK Cabin and east yard limit.</p>
<p><i>Peach Creek Yard:</i> Single Track Section between Peach Creek and crossover at East End Empty Yard Single Track Section between East End Empty Yard and FD Cabin FD Cabin and East Yard Limits on Logan S.D. FD Cabin and Monitor Jct.</p>	<p>Verbal permission of yardmaster (when on duty) when no yardmaster on duty verbal permission of Train Dispatcher is required.</p> <p>Authority of Train Dispatcher. Permission of Yardmaster not required.</p>
<p><i>Elk Run Jct.:</i> Between Tel. Booth at West Yard Limit Sign and Jarrolds Valley</p>	
<p><i>Danville:</i> Between Tel. Booth at West Yard Limit Sign and Pond Jct.</p>	<p>Verbal permission of yardmaster (when on duty). When no yardmaster on duty, verbal permission of train dispatcher is required.</p>
<p><i>Cane Fork:</i> Between East and West Yard Limits</p>	

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

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

MC-4-2.—Trains and engines may be permitted to follow car movements as prescribed by MC Rule 4(i) on subdivisions where Rules S-83(f), S-83(g), 91 or 230 are in effect.

MISCELLANEOUS

A.—HIGH VOLTAGE WIRES.—In the event there is a break, or wires carrying high voltage in connection with power lines or Automatic Block System are found swinging or on the ground, employes will immediately communicate the information to the train dispatcher and signal maintainer. If wires are in position to interfere with traffic or are liable to cause injury to persons, arrangements should be made to place watchmen at the point until relief can be obtained.

B.—PERSONAL INJURY REPORTS.—Whenever employes are injured, the officer or employe in charge will act as follows:

- (1) NON-TRAIN ACCIDENT.—Whenever employes are injured in a non-train accident, equipment or machinery involved must be given an immediate inspection by officer or employe in charge to ascertain condition.
- (2) TRAIN ACCIDENTS.—In cases of injuries to employes in train or train service accidents, where the condition or operation of engines and/or cars is or may be involved, an immediate inspection must be made of equipment, including, where necessary, a coupling and uncoupling test, or brake test; also an inspection of the track and roadbed. If not practical to make inspections and tests of equipment at point of accident same should be made at the next available point. Inspection must be made by two qualified persons unless otherwise directed. Inspectors must make a separate report of inspection to their superior officer.
- (3) If any employe furnishes to a person, other than an official of the Railway Company, written statement concerning an accident, or injury, employe shall promptly furnish an exact copy of statement to his immediate superior.
- (4) In all highway crossing accidents the conductor of the train involved will make report on Form CJ-8 to the Superintendent. He should include, in space Z, under "REMARKS" the names and addresses of all outside witnesses at the scene, together with the license numbers of all automobiles that were stopped at the crossing at time of accident.
- (5) In the event a passenger train is involved in an accident and accident is of such a nature that passengers might possibly have been subjected to injury, the conductor in charge of train will have such passengers complete and sign Form CJ-99, regardless of whether or not such passengers claim to have been injured, as provided for in printed instructions accompanying Form CJ-99. (See General Rule M-3, Book of Rules.)

NAME— LOCATION	SURGICAL STAFF OFFICE ADDRESS	TELEPHONE No.
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HINTON DIVISION:

