

SAFETY

IS OF

FIRST IMPORTANCE

BE CAREFUL
THINK - LOOK
AND
LIVE



AVOID DAMAGE
SWITCH CUSTOMER'S CARS
CAREFULLY

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

THE CHESAPEAKE AND OHIO RAILWAY COMPANY

HINTON DIVISION
EASTERN REGION

HUNTINGTON DIVISION
CENTRAL REGION

TIMETABLE No.
149

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

Sunday, April 24, 1960.

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

DESTROY ALL TIMETABLES OF
PREVIOUS DATE

Read the Instructions

FOR INFORMATION OF EMPLOYEES ONLY

Trains run on Eastern Standard Time

C. V. COWAN,
Regional Manager,
Eastern Region.

R. VAWTER,
Regional Manager,
Central Region.

K. R. KETCHAM,
Superintendent Hinton Division.

J. M. PITCHFORD,
Superintendent Huntington Division.

W. K. WEAVER, JR.,
General Superintendent Transportation.

G. C. PHILLIPS,
Superintendent Transportation.

TIMETABLE ABBREVIATIONS AND SYMBOLS

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

SCHEDULE PAGES

EEDT for East End Double Track
WEDT for West End Double Track

See Schedule Pages for Symbols designating Conditional Stops

SPECIAL INSTRUCTION PAGES

ADE for Assistant Division Engineer
ATM for Assistant Trainmaster
ARFE for Assistant Road Foreman of Engines
CTD for Chief Train Dispatcher
Div for Division

DE for Division Engineer
RFE for Road Foreman of Engines
SD for Subdivision
TM for Trainmaster
TTM for Terminal Trainmaster

SPEED TABLE

Time Per Mile	Miles Per Hour	Time Per Mile	Miles Per Hour	Time Per Mile	Miles Per Hour	Time Per Mile	Miles Per Hour	Time Per Mile	Miles Per Hour
0 Min. 45 Sec.	80.0	1 Min. 7 Sec.	53.7	1 Min. 21 Sec.	44.4	1 Min. 35 Sec.	37.9	2 Min. 50 Sec.	21.2
0 " 48 "	75.0	1 " 8 "	52.9	1 " 22 "	43.9	1 " 40 "	36.0	3 " 0 "	20.0
0 " 50 "	72.0	1 " 9 "	52.1	1 " 23 "	43.4	1 " 45 "	34.3	3 " 10 "	18.9
0 " 52 "	69.2	1 " 10 "	51.4	1 " 24 "	42.9	1 " 50 "	32.7	3 " 20 "	18.0
0 " 54 "	66.6	1 " 11 "	50.7	1 " 25 "	42.4	1 " 55 "	31.3	3 " 30 "	17.1
0 " 56 "	64.2	1 " 12 "	50.0	1 " 26 "	41.9	2 " 0 "	30.0	3 " 40 "	16.4
0 " 58 "	62.0	1 " 13 "	49.3	1 " 27 "	41.4	2 " 5 "	28.8	3 " 50 "	15.6
1 " 0 "	60.0	1 " 14 "	48.6	1 " 28 "	40.9	2 " 10 "	27.7	4 " 0 "	15.0
1 " 1 "	59.0	1 " 15 "	48.0	1 " 29 "	40.4	2 " 15 "	26.7	4 " 10 "	14.4
1 " 2 "	58.0	1 " 16 "	47.4	1 " 30 "	40.0	2 " 20 "	25.7	4 " 20 "	13.8
1 " 3 "	57.1	1 " 17 "	46.7	1 " 31 "	39.6	2 " 25 "	24.8	4 " 30 "	13.3
1 " 4 "	56.2	1 " 18 "	46.1	1 " 32 "	39.1	2 " 30 "	24.0	4 " 40 "	12.8
1 " 5 "	55.3	1 " 19 "	45.6	1 " 33 "	38.7	2 " 35 "	23.2	4 " 50 "	12.4
1 " 6 "	54.5	1 " 20 "	45.0	1 " 34 "	38.3	2 " 40 "	22.5	5 " 0 "	12.0

DIVISION OFFICERS

DIV.	OFFICER	TITLE	TERRITORY	DIV.	OFFICER	TITLE	TERRITORY
HINTON DIV.	F. G. Cobb	Asst. Supt.	Hinton Div.	HUNTINGTON DIV.	Earl Spurlock	TM	Kanawha SD
	G. S. Lively	Asst. to Supt.	Hinton Div.		E. F. Hogan	ATM	Kanawha SD
	J. N. Wills	TM	New River SD		E. C. Mitchell	RFE-ATM	Kanawha SD
	N. O. Wright	RFE-ATM	Hinton Div.		S. F. Andrews	TM	Coal River Coal Field SD
	H. R. Callahan	TTM	Hinton Term.		R. W. Vawter	TM	Handley Coal Field SD
	R. E. Coberly	TM	New River Coal Field SD		J. J. Lockwood	TM-RFE	Logan SD West of Peach Creek
	C. R. McComas	ATM	Piney Creek, Laurel Creek, PR&PC and Winding Gulf SD		K. E. Bomar	ATM	Kanawha SD
	A. E. Moses	ATM-ARFE	New River SD		E. T. Hunt	TTM	Charleston Term.
	W. G. Johnson	ATM-ARFE	Piney Creek, Laurel Creek, PR&PC and Winding Gulf SD		E. H. Rice	ATM	Kanawha SD
	J. O. Talton	ATM	Gauley, Rich Creek and Open Fork SD		H. E. Wetherholt	TTM	Huntington Term.
	M. C. Clark	CTD	Hinton Div.		C. T. Bartlett	ATM	Handley Coal Field SD
	C. M. Kern	DE	Hinton Div.		M. L. Gould	RFE-ATM	Handley Coal Field SD
	J. D. Ferguson	ADE	Hinton Div.		A. B. Cary	RFE-ATM	Coal River Coal Field SD
HUNT. DIV.	A. N. Garrett, Jr.	Asst. Supt.	Huntington Div.	E. T. Smith	TM	Logan Coal Field SD	
	C. C. Madison	Asst. Supt.	Logan Coal Field SD	K. H. Montague	ATM	Logan Coal Field SD	
				C. V. Lucas	ATM	Logan Coal Field SD	
				R. H. Keyser	RFE-ATM	Logan Coal Field SD	
				H. F. Marcum	CTD	Huntington Div.	
				G. D. Mayor	DE	Huntington Div.	
				J. G. Smith	ADE	Huntington Div.	

HINTON AND HUNTINGTON DIVISIONS NEW RIVER AND KANAWHA SUBDIVISIONS

WESTWARD

SUPPLEMENT "A" TO TIMETABLE No. 149. In Effect 12:01 A. M., Sunday, October 30, 1960. STATIONS	FIRST CLASS									
	1 Daily				3 Daily		47 Daily		39 Daily	
	L	AM	L	AML	L	PM	L	PM	L	PM
HINTON <small>12.3</small>	12 30			7 44		5 53				
Meadow Creek <small>9.4</small>	12 45			s 8 01		6 13				
Quinnimont <small>1.2</small>	12 56			8 12		6 25				
Prince <small>9.5</small>	s 1 01			s 8 21		s 6 35				
C. S. Cabin <small>1.3</small>	1 15			8 34		6 49				
Thurmond <small>(25) (15)</small> <small>6.8</small>	i 1 18			s 8 41		s 6 55				
Sewell <small>11.3</small>	1 28			8 51		7 05				
M. A. Cabin <small>1.7</small>	1 45			9 09		7 24				
Cotton Hill <small>4.2</small>	1 48			s 9 18		c 7 28				
G. U. Cabin <small>6.5</small>	1 54			9 25		7 35				
Deepwater <small>6.2</small>	2 02			9 34		7 44				
Montgomery <small>(15)</small> <small>2.1</small>	eg 2 13			s 9 51		s 8 00				
HANDLEY <small>8.5</small>	2 18			9 56		8 05				
Cabin Creek Junction <small>6.3</small>	2 28			d 10 06		8 17				
Marmet <small>9.1</small>	2 35			10 13		8 27				
Charleston <small>(15)</small> <small>12.0</small>	s 2 55			s 10 45		s 8 55				
St. Albans <small>29.0</small>	3 09			s 11 02		s 9 13				
Barboursville <small>9.5</small>	3 38			11 32		9 47				
HUNTINGTON	3 52			11 46		10 00				
<small>7.7</small>	4 05			12 05		10 20				
Kenova <small>1.7</small>	4 15			s 12 19		10 30				
Big Sandy Junction <small>0.4</small>	4 18			12 22		10 33		L f 6 30		
Catelettsburg <small>(15)</small> <small>5.6</small>	.....			.....		.....
Ashland <small>(40) (25)</small> <small>1.0</small>	s 4 45			s 12 45		s 10 58		A 6 46		
N. C. Cabin <small>3.5</small>	4 48			12 48		11 01				
RUSSELL	4 52			f 12 54		11 05				
	A AM			A PM A		PM				PM
	1 Daily			3 Daily		47 Daily		39 Daily		

No. 3—Flag stop at Thayer for mail only.
 c—No. 47—Cotton Hill to discharge revenue passengers from White Sulphur or beyond and to pick up revenue passengers for Columbus or beyond.
 i—No. 1—Thurmond to discharge revenue passengers from Richmond, Washington or beyond.
 eg—No. 1—Montgomery to discharge revenue passengers from Charlottesville or beyond and to pick up revenue passengers for Ashland or beyond.
 No. 47—Glade to receive or discharge revenue passengers.
 d—No. 3—Cabin Creek Jct., to discharge revenue passengers from Charlottesville or beyond.
 f—Flag stops.

HINTON AND HUNTINGTON DIVISIONS NEW RIVER AND KANAWHA SUBDIVISIONS

EASTWARD

SUPPLEMENT "A" TO TIMETABLE No. 149. In Effect 12:01 A. M., Sunday, October 30, 1960. STATIONS	FIRST CLASS				
	46 Daily	4 Daily	36 Daily	6 Daily	2 Daily
	A M A	A M	A M A	P M A	A M
HINTON	.....	s 6 57	.....	s 6 33	s 1 00
12.3 Meadow Creek	.....	6 41	.....	6 18	12 45
9.4 Quinnimont	.....	6 29	.....	6 07	12 34
1.2 Prince	.....	s 6 26	.....	s 6 04	s 12 31
9.5 C. S. Cabin	.....	6 05	.....	5 45	12 14
1.3 Thurmond (25) (15)	.....	d 6 02	.....	s 5 42	s 12 12
6.8 Sewell	.....	5 51	.....	5 30	12 02
11.3 M. A. Cabin	.....	5 34	.....	5 12	11 45
1.7 Cotton Hill	.....	5 31	.....	s 5 09	11 42
4.2 G. U. Cabin	.....	5 25	.....	4 57	11 36
6.5 Deepwater	.....	5 17	.....	4 49	11 28
6.2 Montgomery (15)	.....	s 5 09	.....	s 4 41	s 11 20
2.1 HANDLEY	.....	4 57	.....	4 33	11 14
8.5 Cabin Creek Junction	.....	4 47	.....	4 23	11 04
6.3 Marmet	.....	4 40	.....	4 16	10 57
9.1 Charleston (15)	.....	s 4 30	.....	s 4 05	s 10 47
12.0 St. Albans	.....	3 48	.....	s 3 38	10 26
29.0 Barboursville	.....	3 19	.....	3 07	9 57
9.5 HUNTINGTON	.....	3 07	.....	L 2 55	9 45
7.7 Kenova	A 3 15	2 55	.....	.....	9 35
1.7 Big Sandy Junction	s 3 00	2 45	.....	.....	9 25
0.4 Catelettsburg (15)	2 52	2 43	A f 6 59	.....	9 23
5.6 Ashland (40) (25)	.....	.....	.....	.....	.....
1.0 N. C. Cabin	2 40	2 31	L 6 45	.....	9 12
3.5 RUSSELL	2 00	2 15	.....	.....	8 59
	1 57	2 12	.....	.....	8 56
	1 53	f 2 08	.....	.....	8 52
	L A M L	A M	A M	P M L	P M
	46 Daily	4 Daily	36 Daily	6 Daily	2 Daily

MAIL.—No. 4 carrying this schedule's postal car reduce speed to fifteen miles per hour passing Thurmond Passenger Station, to permit safe discharge of mail.
 No. 4—Glade—To receive or discharge revenue passengers.
 d—No. 4—Thurmond—To discharge revenue passengers from Huntington or beyond.
 To pick up revenue passengers for Charlottesville and beyond.
 f—Flag stops.

STATIONS, OFFICE HOURS, PASSING SIDINGS, DISTANCES

WESTWARD				EASTWARD				WESTWARD				EASTWARD				
Distance from Handley	Distance from Hinton	Passing Siding Capacity in Cars (41 ft.)	NEW RIVER SUBDIVISION	OFFICE HOURS		Distance from Russell	Distance from Handley	Distance from Initial Station	Passing Siding Capacity in Cars (41 ft.)	PINEY CREEK SUBDIVISION	OFFICE HOURS		Distance from Initial Station			
				From	To						From	To				
0.0	0.0	Yard	HINTON	2.0	C	C	166.8	72.5	0.0	PRINCE	0.8	C	C	25.9		
2.0	2.0		C. W. Cabin	3.0	C	C	164.8	70.5	0.8	Terry Siding	0.5			25.1		
5.0	5.0		R. K. Cabin	4.0			161.8	67.5	1.3	Terry Junction	0.4			24.6		
9.0	9.0		Sandstone	3.3			157.8	63.5	1.7	McCreery	1.7			24.2		
12.3	12.3	§158 §120	Meadow Creek	9.4	C	C	154.5	60.2	3.4	Wright	1.9			22.5		
21.7	21.7	†229 Yard	Quinnimont	1.2			145.1	50.8	5.3	Stonewall	1.2			20.6		
22.9	22.9		Prince	3.3	C	C	143.9	49.6	6.5	Dorsey	1.6			19.4		
26.2	26.2		McKendree	6.2			140.6	46.3	8.1	White Stick	2.1			17.8		
32.4	32.4	c126	C. S. Cabin	1.3			134.4	40.1	10.2	Rodes	3.0			15.7		
33.7	33.7	Yard e170	Thurmond	6.8	C	C	133.1	38.8	13.2	McQuaid	0.2			12.7		
40.5	40.5		Sewell	2.6			126.3	32.0	13.4	Blue Jay Junction	0.2			12.5		
43.1	43.1		Keeneys Creek	4.1			123.7	29.4	13.6	Raleigh	0.6	C	C	12.3		
47.2	47.2	§149	Fayette	0.3			119.6	25.3	14.2	North End Wye	1.9			11.7		
47.5	47.5	†123	South Fayette	4.3			119.3	25.0	16.1	Beckley Junction	0.9	*9 00 A	6 00 P	9.8		
51.8	51.8		§Hawks Nest						16.4	Mabscott	2.9			9.5		
53.5	53.5		M. A. Cabin	1.7			115.0	20.7	19.3	Burks	1.7			6.6		
57.7	57.7		Cotton Hill	4.2			113.3	19.0	21.0	Eccles	0.8			4.9		
57.9	57.9		G. U. Cabin	0.2			109.1	14.8	21.8	Eccles Jct.	1.3			4.1		
64.2	64.2	†114 §104	Gauley	6.3			108.9	14.6	23.1	Baylor	1.0			2.8		
65.0	65.0		Deepwater	0.8	12 Noon	9 00 P	102.6	8.3	24.1	Marsh Fork Jct.	0.8			1.8		
66.6	66.6		West Deepwater	1.6			101.8	7.5	24.9	Surveyor	1.0			1.0		
70.4	70.4		Mt. Carbon	3.8			100.2	5.9	25.9	END OF TRACK				0.0		
72.5	72.5	Yard	Montgomery	2.1			96.4	2.1		RALEIGH AND SOUTHWESTERN AND WINDING GULF SUBDIVISIONS						
0.0	72.5	Yard	HANDLEY		C	C	94.3	0.0	0.0	Yard	y	RALEIGH	0.6	C	C	20.1
2.1	74.6		Pratt	0.4	* 7 30A	4 30 P	92.2		0.6			East End Wye	0.3			19.5
2.5	75.0		Paint Creek Junction	6.0			91.8		0.9			South End Wye	1.6			19.2
8.5	81.0	y	Cabin Creek Junction	6.3	C	C	85.8		2.5			Fitzpatrick	2.9			17.6
14.8	87.3	c138	Marmet	7.3			79.5		5.4			Forest	0.4			14.7
22.1	94.6	e173 w180	South Ruffner	1.8			72.2		5.8	Yard		Pemberton	1.0	* 8 00 A	12 00 MN	14.3
23.9	96.4	Yard	Charleston	5.2			70.4		6.8			Affinity	0.5			13.3
29.1	101.6	e124	Spring Hill	6.8			65.2		7.3	63		Tunnel Siding	1.7			12.8
35.9	108.4	Yard w243	St. Albans	1.4	C	C	58.4		9.0			Gulf Switch	3.4			11.1
37.3	109.8	†198	Dock	6.2			57.0		12.4			MacAlpin	1.0			7.7
43.5	116.0	§86	Scott	6.0			50.8		13.4			Stolesbury	1.8			6.7
49.5	122.0	†160 §166	Hurricane	6.8			44.8		15.2			Tams	0.7			4.9
56.3	128.8		Milton	8.6			38.0		15.9	64		Ury	1.7			4.2
64.9	137.4	†106 §93	y Barbourville	8.1	C	C	29.4		17.6			Helen	2.5			2.5
71.6	144.1		D. K. Cabin	1.4	C	C	22.7		20.1			STONE COAL JCT.				0.0
74.4	146.9	Yard	Huntington	0.6	C	C	19.9					PINEY RIVER AND PAINT CREEK SUBDIVISION				
75.0	147.5		H. O. Cabin	6.4	C	C	19.3		0.0			BECKLEY JUNCTION	1.2	*9 00 A	6 00 P	6.0
81.4	153.9	#124	K. V. Cabin	0.7	C	C	12.9		1.2			Beckley	1.0			4.8
82.1	154.6		Kenova	1.7			12.2		2.2			Sprague	2.3			3.8
83.8	156.3		Big Sandy Junction	0.4	C	C	10.5		4.5			Skelton	1.5			1.5
84.2	156.7		Catlettsburg	2.7			10.1		6.0			CRANBERRY				0.0
86.9	159.4		Clyffeside	2.9			7.4					SURVEYOR SUBDIVISION				
89.8	162.3	Yard	Ashland	1.0			4.5		0.0			MARSH FORK JCT.	5.3			5.3
90.8	163.3		N. C. Cabin	3.5	C	C	3.5		5.3			END OF TRACK				0.0
94.3	166.8	Yard	RUSSELL		C	C	0.0					GLADE CREEK AND RALEIGH SUBDIVISION				

C-Continuous.
 §-On No. 1 Track.
 †-On No. 2 Track.
 # -On No. 3 Track.
 * -Daily except Saturday and Sunday.

STATIONS, OFFICE HOURS, PASSING SIDINGS, DISTANCES

WESTWARD				EASTWARD		
Distance from Initial Station	Passing Siding Capacity in Cars (41 ft.)	LAUREL CREEK SUBDIVISION	OFFICE HOURS		Distance from Initial Station	
			From	To		
STATIONS						
0.0		LAYLAND	0.4		5.8	
0.4		Hemlock Hollow	0.3		5.4	
0.7		Brownwood	0.6		5.1	
1.3		Big Q	0.5		4.5	
1.8		Laurel	1.1		4.0	
2.9		Export	2.1		2.9	
5.0		Coke Ovens	0.8		0.8	
5.8	Yard	QUINNIMONT			0.0	
LOUP CREEK SUBDIVISION						
0.0		MACDONALD	0.1		10.0	
0.1		Sugar Creek Jct.	0.1		9.9	
0.2		Kilsyth Jct.	0.2		9.8	
0.4	21	Price Hill Jct.	0.2		9.6	
0.9		Turkey Knob	1.0		9.1	
1.9		Derryhale	0.7		8.1	
2.6		Sun	0.6		7.4	
3.2	35	White Oak Jct.	0.4		6.8	
3.6		Glen Jean	0.5		6.4	
4.1		Red Star	0.8		5.9	
4.9	67	Harvey	2.6		5.1	
7.5		Meadow Fork	2.2		2.5	
9.7	Yard	South Side Jct.	0.3		0.3	
10.0		THURMOND		C	C	0.0
GLEN JEAN SUBDIVISION						
0.0		OSWALD	1.1		9.6	
1.1		Cepece	1.3		8.4	
2.4		Kilsyth	0.7		7.2	
3.1		Heath	0.3		6.5	
3.4		Mill Creek Jct.	0.1			
3.5		Kilsyth Jct.				
3.1		Heath	0.4		6.5	
3.5		Sugar Creek Jct.	1.1		6.1	
4.6		Siltix	1.7		5.0	
6.3		Tunnel	1.4		3.3	
7.7		Veasey	0.9		1.9	
8.6		Millers Camp	1.0		1.0	
9.6		PAX			0.0	
MILL CREEK SUBDIVISION						
0.0		END OF TRACK	0.3		4.8	
0.3		Garden Ground	1.3		4.5	
1.6		Cleve	3.2		3.2	
4.8		MILL CREEK JCT.			0.0	
PRICE HILL SUBDIVISION						
0.0	21	PRICE HILL JCT.	0.5		0.5	
0.5		MT. HOPE			0.0	
REND SUBDIVISION						
0.0		MINDEN	1.4		4.5	
1.4		Rock Lick Junction	3.1		3.1	
4.5	Yard	SOUTH SIDE JUNCTION			0.0	
WHITE OAK SUBDIVISION						
0.0		CARLISLE	0.8		3.7	
0.8	48	Scarbro	1.2		2.9	
2.0		Wingrove	1.7		1.7	
3.7		GLEN JEAN			0.0	
SOUTH SIDE SUBDIVISION						
0.0	Yard	SOUTH SIDE JCT.	2.2		7.7	
2.2		South Rush Run	0.6		5.5	
2.8		Red Ash	2.6		4.9	
5.4		Brooklyn	1.3		2.3	
6.7		Cunard	1.0		1.0	
7.7		BRIDGE JCT.			0.0	

WESTWARD				EASTWARD		
Distance from Initial Station	Passing Siding Capacity in Cars (41 ft.)	KEENEYS CREEK SUBDIVISION	OFFICE HOURS		Distance from Initial Station	
			From	To		
STATIONS						
0.0		LOOKOUT	0.5		7.8	
0.5		Blume	0.8		7.3	
1.3		Rothwell	0.4		6.5	
1.7		Smokeless	0.2		6.1	
1.9		Masters	0.2		5.9	
2.1		Ballanger	1.0		5.7	
3.1		Boone	0.7		4.7	
3.8		Dearien	2.5		4.0	
6.3		Switch Back	0.8		1.5	
7.1		Hollands Crossing	0.7		0.7	
7.8		KEENEYS CREEK			0.0	
HAWKS NEST SUBDIVISION						
0.0		ANSTED	2.0		2.0	
2.0		HAWKS NEST			0.0	
GAULEY SUBDIVISION						
0.0		GAULEY	1.4		14.4	
1.4		K. & M. Junction	0.9	†8 00 A	5 00 P	13.0
2.3		Vanetta	1.7		12.1	
4.0		Gamoca	2.0		10.4	
6.0		Wyndal	0.8		8.4	
6.8		Rich Creek Junction	0.8		7.6	
7.2		Belva	0.5		7.2	
7.7		Open Fork Junction	4.9		6.7	
12.6		Vaughan	1.8		1.8	
14.4		GREENDALE			0.0	
RICH CREEK SUBDIVISION						
0.0		RICH CREEK JCT.	2.2		8.5	
2.2		Beech Junction	0.3		6.3	
2.5		Beech Glen	0.3		0.3	
2.2		Beech Junction	0.3		6.3	
2.5		Bryce	6.0		6.0	
8.5		AGNEW			0.0	
OPEN FORK SUBDIVISION						
0.0		OPEN FORK JCT.	1.3		3.1	
1.3		Dixie	1.8		1.8	
3.1		BENTREE			0.0	
POWELLTON SUBDIVISION						
0.0		END OF TRACK	0.3		5.2	
0.3		Powellton	0.7		4.9	
1.0		Elkridge Jct.	0.6		4.2	
1.6		Ridenour	0.9		3.6	
2.5		Columbia	1.3		2.7	
3.8		Kimberly	1.4		1.4	
5.2		MT. CARBON			0.0	
ELKRIDGE SUBDIVISION						
0.0		END OF TRACK	0.5		2.8	
0.5		Elkridge	2.3		2.3	
2.8		ELKRIDGE JCT.			0.0	

C-Continuous.

†-Daily except Sunday.

STATIONS, OFFICE HOURS, PASSING SIDINGS, DISTANCES

WESTWARD		EASTWARD				
Distance from Initial Station	Passing Siding Capacity in Cars (41 ft.)	PAINT CREEK AND IMPERIAL SUBDIVISIONS	OFFICE HOURS		Distance from Initial Station	
			From	To		
		STATIONS				
0.0		KINGSTON	2.4		21.7	
2.4		Westerly	1.7		19.3	
4.1		Milburn	1.3		17.6	
5.4	70	Coalfield	1.5		16.3	
6.9		Mahan	1.5		14.8	
8.4	78	Hickory Camp	1.0		13.3	
9.4		Imperial Junction	0.3		12.3	
9.7		Burnwell	0.3		12.6	
9.4		Imperial Junction	1.6		12.3	
11.0		Whitaker	5.0		10.7	
16.0	50	Bedford	3.5		5.7	
19.5		Scale Yard	2.2		2.2	
21.7		PAINT CREEK JCT.			0.0	
CABIN CREEK SUBDIVISION						
0.0		LEEWOOD	1.9		11.4	
1.9	Yard	Cane Fork	4.2	*C	9.5	
6.1	69	Fairfield	3.3		5.3	
9.4		Dry Branch	2.0		2.0	
11.4		CABIN CREEK JCT.		C	0.0	
KAYFORD SUBDIVISION						
0.0		KAYFORD	3.0		4.1	
3.0		Red Warrior Jct.	0.9		1.1	
3.9		Cherokee	0.2		0.2	
4.1		LEEWOOD			0.0	
LEEWOOD SUBDIVISION						
0.0		WEST VA. NO. 2	2.5		7.1	
2.5		Decota	4.6		4.6	
		Holly	0.5			
7.1		LEEWOOD			0.0	
REPUBLIC SUBDIVISION						
0.0		REPUBLIC	2.5		2.5	
2.5		DECOTA			0.0	
SENG CREEK SUBDIVISION						
0.0		WHITESVILLE	0.5	* 7 00 A	4 00 P	10.1
0.5		Big Coal	2.9		9.6	
3.4		Ferndale	3.6		6.7	
7.0	22	T. S. Cabin	3.1		3.1	
10.1		RED WARRIOR JCT.			0.0	
JARROLD'S VALLEY SUBDIVISION						
0.0		AMEAGLE	1.3		7.8	
1.3		Colcord	2.3		6.5	
3.6		Truax	4.2		4.2	
7.8		JARROLD'S VALLEY			0.0	
MARSH FORK SUBDIVISION						
0.0		HAZY CREEK	1.5		6.8	
1.5		Edwight	2.2		5.3	
3.7		Montcoal	3.1		3.1	
6.8		EUNICE			0.0	
LITTLE MARSH FORK SUBDIVISION						
0.0		MARFORK	1.8		1.8	
1.8		PETTUS			0.0	

WESTWARD		EASTWARD				
Distance from Initial Station	Passing Siding Capacity in Cars (41 ft.)	BIG COAL SUBDIVISION	OFFICE HOURS		Distance from Initial Station	
			From	To		
		STATIONS				
0.0		EUNICE	1.0		37.4	
1.0		Pettus	1.0		36.4	
2.0		Jarrolds Valley	0.6		35.4	
2.6		Whitesville	0.5	* 7 00 A	4 00 P	34.8
3.1		Big Coal	0.9		34.3	
4.0	Yard	Elk Run Jct.	4.5	#C	C	33.4
8.5		Keith	8.4		28.9	
16.9		Seth	1.0		20.5	
17.9	175	Joe Creek	5.7		19.5	
23.6		Peytona	3.5		13.8	
27.1		Brushston	0.1		10.3	
27.2		Brush Creek Jct.	1.1		10.2	
28.3	112	Ashford	1.7		9.1	
30.0		Dartmont	5.3		7.4	
35.3		Brounland	2.1		2.1	
37.4	135	SPROUL			0.0	
BRUSH CREEK SUBDIVISION						
0.0		RIDGEVIEW	1.5		4.0	
1.5		Nellis	2.5		2.5	
4.0		BRUSH CREEK JCT.			0.0	
SETH SUBDIVISION						
0.0		PRENTER	2.1		9.3	
2.1		Cabot	4.3		7.2	
6.4		Hopkins Fork	2.9		2.9	
9.3		SETH			0.0	
ELK RUN SUBDIVISION						
0.0		BLUE PENNANT	3.1		3.1	
3.1	Yard	ELK RUN JUNCTION		#C	C	0.0
COAL RIVER SUBDIVISION						
0.0		SHARPLES	2.7		51.8	
2.7		Clothier	1.9		49.1	
4.6		Jeffrey	4.9		47.2	
9.5	86	Powell Creek	5.0		42.3	
14.5		Pond Jct.	0.2		37.3	
14.7		Madison	2.0		37.1	
16.7	Yard	Danville	2.3	#C	C	35.1
19.0		Rock Creek	6.0		32.8	
25.0		Horse Creek Jct.	0.3		26.8	
25.3		Altman	0.3		26.5	
25.6	88	Adams	4.1		26.2	
29.7	83	MacCorkle	6.8		22.1	
36.5		Sproul	3.1		15.3	
39.6	186	Alum Creek	7.1		12.2	
46.7	170	Ferrell	5.1		5.1	
51.8	Yard	ST. ALBANS		C	C	0.0
KELLY MINE EXTENSION						
0.0		KELLY	5.0		11.0	
5.0		Blair	6.0		6.0	
11.0		SHARPLES			0.0	
HORSE CREEK SUBDIVISION						
0.0		GARNER	3.0		7.9	
3.0		Breece	2.9		4.9	
5.9		Woodville	2.0		2.0	
7.9		HORSE CREEK JCT.			0.0	

C-Continuous.
 *-Daily except Saturday and Sunday.
 #-Continuous except 7:00A Saturday until 7:00A Monday.

STATIONS, OFFICE HOURS, PASSING SIDINGS, DISTANCES

WESTWARD				EASTWARD			WESTWARD				EASTWARD		
Distance from Initial Station	Passing Siding Capacity in Cars (41 ft.)	BARRETT SUBDIVISION		OFFICE HOURS		Distance from Initial Station	Distance from Initial Station	Passing Siding Capacity in Cars (41 ft.)	DINGESS RUN SUBDIVISION		OFFICE HOURS		Distance from Initial Station
		STATIONS		From	To				STATIONS		From	To	
0.0	y	BARRETT	5.2			8.8	0.0		END OF LINE	0.2			5.6
5.2		Kohlsaat	3.6			3.6	0.2		Ethel Mine No. 2	1.4			5.4
8.8		WEST JUNCTION				0.0	1.6	y	Ethel	0.9			4.0
POND FORK SUBDIVISION													
0.0		WEST JUNCTION	6.6			11.5	2.5		Wanda	1.2			3.1
6.6		Quinland	4.9			4.9	3.7		Ft. Branch	0.9			1.9
11.5		POND JUNCTION				0.0	4.6		Band Mill Jct.	1.0			1.0
WEST FORK SUBDIVISION													
0.0		END OF LINE	0.4			9.8	5.6		STOLLINGS				0.0
0.4		Robin Hood	5.3			9.4	BANDMILL MINE EXTENSION						
5.7		Marnie	3.3			4.1	0.0		END OF LINE	0.5			1.6
9.0		Whites Jct.	0.5			0.8	0.5		Mellville	1.1			1.1
9.5		Van	0.3			0.3	1.6		BANDMILL JCT.				0.0
9.8		WEST JCT.				0.0	GEORGES CREEK SUBDIVISION						
WHITES BRANCH SUBDIVISION													
0.0		GOLDEN ARROW	1.9			2.4	0.0		HETZEL	1.5			2.3
1.9		Gordon	0.5			0.5	1.5		Freeze Fork	0.8			0.8
2.4		WHITES JCT.				0.0	2.3	y	ETHEL				0.0
LAUREL FORK MINE EXTENSION													
0.0		END OF LINE	1.0			10.7	RUM CREEK SUBDIVISION						
1.0		Hampton 4	2.7			9.7	0.0		SLAGLE	1.9			6.6
3.7		Hampton 3	7.0			7.0	1.9		Yolyn	3.2			4.7
10.7		CLOTHIER				0.0	5.1		Dehue	1.5			1.5
BEECH CREEK SUBDIVISION													
0.0		END OF LINE	1.0			2.0	6.6		RUM JUNCTION				0.0
1.0		Monclo	1.0			1.0	RICH CR. MINE EXTENSION						
2.0		SHARPLES				0.0	0.0		END OF LINE	2.7			3.2
LOGAN SUBDIVISION													
0.0		WYLO	0.8			83.9	2.7		Tomlinson	0.5			0.5
0.8		Christian	4.0			83.1	3.2		SNAP CREEK JCT.				0.0
4.8		Huff Junction	0.3			79.1	SAUNDERS SUBDIVISION						
5.1		R. H. Junction	0.3			78.8	0.0		SAUNDERS	2.9			5.4
5.4		Man	1.6	*C	C	78.5	2.9		Pardee	1.3			2.5
7.0	e150 w128	Taplin				76.9	4.2		Lorado	0.7			0.7
8.4		Earling	0.7			75.5	4.9		PAUL				0.0
9.1		Snap Creek Jct.	4.0			74.8	BUFFALO SUBDIVISION						
13.1		Rum Junction	1.9			70.8	0.0		PAUL	0.5			10.4
15.0		S. W. Cabin (EEDT)	1.6			68.9	0.5	y	Lundale No. 2	2.2			9.9
16.6		Stollings	2.0			67.3	2.7	122	Latrobe	4.5			7.7
18.6		Logan	0.2			65.3	7.2		Accoville	0.1			3.2
18.8	Yard	F. D. Cabin (WEDT)	1.6	C	C	65.1	7.3		Right Fork Jct.	0.6			3.1
20.4		Peach Creek	1.1	C	C	63.5	7.9	84	Lax	2.5			2.5
21.5		West Peach Creek (EEDT)	8.0			62.4	10.4		MAN	*C	C		0.0
29.5		Chapmanville	4.2			54.4	RIGHT FORK MINE EXTENSION						
33.7		Big Creek	10.1			50.2	0.0		END OF LINE	0.6			3.0
43.8		Sand Creek	3.8			40.1	0.6		Meredith	2.4			2.4
47.6		Gill	5.2			36.3	3.0		RIGHT FORK JCT.				0.0
52.8		Ranger	1.1			31.1	GILBERT SUBDIVISION						
53.9		N. G. Cabin (WEDT)	3.7			30.0	0.0		VIRGINIAN CONNECTION	7.0			7.0
58.6	259	Midkiff	3.9			26.3	0.5		West Gilbert	6.5	* 8 00 A	5 00 P	6.5
62.5		Branchland	3.4			22.4	6.5		WYLO				0.0
65.9		W. H. Cabin (EEDT)	1.8	C	C	19.0	ROCK HOUSE MINE EXTENSION						
67.7		West Hamlin	7.3			17.2	0.0		END OF LINE	0.4			3.4
75.0		Inez	9.9			9.9	0.4		Garnette	3.0			3.0
83.9	y	BARBOURSVILLE		C	C	0.0	3.4		R. H. Junction				0.0

C-Continuous.
 *-Daily except Saturday and Sunday.
 *-Continuous except 11:00P Sunday to 7:00A Monday.