Hinton, W. Va.		
*J. D. Woodrum.....	} Hinton Hospital.....	406
J. W. Hesson, Jr.....		
*W. L. Van Sant.....		
*D. W. Ritter.....		
*A. W. Holmes.....	Hinton, W. Va.....	863
*J. W. Stokes.....	115 Temple St.....	47—Res. 105
Rainelle, W. Va.		
W. B. Davis.....	Rainelle W. Va.....	HE 8-8081
Oak Hill, W. Va.		
*E. S. Hamilton.....	Hamilton Bldg.....	HO 9-6351
Mt. Hope, W. Va.		
*G. G. Hodges.....	Mt. Hope, W. Va.....	{ Res. TR 7-2255 Ofc. Kilsyth TR 7-2851
Quinwood, W. Va.		
Lee B. Todd.....	Quinwood, W. Va.....	
Beckley, W. Va.		
*J. E. McKenzie.....	110 No. Heber St.....	253-6351
*I. B. Anderson.....	} Raleigh General Hospital.....	252-6241
*R. G. Broadus.....		
*John P. Heagarty.....		
*Wade H. Rardin.....		
*Vivian P. Lilly.....	407 Bair Building.....	252-5100
*B. B. Richmond.....	2401 S. Kanawha St.....	253-9512
Mullens, W. Va.		
Geo. F. Fordham.....	3 Shumate St.....	765
Pemberton, W. Va.		
*R. P. Daniel.....	Pemberton, W. Va.....	253-5903
Fayetteville, W. Va.		
*M. G. Hresen.....	Fayetteville, W. Va.....	365
Montgomery, W. Va.		
*W. L. Claiborne.....	} Laird Memorial Hospital.....	442-2471
T. Kerr Laird.....		
Gauley, W. Va.		
*E. V. Nutter.....	Gauley Bridge, W. Va.....	298

HUNTINGTON DIVISION

East Bank, W. Va.		
*A. K. Lampton.....	East Bank, W. Va.....	595-6656
*S. B. Souleyret.....	East Bank, W. Va.....	595-2211
Charleston, W. Va.		
*Carl B. Hall.....	712 Stockton St.....	DI 4-4234
Kenneth G. MacDonald.....	1200 Quarrier St.....	DI 6-1282
John H. Bergman.....	712 Stockton St.....	DI 3-2291
St. Albans, W. Va.		
*Rogers Harshbarger.....	Harshbarger Bldg.....	PA 7-7123
Paul C. Soulsby.....	79 Clark Court.....	PA 7-1619
Madison, W. Va.		
*H. H. Howell.....	Madison, W. Va.....	161 and 69
Whitesville, W. Va.		
*W. L. Barbour.....	Whitesville, W. Va.....	854-2291
*W. V. Wilkerson.....	Whitesville, W. Va.....	854-2321

*Asterisk indicates doctors who will respond to emergency call.

SURGICAL STAFF

NAME—		TELEPHONE
LOCATION	OFFICE ADDRESS	No.

HUNTINGTON DIVISION—Continued.

Hurricane, W. Va.

*R. W. Bailey.....Hurricane, W. Va.....2531

Milton, W. Va.

*L. C. Richmond.....1020 Pike.....2131

Barboursville, W. Va.

*R. H. Curry.....677 Central Ave.....3851

West Hamlin, W. Va.

*G. W. Walden.....West Hamlin, W. Va.....9-K-21

Logan, W. Va.

*W. E. Brewer.....Logan General Hospital.....PL 2-1101

*I. M. Kruger.....Logan General Hospital.....PL 2-1101

E. H. Starcher.....White and Browning Bldg.....PL 2-1606

Amherstdale, W. Va.

*Luke Combs.....	{	Amherstdale, W. Va.....	LU 3-8062
		Man, W. Va.....	LU 3-9081

Huntington, W. Va.