STATIONS, OFFICE HOURS, PASSING SIDINGS, DISTANCES

WESTWARD		EASTWARD			
Distance from Initial Station	Passing Siding Capacity in Cars (41 ft.)	ELK CREEK SUBDIVISION	OFFICE HOURS		Distance from Initial Station
			From	To	
STATIONS					
0.0		ELK CREEK MINE No. 4	2.2		3.5
2.2		Emmett	1.3		1.3
3.5		WYLO			0.0
HUFF CREEK SUBDIVISION					
0.0		HUFFVILLE	0.6		2.4
0.6		Mallory	1.8		1.8
2.4		HUFF JUNCTION			0.0
ISLAND CREEK SUBDIVISION					
0.0		I. C. MINE No. 7	1.0		5.2
1.0	y	Holden	0.6		4.2
1.6		Trace Junction	1.1		3.6
2.7	y	Whitman Junction	1.3		2.5
4.0		Mud Junction	0.5		1.2
4.5		Monitor Junction	0.7		0.7
5.2	Yard	LOGAN			0.0
STIRRAT SUBDIVISION					
0.0		SARAH ANN	1.3		3.4
1.3	y	Stirrat	2.1		2.1
3.4		OMAR			0.0

WESTWARD		EASTWARD			
Distance from Initial Station	Passing Siding Capacity in Cars (41 ft.)	LOGAN SOUTHERN SUBDIVISION	OFFICE HOURS		Distance from Initial Station
			From	To	
STATIONS					
0.0		OMAR	1.0		8.1
1.0	89	Chauncey	3.3		7.1
4.3	97	Rossmore	1.1		3.8
5.4		Monaville	2.7		2.7
8.1		MONITOR JCT.			0.0
PINE CREEK SUBDIVISION					
0.0		I. C. MINE No. 22	5.3		5.3
5.3		OMAR			0.0
MUD FORK SUBDIVISION					
0.0		IC MINE No. 29	1.0		4.1
1.0		Argonne	1.7		3.1
2.7		Verdun	1.4		1.4
4.1		MUD JCT.			0.0
WHITMAN CREEK SUBDIVISION					
0.0		IC MINE No. 20	3.4		4.6
3.4		Whitman	1.2		1.2
4.6	y	WHITMAN JCT.			0.0
TRACE FORK SUBDIVISION					
0.0	y	SCARLETT	4.7		7.0
4.7		IC MINE No. 21	2.3		2.3
7.4		TRACE JCT.			0.0

HINTON AND HUNTINGTON DIVISIONS

SPECIAL INSTRUCTIONS

A-1.—DESIGNATION OF MAIN TRACKS.

DIV.	SUBDIVISION	TRACK SECTION BETWEEN	TRACK		
HINTON	Laurel Creek Piney Creek Glade Creek and Raleigh Raleigh and Southwestern Piney River and Paint Creek Winding Gulf Surveyor Loup Creek Price Hill	South Side Glen Jean White Oak Mill Creek Rend Keeney's Creek Hawk's Nest Gauley Rich Creek Open Fork Powellton Elkridge	Entire Subdivisions.		
	Logan.....	W. H. Cabin and N. G. Cabin West Peach Creek and Logan S. W. Cabin and Wylo.....	Single		
	HUNTINGTON	Paint Creek Imperial Cabin Creek Leewood Kayford Republic Seng Creek Jarrols Valley Marsh Fork Little Marsh Fork Big Coal Elk Run Seth Brush Creek Coal River Horse Creek Pond Fork West Fork Barrett	White's Branch Beech Creek Island Creek Logan & Southern Pine Creek Stirrat Mud Fork Whitman Creek Trace Fork Dingess Run Georges Creek Rum Creek Buffalo Saunders Gilbert Huff Creek Elk Creek	Entire Subdivisions.	
		Kelly Mine Extension Laurel Fork Mine Extension Rock House Mine Extension Rich Creek Mine Extension Bandmill Mine Extension Merrill Mine Extension Right Fork Mine Extension		Entire Mine Extensions	
		New River.....	M. X. Cabin and Handley	Two Tracks	
		Kanawha.....	Handley and Barboursville		
		HUNTINGTON	Logan.....	Barboursville and W. H. Cabin	Three Tracks
				N. G. Cabin and West Peach Creek	
				F. D. Cabin and S. W. Cabin	
				Barboursville and D. K. Cabin (except over Guyandot Bridge—two tracks)	
Kanawha.....		H. O. Cabin and Clyffeside (except over Big Sandy Bridge—two tracks) N. C. Cabin and Russell			

A-1.—Concluded.

DIVISION	SUBDIVISION	TRACK SECTION BETWEEN	TRACK
HUNTINGTON	Kanawha.....	D. K. Cabin and H. O. Cabin. From north to south the four main tracks are designated as westward passenger, eastward passenger, westward freight and eastward freight.	Four Tracks
		Clyffeside and N. C. Cabin. From north to south the four main tracks are designated as westward freight, eastward freight, westward passenger and eastward passenger.	

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

DIVISION	BETWEEN	RAILROAD
HINTON.....	Junction switches and Yard tracks, Pemberton.....	N. & W. R. R.
	Swiss and Beech Glen.....	N. Y. C. R. R.
HUNTINGTON.	N. & W. Gilbert Conn. and Stone Coal.	N. & W. R. R.
	Bridge Jct. and Elizabeth St., Charleston.....	N. Y. C. R. R.
	North Switch of Wye and 15th St., West Huntington.....	B. & O. R. R.

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

YARD LIMITS AT SWISS.—N. Y. C. Rule 93 requiring all trains and engines (except first class) to move within yard limits prepared to stop unless the main track is seen or known to be clear, and protect against first class trains.

(NOTE.—No first class trains between Beech Glen and Swiss.)

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 N. Y. C. tracks.

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

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

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

A-2 (b).—N. F. & G. R. R.—SWISS: After securing permission of the train dispatcher at Rainelle, the N. F. & 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 (b).—Concluded.

MEADOW CREEK.—After securing permission of the train dispatcher at Rainelle, the N. F. & 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.

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

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.

Before entering or fouling N. & W. main track between the C. T. C. sign and Justice, Trainmen will secure by telephone work permit in duplicate per Form 1724 from the N. & W. Train Dispatcher. 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.

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.

Permission must be obtained from the dispatcher before using switches equipped with electric locks.

Signal indications in effect as per Rules 281 to 292, inclusive.

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.—Standard Clocks and Watch Register Forms:

STATION	LOCATION CLOCK	LOCATION FORM CDT-43
Hinton.....	Telegraph Office.....	Telegraph Office
	Yard Office.....	Yard Office
	Roundhouse Office.....	Roundhouse Office
Quinnimont..	Yard Office.....	Yard Office
	Roundhouse.....	Roundhouse
Thurmond...	Telegraph Office.....	Telegraph Office
	.....	Asst. Trainmaster's Office
Gauley.....	.....	Asst. Trainmaster's Office
	.....	Asst. Trainmaster's Office
Raleigh.....	Train Dispatcher's Office..	Engineer's Room
	Roundhouse.....	Roundhouse
Handley.....	Crew Lobby.....	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
Cane Fork...	Yard Office.....	Yard Office
	.....	Yard Office
Danville....	Yard Office.....	Yard Office
	.....	Yard Office
Elk Run Jct.	Yard Office, Engine Pit....	Yard Office, Engine Pit
	Dispatcher's Office.....	Dispatcher's Office
Peach Creek.	Crew Clerk's Office.....	Crew Clerk's Office
	.....	Crew Clerk's Office
Huntington..	16th St. Yard Office—Conductor's Room.....	16th St. Yard Office—Conductor's Room
	Telegraph Office.....	Telegraph Office
St. Albans...	Conductor's Room, Passenger Station Annex....	Conductor's Room, Passenger Station Annex
	Train Dispatcher's Office..	Condr. and Engr. Register Room
Russell.....	Crew Caller's Office.....	Crew Caller's Office
	Yardmaster's Office—Eastbound.....	Yardmaster's Office—Eastbound

30-2.—Bulletin and Notice Books:

STATION	LOCATION
Hinton.....	East Yard Office
	Crew Room—Passenger Station
	Y. M. C. A.
	West Yard Office
	Roundhouse
Quinnimont..	Grand Central Yard Office
	Crew Room—Yard Office
Thurmond...	Roundhouse
	Yard Office
Gauley.....	Assistant Trainmaster's Office
Raleigh.....	Engineer's Room and Conductor's Room
	Roundhouse
Handley.....	Crew Lobby
	Engineer's Register Room, General Foreman's Office
Elk.....	Elk Yard Office
	Yard Office—East End New Yard
Cane Fork...	Yard Office
Danville....	Yard Office
	Yard Office
Elk Run Jct.	General Foreman's Office
St. Albans...	Condr. and Eng. Register Room
	Dispatcher's Office
Peach Creek.	Y. M. C. A.
	Trainmen's Room
Huntington..	16th St.—Yardmaster's Tower
	16th St. Yard Office—Conductor's Room
	Shop Yard Office
	Yard Conductor's Room Yard Bldg.—9th St. and 2nd Ave.
	Yard Conductor's Room, Yard Bldg.—20th St. and 2nd Ave.
Russell.....	Conductor's Room, Passenger Station Annex
	Yardmaster's Office—Eastbound
	Crew Caller's Office

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

BETWEEN	PASSENGER TRAINS MPH	FREIGHT TRAINS	
		TIME MPH	OTHER MPH
HINTON DIVISION:			
Hinton and Quinnimont.....	60	50	40
Quinnimont and Mile Post 419.....	50	35	30
Mile Post 419 and Handley.....	60	50	40
Quinnimont and Hemlock Hollow.....	12	.....	10
Prince and Surveyor.....	25	.....	15
Beckley Jct. and Cranberry.....	20	.....	15
Marsh Fork Jct. and End of Track.....	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

BETWEEN	PASSENGER TRAINS	FREIGHT TRAINS	
		TIME	OTHER
		MPH	MPH	MPH
HINTON DIVISION:			
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 Bentree.....	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:			
Handley and Barboursville.....	65	55	45
Barboursville and Russell.....	70	55	45
Barboursville and Logan.....	45	.....	40
Logan and Man.....	40	.....	35
Man and Lundale No. 2.....	25	.....	25
Man and Vgn. Connection.....	25	.....	25
Logan and Trace Jct.....	25	.....	25
Trace Jct. and I. C. 7 Mine.....	20	.....	12
Trace Jct. and Scarlett.....	20	.....	12
Monitor Jct. and Omar.....	25	.....	25
St. Albans and Sharples.....	30	.....	30
Sproul and Big Coal.....	30	.....	30
Big Coal and Eunice.....	20	.....	20
Cabin Creek, Paint Creek, Marsh Fork, Little Marsh Fork, Leewood, Republic, Seng Creek, Jarrolds Valley, Elk Run, Seth, Brush Creek, Horse Creek, Pond Fork, Barrett, West Fork, Whites Branch, 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.....	20	.....	15
Kelly Mine Extension.....	25	.....	25
Rich Creek Mine Extension.....	12	.....	12
Rock House Mine Extension.....	12	.....	12
Right Fork Mine Extension.....	12	.....	12
Band Mill Mine Extension.....	12	.....	12
Merrill Mine Extension.....	12	.....	12

40-1.—SPEED RESTRICTIONS:

LOCATIONS AND CONDITIONS	PASSENGER TRAINS	FREIGHT TRAINS	
		TIME	OTHER
		MPH	MPH
GENERAL:			
Through turnouts at ends of passing sidings and all main track crossovers except where movement is governed by interlocking or automatic block signal indications.....	20	15	15
HINTON DIVISION:			
Trains in excess of 14,000 tons or 160 cars between Hinton and Quinimont.....	.....	35	35
Trains in excess of 14,000 tons or 160 cars between M. P. 419 and Handley.....	.....	35	35

LOCATIONS AND CONDITIONS	PASSENGER TRAINS	FREIGHT TRAINS	
		TIME	OTHER
		MPH	MPH
HINTON DIVISION—Concluded:			
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
Trains heading in, crossing over or backing in at C. S. Cabin.....	10	10	10
Crossing Sewell Bridge.....	15	15	15
Crossing Hawk's Nest Bridge.....	15	15	15
HUNTINGTON DIVISION:			
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
Trains running against the current of traffic between Chelyan and St. Albans.....	50	35	35
Trains running against the current of traffic between Barboursville and West Peach Creek.....	45	35	35
Huntington: Westward freight trains using westward passenger main track between Shop Gate and 13th Street.....	.....	15	15
Ashland: Between Winchester Avenue Undergrade and Depot.....	25	25	25
Between East City Limits and Winchester Avenue Undergrade.....	40	40	40
Between Coalfield and Kingston.....	25	.....	15
Descending grades T. S. Cabin to Whitesville and T. S. Cabin to Red Warrior Jct.....	15	.....	12

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

GENERAL:	PASSENGER TRAINS	FREIGHT TRAINS	
		TIME	OTHER
		MPH	MPH
Engines			
Engines pushing cars.....	30	25	25
Permissible speeds for diesel engines used in passenger or freight service, except speed must not be in excess of Maximum Authorized Speed Table 40 or Speed Restriction Tables 40-1 and 40-2 when such speeds are lower:			
Series Nos.			
95-98	}.....	80	60
101-108			
4000, 4001, 4009			
4500-4523	}.....	75	60
4002-4008			
4010-4030			
80-85	}.....	65	60
1834-1847			
5600-5601			
5700-6263			
6700-6709			
6800-6811			
7000-7093			
7500-7546			
8000-8015			
8500-8506			

40-2.—Concluded.

GENERAL:	Engines	PASSENGER TRAINS	FREIGHT TRAINS	
			TIME MPH	OTHER MPH
Series Nos.				
5114-5115 } 5528-5595 }		60	60	60
10-11 } 57-62 } 1850-1856 } 5000-5093 }	5100-5113 } 5200-5298 } 6500-6501 } 6600-6601 }	50	50	50
1.....		37	37	37
Rail cars 9060-9062, 9080-9082.....		80	60	60
Equipment				
Passenger trains handling piggy-back cars:				
Hinton and Quinnimont.....		60		
Quinnimont and MP-419.....		50		
MP-419 and Handley.....		60		
Huntington Division.....		60		
Trains handling ditcher spreader cars.....			30	30
Trains handling air dump cars.....			30	30
Trains handling scale test cars (see 40-4 (k)).....			25	25
Trains handling Clearance Car X-1836 when pushed ahead of engine (see 40-4(1)).....			30	30
Trains handling Clearance Car X-1836 when pulled in train (see 40-4(1)).....			35	35
Trains handling C. & O. tool car derrick with boom trailing.....			40	40
Trains handling C. & O. tool car derrick with boom in forward position (see 40-4).....			30	30
Trains handling non-revenue shipments of derricks, power shovels, cranes, ditchers and similar pivoted machinery loaded on cars (see 40-4).....	On curves.....		30	30
Trains handling other derrick cars, power shovels, cranes, ditchers and similar pivoted machinery moving on their own wheels (see 40-4).....	On tangents.....		20	20
	On curves.....		15	15
On subdivisions where maximum authorized 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 RESTRICTIONS:

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

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

40-3 (c).—HAULING DEAD OR DISABLED ENGINE IN TRAIN.—Dead or Disabled engines must not be dispatched or moved in any train, without authority of the Chief Train Dispatcher, who will secure proper instructions for movement from the Master Mechanic before authorizing movement of disabled or dead engine in train. When for any reason lower speeds than specified in timetable are required such speeds will be requested before engine is dispatched. When enroute in

40-3 (c).—Concluded.

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 (d).—RAIL CARS.—Diesel rail cars must be handled on rear of passenger train.

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

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

HINTON DIVISION:

S. D.	STATION	TRACK	DIESEL ROAD NUMBERS	RESTRICTION
New River	Stone Cliff...	Mine track under or east of tipple	All Engines	Must not use.
	Kaymoor....	Through crossovers west of tipple		
	Fayette.....	Mine track under or east of tipple		
Laurel Creek	Ames.....	West of drop-in switch	All Engines	Must not go beyond drop-in switch.
	Greenwood Mine.....	Supply Track		
Piney Creek	Tunnel No. 1	Tunnel No. 1	1, 10, 11, 57-62, 80-85, 1834-1847, 1850-1856, 5000-5057, 5060-5093, 5100-5115, 5200-5298, 5528-5595, 5700-5719, 5730-5797, 5800-5808, 5810-6263, 6500-6501, 6600-6601, 6700-6709, 6800-6811.	Must not exceed 5 m.p.h. through tunnel account close clearance.
	Wright No. 1 Mine.....	Supply track, from tipple to end of supply track	All Engines	Must not use.
	Raleigh.....	Raleigh No. 3 Mine from upper switch to end of supply track		
	South End Wye.....	Raleigh No. 6 Mine supply track, from drop-in switch to end of supply track		
Gulf Switch...	Mamone Construction Co., under and west of loading Conveyor			
P. R. & Winding Gulf F. C.	Helen.....	Supply track, from drop-in switch to end of supply track	All Engines	Must not use.
	Skelton.....	Through all turn-outs west of tipple		
Rend	Minden.....	Old No. 2 mine track from road crossing at power house to end of track	All Engines	Must not use.
	Between MP 1 and MP 2...	Main track			6700-6709	Must be moved with caution not exceeding 5 m.p.h. passing rock bluff between MP 1 and MP 2, account close clearance.

HINTON DIVISION—Concluded.

S. D.	STATION	TRACK	DIESEL ROAD NUMBERS	RESTRICTION
Rend	Between MP 1 and MP 3...	Main track	6800-6811	Must be moved with caution not exceeding 5 m.p.h. passing rock bluffs between MP 1 and MP 3, account close clearance.
	Entire Subdivision..	Main track	95-98, 101-108, 4000-4030, 4500-4523.	Must be moved with caution and at slow speed passing rock bluffs.
Keeney's Creek	Entire Subdivision..	Main track	6800-6811	Must not be operated on.
Hawks Nest	Entire Subdivision..	Main track	95-98, 101-108, 4500-4523.	Must not be operated on.
	Open Fork Jct.	Main track	4000-4030	Must not be operated west of.
Gauley	Near MP 14..	Main track	95-98, 101-108, 4500-4523, 5528-5569.	Must not be moved past rock bluff.
	Between Open Fork Jct. and Greendale...	Main track	6700-6709	Must be moved with caution not exceeding 5 mph passing rock bluffs between Open Fork Jct. and Greendale account close clearance.
Gauley and Open Fork	Entire Subdivision..	Main track	6500-6501, 6600-6601, 6800-6811.	Must not be operated on.

HUNTINGTON DIVISION:

S. D.	STATION	TRACK	DIESEL ROAD NUMBERS	RESTRICTION
Kanawha	Marmet.....	Bradford tippie tracks—Carbon Fuel Co., between MP 443 and MP 444	All Engines	Must not go beyond sign reading "ENGINES MUST NOT PASS THIS POINT."
	Huntington Shops.....	Track over receiving hopper at coal dock	All Engines	Must not use. Note: Engines must hold onto cars while pulling or supplying tracks east of hopper.
	Huntington..	Westward Passenger Main	5528-5569.	Must be moved with caution not exceeding 5 m.p.h. passing station platform.
	Ashland.....	Middle States Bituminous Corp. unloading pit located 200 feet east of stock pen, near foot of 13th St.	All Engines	Must not use.

HUNTINGTON DIVISION—Continued:

S. D.	STATION	TRACK	DIESEL ROAD NUMBERS	RESTRICTION
Cabin Creek	Horton Branch.....	Horton Branch	All Engines	Must be moved with caution not exceeding 5 m.p.h. passing all close fixed clearances.
Kayford	Kayford.....	Racoon No. 2, end of drop-in tracks	All Engines	Must not use.
		Old Rose Mine: No. 2 tippie track	All Engines	Must not move beyond sign reading "ENGINES MUST NOT PASS THIS POINT."
Republic	Republic.....	Carbon No. 5: End of drop-in tracks; crossover between main supply track and No. 1 load track	All Engines	Must not use.
Seng Creek	Seng Creek Tunnel.....	Seng Creek Tunnel	5700-5719, 5730-5797, 5800-5808, 5810-6263.	Must be moved with caution and not exceeding 5 m.p.h. through tunnel.
			95-98, 101-108, 4000-4030, 4500-4523, 5530-5532, 5570-5595, 6700-6709, 6800-6811.	Must not be moved through tunnel.
Big Coal	Whitesville...	Anchor No. 5, load track	All Engines	Must not use track above first inside switch.
Marsh Fork	Eunice.....	Eunice Mine tracks	All Engines	Must be moved with caution not exceeding 5 m.p.h. passing all close fixed clearances.
	Birchton....	Birchton mine tracks	All Engines	Must not go west of drop-in tracks.
	Edwight....	Edwight mine tracks		
West Fork	Roach.....	Roach Creek Spur.		Must be moved with caution not exceeding 5 m.p.h. passing all close fixed clearances.
Coal River	Jeffrey.....	Jeffrey Mine track.	All Engines	Must not use.
	Mifflin.....	No. 1 load track	All Engines	
Laurel Fork Mine Extension	Laurel Fork Mine Extension.....	Laurel Fork Mine Extension	All Engines	Must be moved with caution not exceeding 5 m.p.h. passing all close fixed clearances.
Kelley Mine Extension	Blair to Kelly Mine	Kelly Mine extension		

40-3 (g).—Continued.

HUNTINGTON DIVISION—Continued:

S. D.	STATION	TRACK	DIESEL ROAD NUMBERS	RESTRICTION
Logan	Baber.....	Black Hawk Mine load tracks	All Engines	Must not go beyond a point 250 feet above No. 1 load track switch.
	Logan.....	Snap Creek No. 1 Mine	All Engines	Must not go beyond clearance point at west end of supply track. Must not go beyond Hoist House in load track.
		Wilson Mine Supply track	All Engines	Must not go east of sand house.
	Wilbur.....	Rita Mine Supply track	All Engines	Engines must not go beyond signs reading: "Engines Must Not Pass This Point", located 20 car lengths east of derail in west end and eight car lengths west of main line clearance point at east end of Rita Mine Track.
Dingess Run	Ethel.....	Ethel No. 2 Mine track	All Engines	Must not go over 10 car lengths east of drop-in track switch.
	Band Mill Mine Extension.....	Band Mill Mine Extension	All Engines	Must not be operated over unloading pit at Melville MP 1.3.
Georges Creek	Hetzel.....	Hetzel Mine Supply track	All Engines	Must not go east of first road crossing east of tipple.
	Freeze Fork..	Freeze Fork Mine Track	All Engines	Must not use loaded and empty tracks beyond derail.
Rum Creek	Dabney.....	Load and empty tracks beyond derails.	All Engines	Must not use.
	Dehue.....	Dehue Mine Supply track	All Engines	Must not go beyond main line clearance.
	Hutchinson...	McBeth Mine Supply track		
	Orville.....	Paragon Mine Track	All Engines	Must not use track in vicinity of tipple from a point 25 car lengths east of clearance point of loaded track to 17 car lengths west of clearance point of supply track.
Saunders	Lorado.....	Lorado No. 2 Mine Supply tracks	All Engines	Must not go beyond a point 6 car lengths west of No. 2 Supply track switch.
Island Creek	Gay.....	Gay Mine Supply track	All Engines	Must not go west of tipple.
		Load tracks 2, 3 and 4	All Engines	Must not use.
Logan and Southern	Holden.....	IC No. 1 Mine Supply track	All Engines	Must not go beyond main line clearance.
		Wilkinson....	J. T. Fish Siding	All Engines	Must not be operated under tipple on Old Yuma Mine track.

40-3 (g).—Concluded.

HUNTINGTON DIVISION—Concluded:

S. D.	STATION	TRACK	DIESEL ROAD NUMBERS	RESTRICTION
Logan and Southern	Wilkinson....	Bluedale Mine Tracks	All Engines	Must not go beyond 20 car lengths west of derail in supply track or 2 car lengths east of derail in loaded track.
	Micco.....	Micco Mine Supply track and load track	All Engines	Must not go beyond a point ten car lengths west of main line clearance.
	Omar.....	Omar No. 5 Mine Supply track	All Engines	Must not go beyond a point 10 car lengths west of No. 2 supply track switch.
Stirrat	Sarah Ann....	Crystal Block Mine Supply track	All Engines	Must not go east of No. 2 track switch.
Whitman Creek	Whitman.....	IC No. 14 Mine track	All Engines	Must not go beyond main line clearance point at east and west end of track.
Mud Fork	I. C. No. 16..	No. 1 Supply track and No. 1 Loaded track	All Engines	Must not go beyond clearance point.

40-3 (h).—BRIDGES AND TRESTLES.—Engines must not use tracks on bridges and trestles as designated below.
HINTON DIVISION:

S. D.	STATION	BRIDGE, TRESTLE OR STRUCTURE	DIESEL ROAD NUMBERS	RESTRICTION
New River	Hinton.....	Hinton Block Co.	All Engines	Must not be operated on.
	Kaymoor....	House coal track		
Piney Creek	Prince.....	Bridge 04	5528-5595, 6500-6501, 6600-6601, 6700-6709, 6800-6811.	Must not exceed 15 m. p. h. over bridge.
Clade Creek & Raleigh	Beaver.....	Lillys Trestle	All Engines	Must not be operated on.
	Beckley.....	Quality Lumber Co. Hedrick & McNabb Beckley Lumber & Supply Co.		
Winding Gulf	Tams.....	No. 2 and No. 3 Supply tracks—Tams Mine		
Gauley	Gauley.....	Bridge 03	5528-5595, 5600-5601, 5700-5719, 5730-5797, 5800-5808, 5810-6263, 6700-6709, 7000-7093, 7500-7546, 8000-8015, 8500-8506.	Not more than three units will be operated coupled and speed must not exceed 15 m. p. h. over bridge.
			6800-6811.	Must not be operated on.
	Over Bridge 87	Over Bridge 87	95-98, 101-108, 4500-4523.	Must be moved with caution not exceeding 5 mph.

40-3 (h).—Concluded.

HUNTINGTON DIVISION:

S. D.	STATION	BRIDGE, TRESTLE OR STRUCTURE	DIESEL ROAD NUMBERS	RESTRICTION
Kanawha	Cabin Creek Jct.....	Appalachian Elec. Power Co. Dumper Structure	All Engines.	Must not be operated over Dumper Structure on North Track west of trestle over Cabin Creek.
			1, 10, 11, 57-62, 80-85, 95-98, 101-108, 1834-1847, 1850-1856, 4500-4523, 5000-5057, 5060-5093, 5100-5115, 5200-5298, 5600-5601.	Not more than two units will be operated coupled over bridge.
	Elk.....	Kanawha River Bridge.....	4000-4030, 5700-5719, 5730-5797, 5800-5808, 5810-6263, 7000-7093, 7500-7546, 8000-8015, 8500-8506.	Not more than three units will be operated coupled over bridge.
			5528-5595, 6700-6709.	Not more than one unit will be operated over bridge.
Paint Creek			6500-6501, 6600-6601, 6800-6811.	Must not be moved over bridge.
	Mahan.....	Bridge 152	5528-5569	Must be moved with caution not exceeding 5 m.p.h. on bridge.
Run Creek	Dabney.....	Bridge at West End Dabney Mine....	All Engines.	Must not be operated on.

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

40-4.—EQUIPMENT RESTRICTIONS:

Rotating Machinery

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

40-4 (a) Derrick cars, power shovels and similar pivoted machinery, when handled in trains, on their own wheels, or loaded on cars, either with or without boom in place, must have the Rotating Portion substantially anchored by two anchors to the front and two anchors at the rear (similar to wrecking cranes) to prevent any part of the rotating apparatus turning or swinging, (this does not apply to machines where the rotating apparatus cannot be turned to project outside of the side lines of the machines or cars on which loaded). When boom is connected, it must be placed in its lowest position, and the anchors at that end must secure the boom to the machine or to the car on which machine is loaded. In addition to anchors, pivoted machinery equipped with jacks to take care of vertical motion must have the jacks screwed tight; in the absence of jacks, blocking must be used for this purpose.

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

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

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

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

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

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

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

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

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

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

Cars

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

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

1—In any position in trains handling less than fifty loaded coal cars.

2—In trains handling over fifty loaded coal cars, flat cars must be placed not more than five cars ahead of caboose.

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

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

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

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

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

(1) The 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.

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

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

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

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

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

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

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

40-4 (n).—Concluded.

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

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

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

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

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

HINTON DIVISION:

EQUIPMENT	SUBDIVISION, LOCATION, OR STATION	TRACK, BRIDGE, OR STRUCTURE	RESTRICTION
B&LE 90-ton capacity cars	Keeneys Creek, Gauley and Open Fork Subdivisions	Keeneys Creek, Gauley and Open Fork Subdivisions	Must not be operated on.
Vgn. 105-ton capacity cars			
Cars having capacity greater than 70 tons	Keeney's Creek Gauley Open Fork	All tracks	When gross weight exceeds 210,000 lbs. must not be operated over designated subdivisions unless authorized by the Superintendent.
	Piney Creek	Through Piney No. 1 tunnel	
C&O 50-ton box cars Nos. 19000-19999	Rend	Past rock bluff between MP-1 and MP-2	Must not be operated.
	All Stations	Station platform	Move with caution, avoid platforms if possible.
Spreader Cars BS-2 and BS-3	All Subdivisions	Industrial Tracks and Yard Tracks	Move with caution.
		All bridges and trestles on industrial tracks	Must not be moved over bridges or trestles.
Engine Tenders:			
12,000-16,000 18,000-21,000 and 23,000 gallon capacity	All Subdivisions	Any track	When loaded with coal or water, must not be moved, unless separated from engine by at least two cars.
Engine Tenders: 16,000-18,000 21,000 and 23,000 gallon capacity	Keeney's Creek, Gauley, Open Fork		Must not be moved over subdivision unless completely emptied of coal and water.
Engine Tenders: 21,000 and 23,000 gallon capacity	Glade Creek and Raleigh, Hawks Nest, Powellton Elkridge	Entire Subdivision	
Engine Tenders: 21,000 gallon capacity	Piney Creek, Terry		Must not be moved through Piney No. 1 Tunnel.
Engine Tenders: 23,000 gallon capacity	Piney Creek, Terry, Rend	Entire Subdivision	Must not be moved over subdivisions.