*Ray M. Bobbitt.....500 Professional Bldg.....52 58609

*Ivan R. Harwood.....500 Professional Bldg.....52 58609

*Dorsey Ketchum, Oculist... First Huntington Nat. Bank Bldg.. 52 24494

*F. C. Hodges.....First Huntington Nat. Bank Bldg.. 52 30635

*Siegfried Werthammer... 304 Holswade Dr.....52 21468

B. F. Brown.....First Huntington Nat. Bank Bldg. 52 30169

*R. E. Crissy.....1119 6th Ave.....52 58131

*Walter R. Wilkinson.....1119 6th Ave.....52 58131

*W. C. Kappes.....423 11th St.....52 23791

Jack H. Baur.....C. & O. Hospital.....52 37461

John F. Otto, Jr.....C. & O. Hospital.....52 37461

James P. Carey, Director,

Dept. of Surgery.....C. & O. Hospital.....52 37461

*Russell R. Brandon.....C. & O. Hospital.....52 37461

*Edwin J. Humphrey.....C. & O. Hospital.....52 37461

*Wm. B. Blake, Jr.....C. & O. Hospital.....52 37461

*M. L. White, Jr.....C. & O. Hospital.....52 37461

Wm. K. Marple.....C. & O. Hospital.....52 37461

*D. A. Haught.....C. & O. Hospital.....52 37461

*J. E. Stone.....C. & O. Hospital.....52 37461

*H. N. Kagan.....C. & O. Hospital.....52 37461

*Francis A. Scott.....C. & O. Hospital.....52 37461

*R. R. Dennison.....C. & O. Hospital.....52 37461

Hassan Vaziri.....C. & O. Hospital.....52 37461

Charles S. Hagan, Jr.....C. & O. Hospital.....52 37461

Fernando Dominguez.....C. & O. Hospital.....52 37461

Ashland, Ky.

*Frank W. Gwinn.....416 Kitchen Bldg.....EA 4-4212

*Wm. E. Hoy, Jr.....402 Kitchen Bldg.....EA 4-3343

J. Marvin Keeton, Surgeon... 1600 Carter Ave.....3873

*Walter F. Williams (Oculist). 2321 Lexington Ave.....EA 4-4828

*John Harrison.....2300, 13th St.....

Russell, Ky.

*Chas. B. Johnson.....220 Ferry St.....189

*J. G. Boggs.....206 Houston St.....80

*C. I. Haeberle.....502 Etna St.....

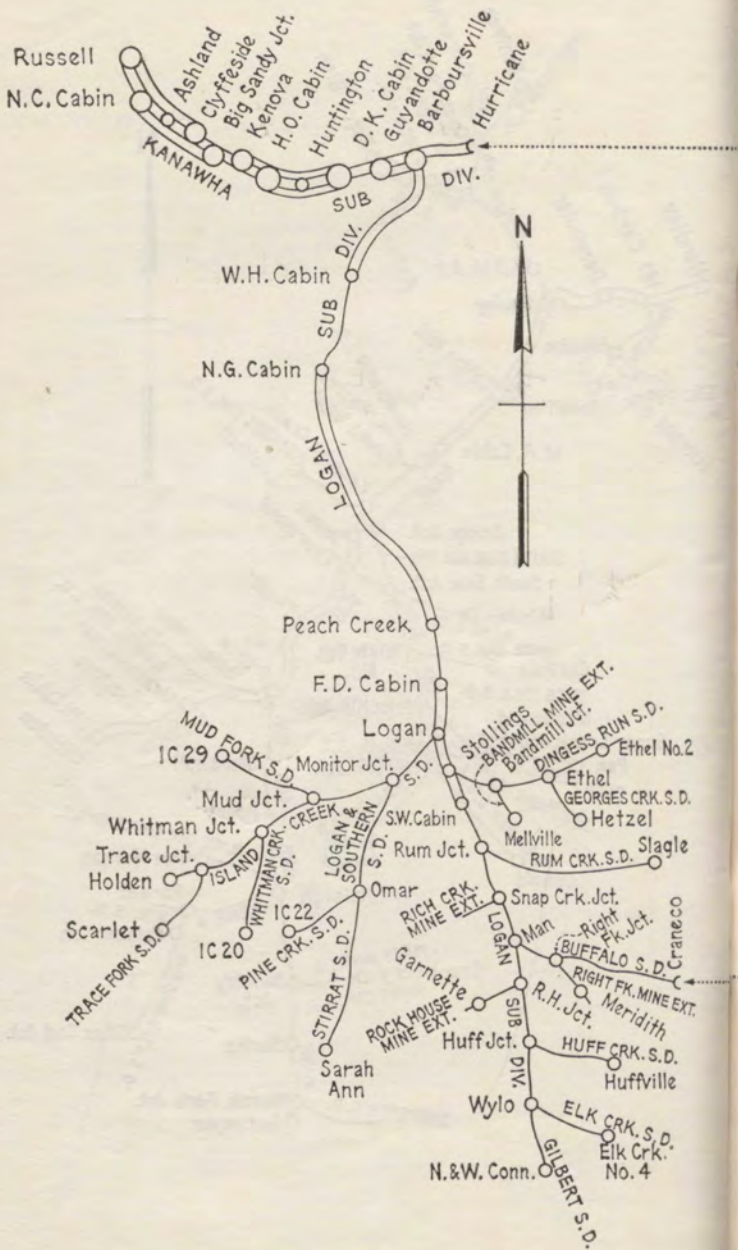
Ironton, O.