HUNTINGTON DIVISION:

EQUIPMENT	SUBDIVISION, LOCATION, OR STATION	TRACK, BRIDGE, OR STRUCTURE	RESTRICTION
Cars moving under clearance restriction	Ashland	Passenger Main Tracks	Must not be moved through Ashland on passenger main tracks.
Spreader Cars BS-2 and BS-3	All Stations	Station Platform	Move with caution, avoid platform if possible.
	All Subdivisions	Industrial Tracks and Yard Tracks	Move with caution.
B&LE 90-ton capacity cars	Kanawha Subdivision at Elk	Kanawha River Bridge	Must not be operated on.
Vgn. 105-ton capacity cars Nos. 19000 to 21024			
Cars	Seng Creek Subdivision	Between Junction Switch Red Warrior Jct. and sign located 1165 feet east of East Portal of Seng Creek Tunnel at MP-17	Must not be operated.
C&O 50-Ton box cars Nos. 19000-19999	Seng Creek	Through Seng Creek Tunnel	Must not be operated.
	Elk Run Subdivision at Blue Pennant	Under Tipple	
Cars	Rum Creek Subdivision at Dabney	Bridge at West End Dabney Mine	Must not be operated on.
Box Cars	Wilkinson	J. T. Fish Siding	Must not be operated under tipple on Old Yuma Mine track.
Engine Tenders: 12,000-16,000 18,000-21,000 and 23,000 gallon capacity	All Subdivisions	All bridges and trestles on industrial tracks	Must not be moved over bridges or trestles, or through Seng Creek Tunnel.
		Any track	When loaded with coal or water, must not be moved, unless separated from engine by at least two cars.
Engine Tenders: 16,000-18,000 21,000 and 23,000 gallon capacity	Kanawha Subdivision at Elk	Kanawha River Bridge	Must not be moved over bridge on subdivisions, or on Spur track unless completely emptied of coal and water.
Engine Tenders: 21,000 and 23,000 gallon capacity	Imperial and Paint Creek	Entire Subdivision	Must be moved with caution and at slow speed passing tipple.
	Marsh Fork	Eunice Spur	
Engine Tenders: 23,000 gallon capacity	Elk Run	Blue Pennant Coal Tipple	When loaded with coal and water must not exceed 15 m.p.h. over bridges.
	Cabin Creek	Bridge 107, M. P. 10-11	
	Logan	Bridge 769, M. P. 76-77	
	Island Creek	Bridge 09, M. P. 0-1	

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

GENERAL:

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

150.—COMMUNICATING SIGNAL APPLIANCE.

150-1.—Rule 15 is modified to permit trailer cars to be handled on the rear of Budd Cars on Trains Nos. 36 and 39 without such cars being connected to the Budd cars by a communicating signal appliance. When such trailer cars are handled the Conductor and Engineer must have an understanding as to how the train is to be operated.

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

190-1.—MARKERS.

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

190-1 (b).—REFLEX MARKERS: Reflex markers may be used on the Hinton-Huntington Divisions between Hinton and Russell and on the Logan Subdivision between Barboursville and Peach Creek.

310.—USE OF ENGINE WHISTLE AND BELL.

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

DIV.	SUB-DIVISION	STATIONS	INSTRUCTIONS
HINTON	New River	Quinnimont....	Eastward and westward trains will sound engine whistle when approaching east end of Quinnimont Yard as warning to employes working between switching lead and main tracks.
		Thurmond.....	Eastward trains will sound engine whistle when approaching east end Thurmond Yard as warning to employes working between switching lead and eastward main track.
		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.
HUNTINGTON	Kanawha.	Winifrede Jet...	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.
		Chelyan.....	Enginemen will sound mild engine whistle signals.
		South Ruffner.. Charleston.....	Westward trains will sound mild whistle signal approaching east and west end of new yard at Elk, in order to warn employes working near the westward main track.
		Elk.....	Enginemen will sound whistle and ring bell continuously when approaching and passing shops and yard offices, as warning to employes crossing and working near the tracks.
		St. Albans.....	Engine bell will be rung continuously while engines are using the east leg of wye at Barboursville as warning to Reclamation Plant employes crossing and working near this track.
		Barboursville....	

310-1.—Concluded.

DIV.	SUB-DIVISION	STATION	INSTRUCTIONS
HUNTINGTON	Kanawha.	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.
		Kenova.....	Only one short sound of engine whistle will be used for 12th and 18th Street crossings.
		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.
		Between: DK&HO Cabin, Clyffside & NC Cabin.....	When recalling flagman on four track section following engine whistle signals will be used: (a) When running with the current of traffic, signals 14 (d) and 14 (e), will apply. (b) When running against the current of traffic, signal 14 (q) will apply.
		Logan..... Man.....	Enginemen will sound mild engine whistle signals.
Logan....	Between: NG Cabin and West Peach Creek.....	When running against the current of traffic, whistle signal 14 (q) will apply	

MOVEMENT OF TRAINS

830.—TRAIN CLEARANCE.

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

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

DIV.	SUB-DIVISION	STATION	LOCATION	TRAINS REQUIRED TO REGISTER
HINTON	Laurel Creek	Quinnimont.	Booth located at main track derail 2015 feet east of Laurel Creek end of Wye Track.	Laurel Creek Sub-division between train register location and end of line (See 930-1).

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

DIV.	SUB-DIVISION	STATION	TRAINS AND CONDITIONS
HIN.	New River	CW Cabin ..	Westward Freight.
HUNTINGTON	Kanawha	Handley	Morris Creek Shifter Extras.
		RU Cabin...	Eastward Trains.
		Ashland.....	Freight trains originating (See note).
		Huntington.	Freight trains originating (See note).
		Elk.....	Trains originating (See note).

Note.—Verbal permission of the Train Dispatcher must be obtained before leaving.

830-3 (a).—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.

830-3 (b).—RALEIGH.—All trains get Clearance Form A before leaving Raleigh.

830-3(c).—BECKLEY JCT.—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).

830-3 (d).—CANE FORK.—All trains get Clearance Form A before leaving Cane Fork.

830-4.—Rule S-83 (f) is in effect on Subdivisions or Mine Extensions designated below:

DIV.	SUBDIVISION OR MINE EXTENSION	
HINTON	Rend, between switchback and End of Line Keeneys Creek Hawks Nest Gauley, between K&M Jct. and Greendale (See Note 1)	Rich Creek Open Fork (See Note 2) Powellton Elkridge
	Paint Creek Imperial Kayford (See Note 3) Leewood (See Note 3) Republic Seng Creek Jarrols Valley Little Marsh Fork Marsh Fork Seth (See Note 4) Brush Creek Horse Creek West Fork Whites Branch Barrett 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

Note 1.—Trains and engines will use main track between switch point derail located in main track 2341 feet west of MP-12 and Bridge No. 128 prepared to stop expecting to find the main track occupied with cars.

Note 2.—Trains and engines will use main track between switch point derail located in main track 1257 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 on Open Fork Subdivision expecting to find the main track occupied with cars.

Note 3.—Rule S-83(f) is modified to permit Leewood Sub-division trains to 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.

Note 4.—Rule S-83(f) is modified to permit Big Coal Sub-division trains to 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.

840.—STARTING TRAIN.

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

840-2.—ASHLAND PASSENGER STATION.

Train Starting Signal: (See T. T. S. I. 930-10(a).)

840-3.—HINTON PASSENGER STATION.

Train Starting Signal: (See T. T. S. I. 930-2(a).)

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

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

DIV.	SUBDIVISION	STATION	RULES
HINTON	New River....	Hinton	93(b), 93(d)
		Quinnimont	93(b)
	Laurel Creek..	Quinnimont and Train Register	93(a), 93(c)
	New River....	Thurmond	93(b), 93(d)
	Loup Creek...	Thurmond	93(a), 93(c)
	South Side...		
HUNTINGTON		Handley	93(b)
		Charleston	
		St. Albans	
	Kanawha.....	Huntington	93(b), 93(d)
		Ashland	
		Russell	93(b)
	Logan.....	Peach Creek—Logan	93(b), 93(d)
	Cabin Creek...	Cane Fork	
	Big Coal.....	Elk Run Jct.—Whitesville	93(a), 93(c)
	Coal River....	Danville—Pond Jct.	
Elk Run.....	Elk Run Jct.—Blue Pennant		

930-1 (a).—Yard engines will display headlight to front and rear by night as prescribed by the first and second paragraphs of Rule 18-B.

Third paragraph of Rule 18-B, reading: "Headlight on end coupled to cars, may be extinguished," is cancelled.

930-2.—HINTON YARD.

TRACK	INSTRUCTIONS
Main Tracks Passenger Station	(a) <i>Train Starting Signals.</i> —Signal for starting Westward passenger trains is located on a pole on the North side of Westward main track just East of the highway bridge and for Eastward passenger trains on a pole on North side of Westward main track three hundred (300) feet west of the station. Head-end Car Inspector after completing inspection of train will unlock control box and notify Conductor he may operate switch to cause starting signal to flash. Flagman observing starting signal flashing after ascertaining from the Car Inspector that train is ready will give communicating whistle signal to start train. If starting signals fail to operate properly Conductor will make other arrangements to start train. After train has departed, Car Inspector will extinguish light and lock box to prevent unauthorized use.
	(b) <i>Crossing Over or Entering Main Tracks.</i> —Rules D-252(b) and D-252(c) are modified to permit trains or engines to cross over or enter main tracks between Eastward and Westward main tracks through middle track at passenger station upon hand signal from employe handling switches. 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.
	(c) 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.

930-2.—HINTON YARD—Concluded.

TRACK	INSTRUCTIONS
Main Tracks Passenger Station	(d) 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.
Eastward Main Avis	(e) 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 instead of the train dispatcher to pass stop-indication. (Rule 509-A modified accordingly.)
Westward Main and No. 1 Yard Track, Avis	(f) Rule D-252(c) is modified to permit trains or engines to enter or foul the westward main track from No. 1 yard track at west end, East Yard on permission of the Operator at M. X. Cabin.
New Track	(g) Rule D-252(c) is modified to permit trains or engines to enter or foul the eastward main track from the new track leading from new scales East Yard on permission of the Yardmaster at Avis and the Operator at M. X. Cabin.
Pull Out	(h) 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.
East Yard	(i) When pusher engines are coupled to train in East Yard, slack must not be pushed up in train until a hand or engine whistle signal is received from head end. (j) Eastward freight trains heading in East Yard will not exceed speed of 8 miles per hour.
Hole Track	(k) <i>Hinton.</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.
Thoroughfare	(l) 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.
West End of Engine Terminal Tracks	(m) 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	(n) 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	(o) <i>Movement Over Spring Switches.</i> —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. When stop indication is displayed, movement over spring switches must not be made until the switch has been examined to insure it is properly lined. (See T. T. S. I. 7130-1 and 7130-3.)

930-3.—QUINNIMONT YARD.

Yard Track Indicator	(a) Yarding of westward 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.
Yard	(b) Laurel Creek Subdivision trains must not enter yard without permission of the Yardmaster.

930-4.—THURMOND YARD.

TRACK	INSTRUCTIONS
Main	(a) <i>Crossing Over or Entering Main Tracks.</i> —Rules D-252(b) and D-252(c) are modified to permit a member of the crew to secure permission from the Train Dispatcher through Operator to cross over or enter the main tracks. (b) <i>Entering Main Track.</i> —Rush Run: Rule D-252(c) will not apply to movement over spring switch to main track at East End of Eastward Passing Siding. (See T. T. S. I. 7130-1 and 7130-4.)
C. S. Cabin	(c) <i>Center Passing Siding C. S. Cabin.</i> —Must not be used without permission of the Train Dispatcher obtained through the operator.
Loup Creek Subdivision Main Track	(d) <i>Loup Creek Subdivision</i> main track between South Side Jet. and junction of Loup Creek and New River Subdivisions must not be used without permission of the Yardmaster.
Rend Subdivision Main Track	(e) <i>Rend Subdivision</i> main track between South Side Jet. and Switchback must not be used without permission of the Yardmaster. (See T. T. S. I.-830-4)

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.
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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 caboose 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. (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.
Yard Track Indicator	

930-7.—CHARLESTON YARD (Owens—Spring Hill)

Main Tracks	(a) <i>Elk Yard.</i> — <i>Crossing Over or Entering Main Tracks.</i> —Rules D-252(b) and D-252(c) are modified to permit trains or engines to cross over or enter Main Tracks upon hand signal from employe handling switches between Eastward and Westward Main Tracks at Elk Yard Office. 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.
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930-7.—CHARLESTON YARD (Owens—Spring Hill)—Concluded.

TRACK	INSTRUCTIONS								
Main Tracks	(c) <i>Movement Over Spring Switches.</i> — <i>South Ruffner.</i> —Spring switches located at east end of eastward passing siding and at west end of westward passing siding are normal for movement on the main tracks. Facing movements must not exceed 25 mph and trailing movements must not exceed 15 mph. (See T. T. S. I. 7130-1 and 7130-4) (d) <i>Switching Signals.</i> — <i>Elk.</i> —Aspects and Indications of position light switching signals for use in setting off and/or picking up at Elk: <table border="0" style="margin-left: 40px;"> <tr> <td style="text-align: center;">Aspect</td> <td style="text-align: center;">Indication</td> </tr> <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> </table>	Aspect	Indication	Horizontal row of lights.	Stop	Diagonal row of lights.	Move West	Vertical row of lights.	Move East
Aspect	Indication								
Horizontal row of lights.	Stop								
Diagonal row of lights.	Move West								
Vertical row of lights.	Move East								
Kanawha River Bridge, Elk	(e) When the block signals governing movement over Kanawha River Bridge between Bridge Jet. 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.								
Passing Sidings	(f) <i>Marmet and Spring Hill.</i> —Use of Passing Sidings.—Center passing siding Marmet and Eastward Passing Siding Spring Hill must not be used without permission of Train Dispatcher. (See T. T. S. I. 1050-1(a) and (b))								

930-8.—ST. ALBANS YARD.

Main Tracks	(a) <i>Crossing Over or Entering Main Tracks.</i> —Rules D-252(b) and D-252(c) are modified to permit trains or engines to cross over or enter main tracks at hand-operated crossover located between Block Signals 4652 and 4647 at St. Albans. 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.
Wye	(b) Dwarf holding signals located at Kanawha Subdivision ends of Coal River Wye <i>do not indicate condition of route or block.</i> They display "Stop" or "Restricting" indications only and are under control of the Operator at St. Albans.
Dock Siding	(c) Enginemen of all eastward trains with over 45 cars, other than time-freight trains, stopping at St. Albans should stop their train at the home signal located just west of Coal River Bridge in order to leave the turnout at east end of Dock Siding clear for use.
Thoroughfare Track	(d) Movement of trains or engines entering west end of Thoroughfare Track from No. 2 Main Track, and east end of Thoroughfare Track from Coal River Subdivision will be governed by Rule 105 <i>restricting indication governs movement over switch only.</i> Trains or engines must not enter Thoroughfare Track at other points without permission of operator at VF Cabin, except under flag protection.
No. 1 Yard Track	(e) Trains or engines using No. 1 Yard Track will obtain permission of the train dispatcher through operator before entering or fouling the eastward main track.

930-9.—HUNTINGTON YARD.

Main Tracks	(a) <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) (b) <i>Crossing Over or Entering Passenger Main Tracks:</i> Between HO Cabin and DK Cabin.—Rules D-252(b) and D-252(c) are modified to permit the yardmaster to authorize trains and engines to crossover or occupy the eastward and westward <i>passenger main tracks</i> , as prescribed by Rule 93(b), between the east end interlocking limits at HO Cabin and the west end interlocking limits at DK Cabin.
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TRACK	INSTRUCTIONS										
Main Tracks	(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.)										
Switching Signals: HO Cabin	(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: <table border="0" style="width: 100%;"> <tr> <td style="text-align: center;"><i>Aspect</i></td> <td style="text-align: center;"><i>Indication</i></td> </tr> <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> </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										
16th Street	(e) Hump Signal located on mast 30 feet east of hump will govern westward humping operations and will display: <table border="0" style="width: 100%;"> <tr> <td style="text-align: center;"><i>Aspect</i></td> <td style="text-align: center;"><i>Indication</i></td> </tr> <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>Pull east</td> </tr> <tr> <td>Steady red light</td> <td>Stop</td> </tr> </table>	<i>Aspect</i>	<i>Indication</i>	Green Light	Hump fast	Yellow light	Hump slow (weighing)	Flashing red light	Pull east	Steady red light	Stop
<i>Aspect</i>	<i>Indication</i>										
Green Light	Hump fast										
Yellow light	Hump slow (weighing)										
Flashing red light	Pull east										
Steady red light	Stop										
	(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: <table border="0" style="width: 100%;"> <tr> <td style="text-align: center;"><i>Aspect</i></td> <td style="text-align: center;"><i>Indication</i></td> </tr> <tr> <td>Green light</td> <td>Pull east</td> </tr> <tr> <td>Red light</td> <td>Stop</td> </tr> </table>	<i>Aspect</i>	<i>Indication</i>	Green light	Pull east	Red light	Stop				
<i>Aspect</i>	<i>Indication</i>										
Green light	Pull east										
Red light	Stop										
Westward Pull-in Track	(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. Rule 105 will apply to all movements on westward Pull-in Track. (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. 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.										
	(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.)										
Belt Line	(j) <i>Second Avenue and HO Cabin.</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. (k) <i>Second Ave. and Shop Crossover.</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.										

TRACK	INSTRUCTIONS
	(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. (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). (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 fuseses 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.
Belt Line	(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 set the tilting target signal in horizontal position. This signal must be restored to normal position (vertical) after movement is complete.
Industrial Track	(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.

930-10.—ASHLAND YARD.

	(a) <i>Train Starting Signal—Passenger Station.</i> —A train starting signal located on west end of train shed, between eastward passenger main track and No. 4 station track will be used to start eastward trains on eastward passenger main track. <table border="0" style="width: 100%;"> <tr> <td style="text-align: center;"><i>Aspect</i></td> <td style="text-align: center;"><i>Indication</i></td> </tr> <tr> <td>Amber Light</td> <td>Train ready to depart. Flagman give signal to start train per Timetable Special Instruction 840-1.</td> </tr> </table> When train is ready to depart, Conductor of eastward passenger trains may operate push button located in control box on train shed just east of truck crossing opposite baggage room. When push button is depressed the train starting signal will display amber light. Indicator light in control box will burn when starting signal is properly displayed. In case of failure of starting signal to operate properly (which will be indicated by the light in control box not burning) the Conductor will immediately arrange to give hand signal to flagman to start train.	<i>Aspect</i>	<i>Indication</i>	Amber Light	Train ready to depart. Flagman give signal to start train per Timetable Special Instruction 840-1.
<i>Aspect</i>	<i>Indication</i>				
Amber Light	Train ready to depart. Flagman give signal to start train per Timetable Special Instruction 840-1.				
Main Tracks	(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.				

930-10.—ASHLAND YARD—Concluded.

TRACK	INSTRUCTIONS
Main Tracks	(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. 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.
Westward Freight Main	(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. When practicable westward trains must return through spring switch at east end of 23rd Street switching lead to enter westward freight main track. (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. (See T. T. S. I. 7130-1 and 7130-4.)
Pull-in Tracks	(f) All eastward trains picking up at Ashland will head in west switch of eastward pull-in track unless otherwise instructed. Such trains will call Yardmaster before occupying pull-in track. (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. (h) Rule 105 will apply to all movement on eastward and westward pull-in tracks.
West Lead River Yard	(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.

930-11.—PEACH CREEK—LOGAN YARD.

Single Track Peach Creek—FD Cabin	(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. (b) Single track section between Main Track Crossover at east end of empty yard and FD Cabin is under control of train dispatcher. (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. (e) 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).
No. 15 Track	(f) 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.

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

TRACK	INSTRUCTIONS
No. 10 Track	(g) <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.
All Tracks	(h) 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.

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

All Tracks	(a) Movement of trains and engines will be authorized by the Yardmaster, in accordance with the following instructions: (b) <i>Cane Fork.</i> —Unless otherwise directed, conductor or engineman will call the Yardmaster from east or west end of yard for instructions before entering yard. (c) <i>Elk Run Jct.</i> —Unless otherwise directed, eastward Big Coal Subdivision trains will stop at telephone at west end No. 1 track, and westward Big Coal and Seng Creek Subdivision trains will stop at telephone at Big Coal and get instructions before entering yard. (d) <i>Danville.</i> —Unless otherwise directed, eastward Coal River Subdivision trains will stop at telephone located at west yard limit sign, and westward Coal River and Pond Fork Subdivision trains will stop at telephone at Pond Jct. and get instructions before entering yard. (e) <i>Pond Jct., 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. Before westward movement into yard is made trains and engines must comply with paragraph (d) above. (See T. T. S. I. 7130-1.)
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970.—EXTRA TRAINS:

970-1.—Rule 97 is modified to permit movement of extra trains without running orders as provided by Special Instructions 970-2(a) and 970-2(b).

970-2 (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.

970-2 (b).—GU CABIN AND K&M JCT.—The main track between GU Cabin and K&M Jct. may be used without train orders, prepared to stop within one-half the range of vision, expecting to find track occupied.

980.—JUNCTIONS AND CROSSINGS.

DIV.	S. D.	STATION	JUNCTION OR CROSSING	RULE OR INSTRUCTION GOVERNING
HINTON	New River	Meadow Creek.....	Junction of New River Subdivision and N. F. and G. R. R.	98, 271
		Quinnimont.	Junction of New River and Laurel Creek Subdivision	
		Prince.....	Junction of New River and Piney Creek Subdivisions	98
		Thurmond ..	Junction of New River and Loup Creek Subdivisions	
		Bridge Jct....	Junction of New River and South Side Subdivisions	
		Keeney's Creek.....	Junction of New River and Keeney's Creek Subdivisions	98, 271
		Hawk's Nest.	Junction of New River and Hawk's Nest Subdivisions	

DIV.	S. D.	STATION	JUNCTION OR CROSSING	RULE OR INSTRUCTION GOVERNING
HINTON	New River	G. U. Cabin .	Junction of New River and Gauley Subdivisions	98,271
		Deepwater...	Junction of New River Sub-division and N. & W. Rail- way	
		Mt. Carbon..	Junction of New River and Powellton Subdivisions	
	Piney Creek	Blue Jay Jct..	Junction of Piney Creek and Glade Creek and Raleigh Subdivisions	98
		Raleigh.....	Junction of Piney Creek and Raleigh and Southwestern Subdivisions	
		Beckley Jct..	Junction of Piney Creek and PR and PC Subdivisions	
		Eccles Jct....	Junction of Piney Creek Sub-division and N. & W. Rail- way	
		Marsh Fork Jct.....	Junction of Piney Creek and Surveyor Subdivisions	
		Forest.....	Junction of Raleigh and Southwestern and Winding Gulf Subdivisions	
		Pemberton ..	Junction of Winding Gulf Subdivision and N. & W. Railway	
	Winding Gulf R. & S. W.	Stone Coal Jct.....	Junction of Winding Gulf and Stone Coal Subdivi- sions and N. & W. Rail- way	98
		South Side Jct.....	Junction of Loup Creek, South Side and Rend Sub- divisions	
	Loup Creek	Glen Jean...	Junction of Loup Creek and White Oak Subdivisions	98
		Carlisle.....	Junction of White Oak Sub- division and N. & W. Rail- way	
		Price Hill Jct	Junction of Loup Creek and Price Hill Subdivisions	
		Sugar Creek Jct.....	Junction of Loup Creek and Glen Jean Subdivisions	
		Kilsyth Jct..	Junction of Loup Creek and Glen Jean Subdivisions.	
		Pax.....	Junction of Glen Jean Sub- division and N. & W. Rail- way	
		Mill Creek Jct	Junction of Glen Jean and Mill Creek Subdivisions	
Glen Jean	K. & M. Jct .	Junction of Gauley Subdivi- sion and NYCRR	98	
	Rich Creek Jct.....	Junction of Gauley and Rich Creek Subdivisions		
	Open Fork Jct.....	Junction of Gauley and Open Fork Subdivisions		
Rich Creek	Beech Jct....	Junction of Rich Creek Sub- division and connecting track with N. Y. C. R. R. at Beech Glen	98	
	Beech Glen..	Junction of Rich Creek con- necting track with N. Y. C. R. R.		
Powellton	Elkridge Jct.	Junction of Powellton and Elkridge Subdivisions		

DIV.	S. D.	STATION	JUNCTION OR CROSSING	RULE OR INSTRUCTION GOVERNING
HUNTINGTON	Kanawha	Paint Creek Jct.....	Junction of Kanawha and Paint Creek Subdivisions	98, 271
		Cabin Creek Jct.....	Junction of Kanawha and Cabin Creek Subdivisions	
		Winifrede Jct	Junction of Kanawha Sub- division and Winifrede Rail- road	98
		Charleston...	Junction of Kanawha Sub- division and N. Y. C. R. R.	93 (b) and 93 (d)
		St. Albans...	Junction of Kanawha and Coal River Subdivisions	Special In- struction 930-8(b)
		Barbours- ville.....	Junction of Kanawha and Logan Subdivisions	605 (a)
		Huntington .	Junction and Crossings of Kanawha Subdivision and B. & O. R. R.	Special In- struction A-2, 930-9 (l) thru (p)
		K. V. Cabin..	Junction of Kanawha Sub- division, Norfolk & Western Railway Belt Line and B. & O. R. R.	605 (a)
		Big Sandy Jct	Junction of Kanawha and Big Sandy Subdivisions	271
		Ashland.....	Junction of Kanawha and Lexington Subdivisions	
	Cabin Creek	Leewood.....	Junction of Cabin Creek, Kayford and Leewood Sub- divisions	
		Red Warrior Jct.....	Junction of Kayford and Seng Creek Subdivisions	
	Kayford	Decota.....	Junction of Leewood and Republic Subdivisions	98
		Whitesville..	Junction of Seng Creek and Big Coal Subdivisions	
	Big Coal	Jarrolds Valley.....	Junction of Big Coal, Jarrolds Valley and Marsh Fork Sub- divisions	
		Pettus.....	Junction of Big Coal and Little Marsh Fork Subdivi- sions	
	Big Coal	Eunice.....	Junction of Marsh Fork and Big Coal Subdivisions	
		Sproul.....	Junction of Coal River and Big Coal Subdivisions	271
		Brounland...	Junction of Kanawha Cen- tral Railway and Big Coal Subdivision	
		Seth.....	Junction of Big Coal and Seth Subdivisions	
		Brush Creek Jct.....	Junction of Big Coal and Brush Creek Subdivisions	
		Elk Run Jct .	Junction of Big Coal and Elk Run Subdivisions	
		Pond Fork	West Jct....	Junction of Pond Fork, Bar- rett and West Fork Subdi- visions	98
	Whites Jct...		Junction of West Fork and Whites Branch Subdivisions	

1006.—AIR BRAKES AND HANDLING TRAINS ON GRADES.

DIV.	S. D.	STATION	JUNCTION OR CROSSING	RULE OR INSTRUCTION GOVERNING
Coal River	Horse Creek Jct.....	Junction of Coal River and Horse Creek Subdivisions	98	
	Pond Jct.....	Junction of Coal River and Pond Fork Subdivisions		
	Clothier.....	Junction of Coal River Sub-division and Laurel Fork Mine Extension		
	Sharples.....	Junction of Coal River and Beech Creek Subdivisions and Kelly Mine Extension		
Beech Creek	Monclo.....	Crossing of Beech Creek Sub-division and tramway of Boone County Coal Corporation	See Note 1	
Logan	Logan.....	Junction of Logan and Island Creek Subdivisions	98	605 (a)
	Stollings.....	Junction of Logan and Dingess Run Subdivisions		
	Rum Jct.....	Junction of Logan and Rum Creek Subdivisions		
	Snap Creek Jct.....	Junction of Logan Subdivision and Rich Creek Mine Extension		
	Man.....	Junction of Logan and Buffalo Subdivisions		
	R. H. Jct.....	Junction of Logan Subdivision and Rockhouse Mine Extension		
	Huff Jct.....	Junction of Logan and Huff Creek Subdivisions		
	Wylo.....	Junction of Logan, Gilbert and Elk Creek Subdivisions		
	Ethel.....	Junction of Dingess Run and Georges Creek Subdivisions		
	Dingess Run	Bandmill Jct.			Junction of Dingess Run Subdivision and Bandmill Mine Extension
Buffalo	Paul.....	Junction of Buffalo and Saunders Subdivisions		
	Right Fork Jct.....	Junction of Buffalo Subdivision and Right Fork Mine Extension		
Gilbert	West Gilbert.	Junction of Gilbert Subdivision and N. & W. Railway	Special Instruction A-2	
Island Creek	Monitor Jct..	Junction of Island Creek and Logan and Southern Sub-division	98	271
	Mud Jct....	Junction of Island Creek and Mud Fork Subdivisions		
	Whitman Jct.	Junction of Island Creek and Whitman Creek Subdivisions		
	Trace Jct....	Junction of Island Creek and Trace Fork Subdivisions		
Logan and Southern	Omar.....	Junction of Logan and Southern, Stirrat and Pine Creek Subdivisions		

Note 1.—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.

1006-1.—Before leaving a terminal station, engineers of passenger trains will apply the air brakes and steam heat when required, and allow them to remain on long enough for the inspectors or trainmen to see that the apparatus is in perfect working condition throughout the train, and when cars have been attached to or taken out, the brakes will again be applied to know that they are in working order before proceeding on the trip. In making regular stops the brakes will be applied in such manner to avoid discomfort to the passengers or damage to the equipment. They will also know that the air signal is in proper working order.

They will test the air brakes on passenger and express trains as soon as the speed of train permits after leaving terminals where engines have been changed, or after parted hose has been coupled, or where cars have been picked up or set off. Steam or power should not be shut off when making the test, if the conditions are such as do not require it.

1006-2.—Before starting down any grade where the use of retaining valves will be necessary, the engineers will designate how many retainers to turn up, and it will be the duty of the conductor to see that the proper number, as designated by the engineer, are turned up, and that they are turned down at the proper point.

On grades of one and one-half per cent or more, all retainers must be turned up, unless otherwise provided, and on grades less than one and one-half per cent, the engineer will designate how many to turn up.

If in the judgment of the conductor, more retainers will be needed to properly control train, he will turn them up and notify the engineer.

If the engineer or conductor thinks it necessary because of condition of brakes or any other cause to use retainers on any grade where it is not the general practice to use them, he will stop the train at the proper point and arrange accordingly.

1006-4.—Wharton.—The use of retainers by freight trains between Wharton No. 2 Mine and Pondco or Barrett as applied to grades of less than one and one-half percent is permitted, except that when in the judgment of the engineer the use of retainers are necessary they will be turned up at Wharton No. 2 Mine after brakes are tested and turned down at Pondco or Barrett.

1006-5.—SPEED AND CAR LIMIT.—Trains will not exceed the following speed, nor handle more loaded cars, on descending grades between stations, than shown below:

DIV.	SUB-DIVISION	BETWEEN	MAXIMUM LOADED CARS	SPEED LIMIT
HINTON	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*	15 m.p.h.
	Piney Creek.	Beckley Jct. and McCreery	100*	15 m.p.h.
			150***	
	Laurel Creek	Layland and Quinnimont	50	10 m.p.h.
			75	
	Loup Creek.	Glen Jean and South Side Jct.....	100**	12 m.p.h.
			125****	
	Mill Creek..	Garden Ground and Mill Creek Jct.....	75	12 m.p.h.
	Rend.....	Minden and South Side Jct.....	55	12 m.p.h.
	HUNTINGTON		Carbon No. 12 Mine and Carbon No. 10 Mine....	20*
Leewood....			15	12 m.p.h.
		Carbon No. 12 Mine and Decota.....	80	20 m.p.h.
Kayford....		Racoon No. 2 Mine and Acme.....	80	20 m.p.h.
	Republic....	Republic and Decota....	80	20 m.p.h.
	Seng Creek.	High Coal and Whitesville	60	12 m.p.h.

DIV.	SUB-DIVISION	BETWEEN	MAXIMUM LOADED CARS	SPEED LIMIT
HUNTINGTON	Paint Creek.	Kingston and Westerly... Tunnel and I. C. 21 Mine.	50	15 m.p.h.
	Trace Fork.	I. C. 21 Mine and Trace Jct.....	60	12 m.p.h.
				80	12 m.p.h.
	Barrett.....	Wharton No. 2 Mine and Pondco or Barrett.....	100*	15 m.p.h.
			80	
	Rockhouse Mine Ex- tension....	Garnette and R. H. Jct..	80* 60	12 m.p.h.
Right Fork Mine Ex- tension....	Right Fork Jct. and Mere- dith.....	60	12 m.p.h.	

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

**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.

***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.

****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.

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:

DIV.	S. D.	LOCATION	HIGHWAY OR STREET	LIMITS	SPEED APPROACHING CROSSING
HINTON	New River	Montgomery	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.
	P. R. & P. C.	Beckley.....	Prince St.	800 Feet West of Crossing	5MPH for eastward trains or engines.
			U. S. Route 21	775 Feet East of Crossing	10 MPH for westward trains or engines.
HUNTINGTON	Kanawha	Catlettsburg	Chaffee St.	2215 Feet East of Crossing	40 MPH for westward trains or engines on No. 1, No. 2 and No. 3 tracks.
			Broadway St.	2525 Feet East of Crossing	50 MPH for westward trains or engines on No. 1, No. 2 and No. 3 tracks.
	Ashland.....	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.

DIV.	S. D.	LOCATION	HIGHWAY OR STREET	LIMITS	SPEED APPROACHING CROSSING
HUNTINGTON	Logan	Henlawson..	State Route 12	1150 Feet East of Crossing	10 MPH for westward trains or engines.
			State Route 10	1300 Feet East of Crossing	15 MPH for westward trains or engines.
	Gilbert Buffalo	Man.....	State Route 10	1190 Feet East of Crossing	7 MPH for westward trains or engines.
			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 following instructions:

HINTON DIVISION

S. D.	STATION AND HIGHWAY OR STREET	INSTRUCTIONS
New River	Meadow Creek: Main Highway	Trains picking up or setting off cars must not block crossing.
G. C. & R.	Glen Morgan and Beaver Block Co.: U. S. Route 19 and 21	Trains and engines stop clear of crossing and protect traffic before moving over crossing.
Piney Creek	Mabscott: Route 16	
P. R. & P. C.	Sprague: Route 19 Beckley: Clay St.	Trains and engines shoving cars or cabooses will stop clear of crossing and protect traffic before moving over crossing.
White Oak	Whipple: Route 15	
Gauley	Belva: State Highway	Trains must not exceed a speed of 5 m.p.h. over crossing.
Rich Creek	Beech Jct., Beech Glen: Bridge No. 23	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

Kanawha	Cabin Creek Jct.	When westward absolute block signal displays Stop-indication, westward trains will stop train east of highway crossing until signal displays indication permitting train to proceed or train is authorized to pass Stop-indication.
	Elk	Eastward freight trains stopping on block signal No. 4570 at South Charleston will call Yardmaster for instructions.
	Ceredo: Main St.	When westward absolute signal at K. V. Cabin requires a freight train to stop, the engine should be stopped in clear of main highway street crossing. Westward trains picking up should stop sufficient distance east of main highway street crossing to avoid blocking crossing when coupling to train.