*W. F. Marting.....311 S. 5th St.....111

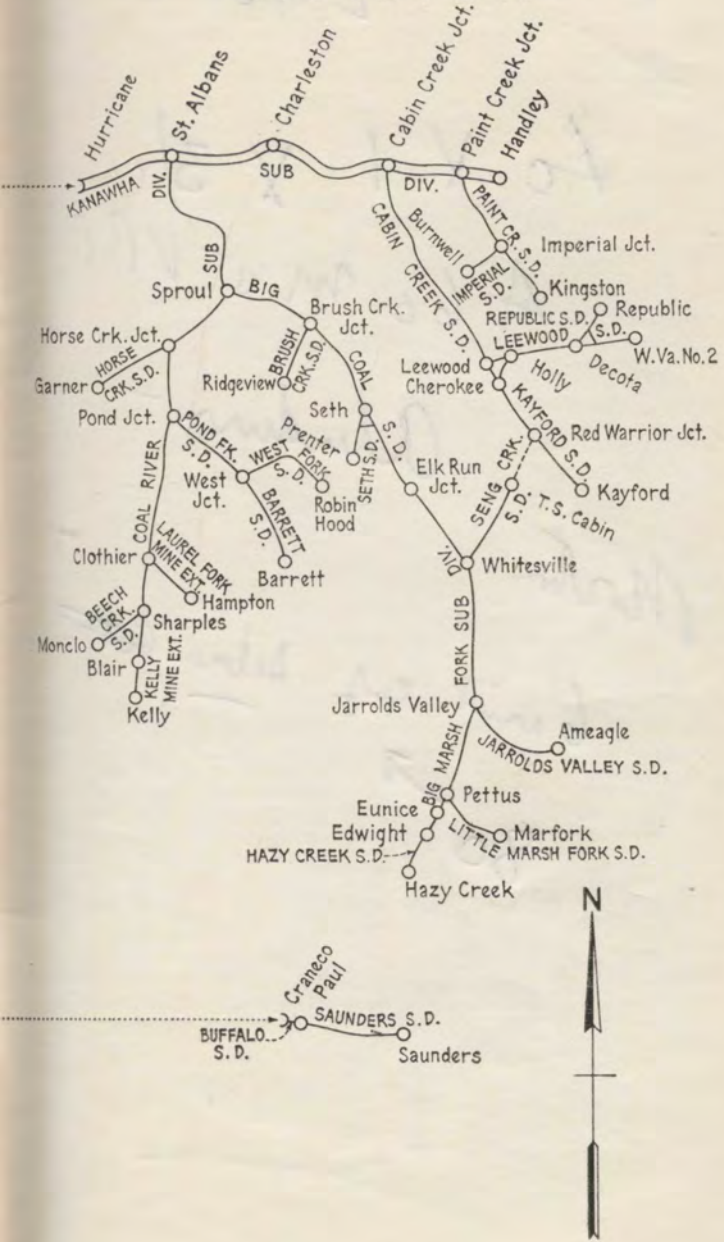
*G. N. Spears.....2213 S. Ninth St.....3616

*Asterisk indicates doctors who will respond to emergency call.

HUNTINGTON



DIVISION



SPEED TABLE

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

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