1030-2.—HUNTINGTON DIVISION—Concluded.

S. D.	STATION AND HIGHWAY OR STREET	INSTRUCTIONS
Kanawha	Ashland: 19th Street	On week days between 7:00 A. M. and 6:00 P. M., when westward automatic block signal No. 5187 near 19th Street displays "Approach" indication, freight trains will stop east of this signal and must not occupy 19th Street crossing until signal displays proceed indication. If delayed in excess of five minutes, ascertain cause. In event a train is stopped on 19th Street crossing under conditions which will prevent its prompt movement the crossing must be cut and traffic permitted to pass until train is ready to depart. Yard engines should 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 should be done to prevent delays to traffic over this crossing.
	N. C. Cabin: Peebles Mahan Crossing	Eastward freight trains using No. 3 track, when stopped on signal just west of N. C. 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.
Logan	Henlawson: New Highway Crossing	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.
Brush Creek	M. P.-1. Highway Crossing	Westward trains will stop before entering second highway crossing west of MP-1.
Horse Creek	Woodville: State Highway	Westward trains will stop before passing over the grade crossing with the State Highway west of Woodville.
Buffalo and Logan	Man: Highway Crossings	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:

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

S. D.	LOCATION	INSTRUCTIONS
Kanawha	South Ruffner: 39th St. Kanawha City	(1) <i>Passing Siding</i> .—When using eastward passing siding, eastward trains or engines must not exceed speed of 10 miles per hour and when moving west not to exceed 4 miles per hour approaching crossing.
	St. Albans: Spruce St.	(2) <i>Number One Yard Track</i> .—Trains or engines will not approach crossing at a speed exceeding 5 miles per hour and will not move over crossing unless gates are down or highway traffic is protected by a member of the crew stationed at crossing.
	St. Albans: 5th St.	(3) <i>Team Track</i> .—Trains or engines operating on team track at 5th Street crossing, St. Albans, will not move over crossing unless gates are down or highway traffic is protected by trainman stationed at crossing. Such trains or engines must stop short of insulated track section as indicated by rail joints painted yellow, unless immediate movement is to be made over crossing.
		(4) <i>Westward Main Track</i> .—When westward absolute block signal west of 5th Street displays Stop-indication, westward trains or engines may pull down and will stop east of yellow rail joints located in westward track opposite "Beginning of Gate Circuit" sign located 10 car lengths east of 5th Street on south side of Thoroughfare Track, and not move west until absolute block signal displays indication permitting train or engine to proceed, unless immediate switching movement is to be made over crossing.
		(5) <i>Holding Signal</i> .—(Thoroughfare Track) Dwarf signals displaying restricting-indication per Rule 290 and Stop-indication per Rule 292 are in service under control of operator at VF Cabin. These signals do not indicate condition of block. When "Stop" is displayed, authority to pass signal will be obtained from operator over telephone.
	St. Albans: Walnut St.	(6) <i>Trains Picking Up</i> .—Eastward trains setting off and/or picking up at St. Albans from Eastward Main Track with 45 cars or less must stop east of Walnut Street (Highlawn Crossing), clearing the crossing. Trains with over 45 cars must stop west of insulated joints painted yellow, approximately 10 car lengths west of Walnut Street (Highlawn Crossing).
		(7) 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.
	Dock: United Fuel Gas Co.	(8) Unless through movement is to be made on passing siding westward trains of 175 cars or more must stop clear of white post located approximately 750 feet east of crossing on south side of passing siding.
		(9) 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.
	Kenova: U. S. Route 60 (Truax Traer Track)	(10) 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.
Logan Dabney: State Route 14		(11) Rule 103(d)-(1) will apply to trains or engines stopped or delayed within 1000 feet of Route 14 Crossing instead of 2500 feet.

1030-6.—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.

Rule 1256 is modified accordingly.

1040.—HAND-OPERATED SWITCHES.

1040-1.—Normal position of designated switches:

DIV.	S. D.	STATION	SWITCH	NORMAL POSITION
HUNTINGTON	Coal River	Pond Fork	West Jct. Junction Switch	For West Fork Subdivision.
			Sharples Junction Switch	For Beech Creek Subdivision.
	Danville	East End Lead Track	For Yard Lead.	
		West End Lead Track		
	Island Creek-Trace Fork	Holden	Trace Fork Junction Switch	For Trace Fork Subdivision.
			North Wye Switch	
	Jarrols Valley	Colcord	East Wye Switch	For Jarrols Valley Subdivision.
			South Wye Switch	For Sycamore Branch.

DIV.	S. D.	STATION	SWITCH	NORMAL POSITION	SWITCH TARGET AND LIGHT INDICATOR
HUNTINGTON	Kanawha	Chelyan (West lead)....	No. 2....	For movement from No. 2 track to No. 1 track	Green
			No. 3....	For movement from No. 3 track to No. 2 track	Green
			No. 4....	For movement from No. 4 track to No. 3 track	Green
			No. 5....	For movement from No. 5 track to No. 4 track	Green

Rule 730 and switch indications, pages 88 and 89 of Book of Rules modified accordingly.

1050.—USE OF SIDINGS AND SPECIFIED TRACKS.

1050-1.—Trains and engines using tracks designated below will be governed by the following instructions:

DIV.	S. D.	STATION AND TRACK	INSTRUCTIONS								
HINTON	P. R. and P. C.	Skelton: Cranberry Mine No. 2	The aspects and indications of switching signals at Cranberry Mine No. 2 are as follows: <table border="0" style="margin-left: 20px;"> <tr> <td style="text-align: center;"><i>Aspects</i></td> <td style="text-align: center;"><i>Indications</i></td> </tr> <tr> <td>Green Light</td> <td>Eastward Movement</td> </tr> <tr> <td>Yellow Light</td> <td>Westward Movement</td> </tr> <tr> <td>Red Light</td> <td>"STOP"</td> </tr> </table> 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.	<i>Aspects</i>	<i>Indications</i>	Green Light	Eastward Movement	Yellow Light	Westward Movement	Red Light	"STOP"
<i>Aspects</i>	<i>Indications</i>										
Green Light	Eastward Movement										
Yellow Light	Westward Movement										
Red Light	"STOP"										
HUNTINGTON	Kanawha	Marmet: Center Passing Siding Spring Hill: Eastward Passing Siding	Must not be used without permission of Train Dispatcher. Display of Take Siding Signal Indication Rule 294 will not relieve trains or engines from obtaining such permission.								

1050-1.—Concluded.

DIV.	S. D.	STATION AND TRACK	INSTRUCTIONS
HUNTINGTON	Kanawha	St. Albans: Dock Siding	Enginemmen of all eastward trains with over 45 cars, other than time-freight trains, stopping at St. Albans should stop their train at the home signal located just west of Coal River Bridge in order to leave the turnout at east end of Dock Siding clear for use.
		Barboursville	Clearance sign reading "Clear" is located at the clearance point of the turnout at west end of the eastward passing siding at Barboursville. Trains or engines making westward movement on Depot Track must not pass clearance sign without first obtaining permission from the Operator and providing full flag protection against movements on the eastward passing siding.
	Cabin Creek	Cabin Creek Refinery	Oil burner lanterns will not be used in switching at Cabin Creek Refinery.
	Island Creek	Holden Wye Track	Trains or engines may use East Leg of wye track upon permission of train dispatcher expecting to find track occupied.

2300.—SPACING TRAINS.

2300-1.—Rules 230-233, inclusive, are in effect as designated below:

DIV.	SUBDIVISION	BETWEEN	RULES IN EFFECT
HINTON	Piney Creek	Prince and Surveyor	230 and 231-233, Inclusive
	R&SW-Winding Gulf	South End Wye and Stone Coal Jct.	
	PR&PC	Beckley Jct. and Cranberry	
	Loup Creek	Thurmond and McDonald	
	Glen Jean	Oswald and Pax	
	Mill Creek	Mill Creek Jct. and Garden Ground	
	White Oak	Glen Jean and Carlisle	
	South Side	South Side Jct. and Bridge Jct.	
HUNTINGTON	Island Creek	Monitor Jct. and Holden—IC-7	
	Logan & Sou.	Monitor Jct. and Omar	
	Logan	Man and Wylo	
	Buffalo	Man and Paul	
	Big Coal	Brounland and Eunice	
	Coal River	MacCorkle and Sharples	
	Pond Fork	Pond Jct. and West Jct.	
Cabin Creek	Cabin Creek Jct. and Leewood		

2300-1 (a).—FOLLOWING MOVEMENTS.—On the subdivisions designated above following train or engine movements may be authorized as prescribed by Rule 231.

2300-2.—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.

MOVEMENT BY BLOCK SIGNALS

Trains moving against the current of traffic will be spaced in accordance with Rule 230.

2510.—RULE D-151 AND RULES GOVERNING THE MOVEMENT OF TRAINS WITH THE CURRENT OF TRAFFIC ON TWO OR MORE TRACKS BY BLOCK SIGNALS, RULES D-251 TO D-254, INCLUSIVE, ARE IN EFFECT ON TRACK SECTIONS AS DESIGNATED BELOW:

DIV.	SUBDIVISION	BETWEEN
HINTON	New River.....	Westward Absolute Block Signals at MX Cabin and Eastward Absolute Block Signals at crossover west of MP-357.
		Westward Absolute Block Signals just east of Thayer and Eastward Absolute Block Signals at East Sewell.
HUNTINGTON	Kanawha.....	Between Absolute Block Signals located at main track crossover west end Cheylan and Absolute Block Signals located at west end of thoroughfare track at St. Albans
		D. K. Cabin and H. O. Cabin
		Clyffeside and N. C. Cabin
HUNTINGTON	Logan.....	Barboursville and W. H. Cabin
		N. G. Cabin and West Peach Creek, except the current of traffic is to the left.
		F. D. Cabin and S. W. Cabin

Rules 712 to 713(b), inclusive and Rules 721(a) and 721(b) are in effect within the territory listed above.

2510-1.—CROSSING OVER OR ENTERING MAIN TRACKS.

2510-1(a).—*Hinton Division.*—See T. T. S. I. 930-2(b), (f) and (g), 930-4(a) and (b).

2510-1(b).—*Huntington Division.*—See T. T. S. I. 930-6(a), 930-7(a), 930-8(a), 930-9(b), 930-10(b), (c) and (d).

HUNTINGTON DIVISION:

2510-2.—MOVEMENT AGAINST CURRENT OF TRAFFIC.—Eastward Big Sandy Subdivision trains may move against current of traffic on westward Big Sandy Subdivision main track to BS Cabin to get orders when block signal governing movement displays other than stop-indication and eastward Big Sandy Subdivision train order signal displays "Receive Orders" indication. Movement must not be made beyond BS Cabin on westward track without train order authority. Rule D-151 is modified accordingly.

2710.—RULES GOVERNING THE MOVEMENT OF TRAINS IN EITHER DIRECTION ON ONE OR MORE TRACKS BY BLOCK SIGNALS. RULES 271 TO 279 (c), INCLUSIVE, ARE IN EFFECT ON PORTIONS OF THE ROAD DESIGNATED BELOW:

DIV.	SUBDIVISION	RULES	BETWEEN	TRACK
HINTON	New River	271-278	Westward Absolute Block Signals at crossover west of MP-357 and Eastward Absolute Block signals just west of MP-377.	Nos. 1 and 2
		271-279 (b)	Westward Absolute Block Signals just west of MP-377 and Eastward Absolute Block Signals just west of MP-380.	
		271-278	Westward Absolute Block Signals just west of MP-380 and Eastward Absolute Block Signals at crossover just east of Thayer	
		271-279 (c)	Westward Absolute Block Signals at East Sewell and Eastward Absolute Block Signals at Sewell	

2710.—Concluded.

DIV.	SUBDIVISION	RULES	BETWEEN	TRACK
HINTON	New River	271-278	Westward Absolute Block Signals at Sewell and Eastward Absolute Block Signals just west of Eagle	Nos. 1 and 2
		271-279 (b)	Westward Absolute Block Signals just west of Eagle and Eastward Absolute Block Signals just east of Crossover at east end Handley Yard	
HUNTINGTON	Kanawha	271-279 (c)	Westward Absolute Block Signals just east of Crossover at east end Handley Yard and Eastward Absolute Block Signals at Paint Creek Jet.	Nos. 1 and 2
			Westward Absolute Block Signals at Paint Creek Jet. and Eastward Absolute Block Signals located at main track crossover west end Chelyan	
		271-278	Westward Absolute Block Signals located at west end of thoroughfare track at St. Albans and Barboursville (B. R. Cabin)		Nos. 1 and 2
		Barboursville (B. R. Cabin) and D. K. Cabin	Nos. 1, 2 and 3	
		H. O. Cabin and Clyffeside (S. X. Cabin)	Nos. 1, 2 and 3	
		N. C. Cabin and Russell (R. U. Cabin)	Nos. 1, 2 and 3	
	Coal River	271-278	V. F. Cabin and Westward Absolute Block Signal at West End passing siding, MacCorkle	Single
	Big Coal	271-278	Sproul and Westward Absolute Block Signal just east of Brounland Depot	Single
	Logan	271-278	W. H. Cabin and N. G. Cabin	Single
		271-278	West Peach Creek and Peach Creek	Single
Island Creek	271-278	F. D. Cabin and Monitor Jet.	Single	

Main tracks are numbered from North to South.

Rules 701 to 712 and 715 (a) to 715 (f), inclusive, are in effect within the territory listed above.

5010.—AUTOMATIC BLOCK SYSTEM.

5010-1.—Rules 250-A, 250-B, 281 to 296, inclusive, and 501 to 521, inclusive, are in effect:

DIVISION	SUBDIVISION	BETWEEN
HINTON.....	New River ...	M. X. Cabin and Handley
	Kanawha ...	Handley and Russell
	Logan.....	Barboursville and Man
HUNTINGTON.	Island Creek.	F. D. Cabin and westward approach signals on Island Creek, and Logan and Southern Subdivisions at Monitor Jet.
	Coal River...	St. Albans and MacCorkle
	Big Coal.....	Sproul and Brounland

5010-2.—ADDITIONAL INSTRUCTIONS governing movement of trains and engines under Automatic Block Signal System Rules as designated below:

DIV.	S. D.	LOCATION	INSTRUCTIONS
HINTON	Winding Gulf	Tunnels No. 1 and 2	(c) 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.
HUNTINGTON	Logan	Rum Jct.	(g) 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.

5010-3 (b).—ENGINES OPERATING ON PASSENGER TRAINS WITH AUTOMATIC TRAIN STOP DEVICE CUT-IN OVER TERRITORY NOT EQUIPPED WITH INDUCTORS TO ACTUATE TRAIN STOP DEVICE. Automatic train-stop device on engines handling passenger trains will be operated with cut out cock sealed in normal cut-in position over territory not equipped with inductors to actuate train-stop device in accordance with the following instructions.

- (1) The automatic train-stop device will not provide protection to the train and has no normal function in unequipped territory.
- (2) On engines so equipped the Engineer must be familiar with the procedure for resetting and cutting out train-stop device.
- (3) 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.
- (4) 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.

5010-4.—SLIDE DETECTOR FENCE.—Movement of trains and engines over track sections protected by slide detector fences listed below will be governed by following instructions:

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 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 Rules 503 and 509.

DIV.	SUBDIVISION	FENCE LOCATED BETWEEN
HINTON	New River....	MP 374.7 and MP 375.3
		MP 402.5 and MP 402.9

5010-7.—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 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.

6050.—INTERLOCKING RULES.

6050-1.—Interlocking Rules 605 (a) to 671, inclusive, are in effect within interlocking limits at:

DIVISION	SUBDIVISION	INTERLOCKING STATION
HINTON.....	New River....	M. X. Cabin
HUNTINGTON..	Kanawha.....	B. R. Cabin (Barboursville)
		D. K. Cabin
		H. O. Cabin
		K. V. Cabin
		N. C. Cabin
	Logan.....	F. D. Cabin

7130.—LOCATION AND USE OF SPRING SWITCHES.

7130-1.—THE USE OF SPRING SWITCHES is governed by Rules 713 (a) and 713 (b). When spring switches are hand operated they are hand-operated switches and Rules 104-104 (j), inclusive, apply.


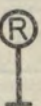

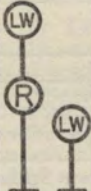
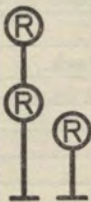
DIVISION	SUBDIVISION	LOCATION	NORMAL POSITION FOR MOVEMENT ON	DESIGNATED SPEED IN NORMAL POSITION	
				FACING MOVEMENT	TRAILING MOVEMENT WHEN SPRINGING SWITCH
HINTON	New River	Hinton—East End No. 4 Pit Track	For movement on thoroughfare Track		
		West End No. 4 Pit Track	For movement to No. 4 Pit Track	5 mph	5 mph
		West End of Thoroughfare Track	For movement to No. 2 Pit Track		
	Piney Creek	Thurmond—East Switch of Eastward Passing Siding	Eastward Main Track	25 mph	15 mph
		Stonewall—West Switch of Passing Siding	Main Track	Maximum Authorized	15 mph
		South Side Jct.—East Switch from East Lead	Main Track	12 mph	12 mph
Loup Creek	Glen Jean—West Wye Switch	To White Oak Sub-division	12 mph	12 mph	

7130-1.—Concluded.

DIVISION	SUBDIVISION	LOCATION	NORMAL POSITION FOR MOVEMENT ON	DESIGNATED SPEED IN NORMAL POSITION	
				FACING MOVEMENT	TRAILING MOVEMENT WHEN SPRING SWITCH
HUNTINGTON	Kanawha	South Ruffner — East Switch of Eastward Passing Siding	Eastward Main Track	25 mph	15 mph
		South Ruffner — West Switch of Westward Passing Siding	Westward Main Track	25 mph	15 mph
		Ashland—West End of 23rd Street Switching Lead	Westward Frt. Main Track	25 mph	15 mph
	Logan	S. W. Cabin—East End Double Track Switch	Westward Main Track	Maximum Authorized	30 mph
	Barrett	Barrett—Barrett Main Supply Track	Westward to Main Supply Track	25 mph	15 mph
Coal River	Pond Jct.—Junction Switch of Pond Fork Subdivision	To Coal River Subdivision	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.—Spring Switch Signal Aspects and Indications not in Conformity with Book of Rules:

HINTON AND HUNTINGTON DIV.	ASPECT	INDICATION	INSTRUCTIONS
HINTON AND HUNTINGTON DIV.		(a) Proceed over spring switch not exceeding designated speed.	When moving against the current of traffic and on subdivisions where Train Spacing Rules or Rule 91 are in effect fixed signals governing movement over spring switches will not indicate block condition, unless otherwise provided.
		(b) Stop. Facing movement must not be made over spring switch until it has been examined to insure that the switch is lined and facing properly.	
HINTON		(c) Proceed approaching next signal not exceeding designated speed. Springswitch signals and track in route clear.	
		(d) Proceed over spring switch not exceeding designated speed.	
		(e) Stop. Facing movement must not be made over spring switch until it has been examined to insure that switch is lined and facing properly. Reverse or trailing movement must not be made until switch has been operated by hand to proper position.	

LW—Lunar White light. R—Red light; Y—Yellow light.

LOCATION	ASPECT	INDICATION
Hinton Thoroughfare Track	Yellow Light	Proceed over spring switch not exceeding designated speed.
	Red Light	Stop. Facing movement must not be made over spring switch until it has been examined to insure that the switch is lined and facing properly.

7130-4.—Spring Switch Signals are in Service as Designated below:

DIVISION	SUB-DIVISION	STATION	IN EFFECT
HINTON...	New River	Thurmond (Rush Run)	Aspects and Indications per Special Instruction 7130-3 (a) and (b) at Dwarf Signal located just ahead of spring switch. (See Rule D-151.)
	Piney Creek	Stonewall	Aspects and Indications per Special Instruction 7130-3 (c), (d) and (e) at distant and home spring switch signals.
HUNTINGTON.....	Kanawha	South Ruffner	Aspects and Indications per Special Instructions 7130-3 (a) and (b) at dwarf signal located just ahead of Spring Switch. (See Rule D-151.)
		Ashland	

7150.—ELECTRICALLY LOCKED SWITCHES:

Location and use of Electrically-Locked Switches:

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

DIV.	S. D.	LOCATION	TRACK
HUNTINGTON	Kanawha	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. 521	No. 3 Track, Peebles Mahan Track.	
		Logan	Hubbal	Hubbal Spur.
		Branchland	East end Team Track.
			West end Team Track.
		Sheridan	Sheridan Spur.
		Peach Creek	Peach Creek Ramp.

7150-2.—Other Electrically-Locked Switches:

DIVISION	SUB-DIVISION	LOCATION	TRACK
HINTON.....	New River.	Meadow Creek.....	East Interchange Track Switch, controlled by Train Dispatcher.
		Deepwater..	East and west end Interchange Track Switches, controlled by Train Dispatcher.
HUNTINGTON.	Kanawha..	Cabin Creek Jct.....	Caboose Track Switch Controlled by Operator.

(Rules 715 (a) to 715 (f), inclusive, are in effect at above switches.)

12070.—EXTINGUISHING FIRE IN JOURNAL BOXES:

Water, snow, or other liquid must not be used in journal boxes to cool journals. Fire extinguishers must not be used in journal boxes.

(First paragraph of Rule 1207 of Book of Rules and first paragraph of Rule E-1102(d) of Passenger and Freight Train Handling Book, modified accordingly.)

MOVEMENT OF MOTOR CARS

MC-9.—The following instructions supplement Rule 9 of the "Rules Governing the Use of Motor Cars, Hand Cars, Push Cars, Trailer Cars and Velocipedes."

DIV.	S. D.	TRACK SECTION BETWEEN	AUTHORITY FOR MOVEMENT
HINTON	New River	M. X. Cabin: Westward from M. X. Cabin to passenger station	Movement with the current of traffic by permission of operator* at M. X. Cabin.
		Hinton: Eastward from Passenger station to M. X. Cabin	Movement with the current of traffic by verbal permission of Yardmaster* at Avis Yard Office.
		Hinton: M. P. 357 and East Switch Tool Car Spur	Movement must not be made unless switches are properly lined and route is seen or known to be clear.
		Hinton—C. W. Cabin: Between passenger station and C. W. Cabin	Movement on either track by verbal permission of operator* C. W. Cabin.
		Quinnimont: Yard Limits	In addition to line-up of trains authorized by the Train Dispatcher, permission of Yardmaster (when on duty) must be secured for movement through yard limits. When entering an occupied block, unless otherwise protected by the Yardmaster, the movement will be made under such flag protection as may be necessary, or extreme precaution exercised, and speed controlled so that car can be stopped short of obstruction or removed from the track to prevent accident. (See Rules 9(i), 9(n)).
		Stretcher's Neck Tunnel	In addition to line-up of trains authorized by the Train Dispatcher, when stop-indication is displayed by eastward absolute signals governing movement through tunnel, Motor Car Operator will contact the Train Dispatcher to ascertain there are no train movements.
		Thurmond: Yard Limits	Movement on Form CDT-35 authority Train dispatcher, Yardmaster permission not required.
		Quinnimont: Yard Limit on Laurel Creek	Verbal permission of Yardmaster.*
		Raleigh: Between Raleigh and Raleigh No. 6 supply track. Between Raleigh and North End Wye and between North End Wye and South End Wye.	
		Raleigh: Between Bridge No. 133 and North End Wye.	Verbal permission of Yardmaster.*
Thurmond: Yard Limit on Loup Creek between So. Side Jct. and passenger station.			
Yard Limit on Rend Sub-division between switch-back and So. Side Jct.			

MC-9.—Continued.

MC-9.—Concluded.

DIV.	S. D.	TRACK SECTION BETWEEN	AUTHORITY FOR MOVEMENT
HUNTINGTON	Kanawha	Handley Yard	Between Eastward Absolute Block Signals Located at Paint Creek Junction and Westward Absolute Block Signals located on Signal Bridge just east of crossovers at East End Handley Yard, upon verbal permission of the Operator at Handley. Before granting permission for movement of such cars between the above points, the operator must know the track sections are clear of ALL trains and engines and will protect the movement. Levers controlling opposing movements will be blocked to display stop indication until car operator reports clear. Movements east of signal bridge east end Handley Yard will be authorized by the Train Dispatcher at Hinton on Form CDT-35. Movements on Yard Tracks Handley Yard will be authorized by the Yardmaster at Handley
		Charleston Yard	Movement with current of traffic on Form CDT-35 authority train dispatcher, permission yardmaster not required. Motor cars will protect against yard engines between Vandalia Crossing and South Charleston Depot.
		Huntington Yard	Movement with current of traffic on Form CDT-35 authority train dispatcher, permission yardmaster not required. Motor cars will protect against trains or engines making crossover movements at 16th and 23rd Streets. <i>Third and 23rd St. Belt Line:</i> Verbal permission secured from Yardmaster* at 16th St.
Logan	Big Coal	Peach Creek Yard: Between Peach Creek and crossover at east end of empty yard	Motor cars moving eastward from Peach Creek to crossover or westward from crossover to Peach Creek, verbal permission of yardmaster when on duty*. Authority of train dispatcher not required, except when no yardmaster on duty.
		Peach Creek Yard: Between F. D. Cabin and crossover at east end empty yard	Motor cars moving eastward from crossover to F. D. Cabin, or westward from F. D. Cabin to crossover, Form CDT-35 authority train dispatcher. Permission yardmaster not required.
	Coal River	Elk Run Jct.—Between telephone booth west end No. 1 track and telephone booth at Big Coal.	Movement may be made upon verbal permission of yardmaster. Line up from train dispatcher is not required.
		Danville.—Between telephone booth at west yard limit sign and telephone booth at Pond Jet.	Movement may be made upon verbal permission of Yardmaster. Line up from train dispatcher is not required.

Motor car operators will report promptly when clear of track sections over which they have obtained permission to move.

Operators will inform yardmaster of motor car movements.

MISCELLANEOUS

A.—HIGH VOLTAGE WIRES.—In the event there is a break or for any reason any 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 any wires are in such position that they 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 the tools, instrument, particular equipment or machinery involved must be given an immediate special inspection by the 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, there must be an immediate special inspection made of such equipment, including, where indicated, a coupling and uncoupling test, or brake test; also an inspection of the track and roadbed and/or such other inspection as might be indicated. If it is not practical to make such inspections and tests of equipment at point of accident same should be made at the next available point. Such special inspection must be made by two qualified persons unless otherwise directed. Inspectors must make a separate report to the superior officer covering such special inspection.

(3) If any employe furnishes to a person, other than an official of the Railway Company, any written statement concerning an accident, or injury, such employe shall promptly furnish an exact copy of such 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 such accident is of such a nature that passengers might possibly have been subjected to injury, the conductor in charge of such 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.)

*The yardmaster or operator granting permission for movement of motor car between above points must know the track sections are clear of opposing trains and engines before giving permission for motor car movement and will protect the movement. Where practicable to do so, levers controlling opposing movements will be blocked to display Stop-indication until motor car operator reports clear.

SURGICAL STAFF

STATION	NAME	OFFICE ADDRESS	TELEPHONE No.
Hinton	*J. D. Woodrum	Hinton Hospital	406
	*A. W. Holmes	Hinton, W. Va.	863
	*W. L. Van Sant	Big 4 Bldg.	406
	*D. W. Ritter		
Rainelle, W. Va.	*J. W. Stokes	115 Temple St.	47—Res. 105
	W. B. Davis	Rainelle, W. Va.	
	W. H. Cunningham	Blue Jay, W. Va.	
	*E. S. Hamilton	Hamilton Bldg.	HO 9-6351
Oak Hill, W. Va.	*G. G. Hodges	Mt. Hope, W. Va.	Res. TR 7-2255— Office Kilsyth TR 7-2851
Mt. Hope, W. Va.	*M. C. Banks	Raleigh, W. Va.	CL 3-6571
	*F. Vivian Lilly	407 Bain Bldg.	CL 2-5100
	*Robt. Wriston	Raleigh County Bank Bldg.	Office CL 3-6342—Res. CL 3-4424
	*J. E. McKenzie	110 No. Heber St.	CL 3-6351
Beckley, W. Va.	*I. B. Anderson	Raleigh General Hospital	CL 2-6241
	*R. G. Broadus	Raleigh General Hospital	CL 2-6241
	*A. U. Tieche	Beckley Hospital	CL 2-6241
	*B. B. Richmond	2401 S. Kanawha St.	CL 3-9512
MacAlpin, W. Va.	Harold L. Leitel	Raleigh General Hospital	CL 2-6241
	*G. W. Johnson	MacAlpin, W. Va.	OV 3-5061
	*R. P. Daniel	Pemberton, W. Va.	CL 3-5903
	*M. G. Hresen	Fayetteville, W. Va.	365
Pemberton, W. Va.	*W. L. Claiborne	Laird Memorial Hospital	HI 2-2471
Fayetteville, W. Va.	*A. E. Bays	30½ Ferry St.	Res. HI 2-2364—Office HI 2-8351
Montgomery, W. Va.	*E. V. Nutter	Gauley Bridge, W. Va.	298
Gauley, W. Va.	*A. K. Lampton	Gallagher, W. Va.	East Bank 6656
	*S. B. Souleyret	East Bank, W. Va.	East Bank 2211
	W. V. Wilkerson	High Coal, W. Va.	
	*Carl B. Hall	1601 W. Washington St.	
Charleston, W. Va.	Kenneth G. MacDonald	1214 Quarrier St.	
	John H. Bergman	712 Stockton St.	
	*Rogers Harshbarger	Harshbarger Bldg.	PA 7-7123
	Paul C. Soulsby	No. 8 Clarks Court	PA 7-1619
St. Albans, W. Va.	*W. F. Harless	Madison, W. Va.	72 and 71
	*H. H. Howell	Madison, W. Va.	161 and 69
	*W. L. Barbour	Whitesville, W. Va.	83
	*R. L. Hunter	Whitesville, W. Va.	98
Hurricane, W. Va.	*R. W. Bailey	Hurricane, W. Va.	2531
	*L. C. Richmond	1020 Pike	2131
	*R. H. Curry	Barrett Bldg.	3851
	*G. W. Walden	West Hamlin, W. Va.	9-K-21
Milton, W. Va.	*W. E. Brewer	Morrison Bldg.	PL-2-1101
	*I. M. Kruger	Morrison Bldg.	PL-2-1101
	*A. M. French	331 River Drive	PL-2-1101
	E. H. Starcher	White and Browning Bldg.	438
Barboursville, W. Va.	*B. D. Smith	Guyan Eagle Coal Co. Office	2282
	*Edwin J. Humphrey	C. & O. Hospital	JA 37461
	*Ray M. Bobbitt	400 Professional Bldg.	JA 58609
	*Ivan R. Harwood	400 Professional Bldg.	JA 58609
West Hamlin, W. Va.	*Dorsey Ketchum, Oculist	First Huntington Nat. Bank Bldg.	JA 24494
	*F. C. Hodges	First Huntington Nat. Bank Bldg.	JA 30635
	*Wm. B. Blake, Jr.	C. & O. Hospital	JA 37461
	*M. L. White, Jr.	C. & O. Hospital	JA 37461
Logan, W. Va.	*Robert Wulfman	C. & O. Hospital	JA 37461
	*D. A. Haught	C. & O. Hospital	JA 37461
	*Siegfried Werthammer	917 5th Ave.	JA 21468
	B. F. Brown	First Huntington Nat. Bank Bldg.	JA 30169
Amherstdale, W. Va.	*J. E. Stone	C. & O. Hospital	JA 37461
	*R. E. Crissy	1119 6th Ave.	JA 58131
	*H. N. Kagan	C. & O. Hospital	JA 37461
	*Francis A. Scott	C. & O. Hospital	JA 37461
Huntington, W. Va.	*R. R. Dennison	C. & O. Hospital	JA 37461
	*Walter R. Wilkinson	1119 6th Ave.	JA 58131
	*W. C. Kappes	423 11th St.	JA 23791
	Jack H. Baur	C. & O. Hospital	JA 37461
Ashland, Ky.	John F. Otto, Jr.	C. & O. Hospital	JA 37461
	James P. Carey, Director, Dept. of Surgery	C. & O. Hospital	JA 37461
	*T. D. Goodman	404 2nd Nat. Bank Bldg.	150
	*Frank W. Gwinn	416 Kitchen Bldg.	EA-4-4212
Russell, Ky.	*Wm. E. Hoy, Jr.	402 Kitchen Bldg.	EA-4-3343
	J. Marvin Keeton, Surgeon	1109 2nd Nat. Bank Bldg.	3873
	*Walter F. Williams (Oculist)	2321 Lexington Ave.	EA-4-4828
	*H. C. Stambaugh, Oculist	313 Mayo Arcade	1456
Ironton, O.	*Chas. B. Johnson	220 Ferry St.	189
	*J. G. Boggs	515 Belfont Ave.	80
	*C. I. Haerberle	502 Etna St.	
	*W. F. Marling	303 S. 5th St.	111
	*G. N. Spears	2213 S. Ninth St.	3616

*Asterisk indicates doctors who will respond to emergency call.

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