

**THE BALTIMORE AND OHIO  
RAILROAD COMPANY**

**Eastern Region**

**Safety Above Everything**



**MONONGAH DIVISION**

**TIMETABLE No. 44**

Effective 12:01 A.M. Eastern Standard Time

**SUNDAY, NOVEMBER 15, 1953**

**DESTROY ALL TIMETABLES OF PREVIOUS DATE**

**READ THE INSTRUCTIONS**

FOR INFORMATION OF EMPLOYEES ONLY

**W. J. Scheerer,  
Superintendent.**

**SPEEDS**

**Medium Speed** - A speed not exceeding thirty (30) miles per hour.

**Slow Speed** - A speed not exceeding fifteen (15) miles per hour.

**Restricted Speed** - Proceed prepared to stop short of: train, obstruction, improperly lined switch or broken rail, but not exceeding fifteen (15) miles per hour.

**Engine Whistle Signals**

The whistle must be sounded at whistle posts, and where required by rule or law. It must not be used unnecessarily.

**Note.**—The signals prescribed are illustrated by "o" for short sounds and "—" for long sounds.

Sound.      Indication.

- (a) o      Apply brakes. Stop
- (b) — —      Release brakes. Proceed.
- (c) o o o      When standing, back.
- (d) — — o —      Approaching public crossings at grade; to be prolonged or repeated until crossing is reached.
- (e) Succession of short Sounds.      Alarm for persons or livestock on the track.

**SPECIAL INSTRUCTIONS  
ALL SUBDIVISIONS**

**A. - SPEED RESTRICTIONS**

(a.) Through turnouts at ends of sidings, or other tracks and main track crossovers except where governed by signal indication. . . . . 10 MPH

**T-500. - MISCELLANEOUS OPERATING RULES**

93. Yard limits are designated by yard limit signs. On single track within yard limits, the main track may be used, clearing first-class trains. Trains other than first-class will move within yard limits prepared to stop unless main track is seen or known to be clear.

Note—Where block signal rules are in effect, "known to be clear" includes when clear signal indication is received.

104. Hand operated switches and derails must be left in the normal position after use.

**T501. - RULES FOR MOVEMENT BY TRAIN ORDERS**

200. Extra trains must not be run without train orders except where Rules 261 through 262 are in effect.

220. Employees transmitting or receiving communications must identify themselves by name and location and spell names and figures.

**T502. - RULES GOVERNING MOVEMENT OF TRAINS BY BLOCK SIGNALS**

261. On portions of the railroad and on tracks designated in Special Instructions, trains will be governed by block signals, the indications of which will supersede time-table superiority of trains for both opposing and following movements on the same track.

262. The movement of trains will be controlled by the Train Dispatcher.

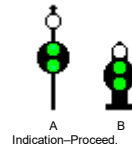
**T503. - SIGNAL ASPECTS, SIGNAL INDICATIONS AND SIGNAL RULES**

270. A signal imperfectly displayed, or the absence of a signal at a place where a signal is normally displayed, must be regarded as the most restrictive indication that can be given by that signal except when sufficient lights in a Color-Position-Light signal are displayed to determine indication of the signal, it will govern.

**SPECIAL INSTRUCTIONS  
ALL SUBDIVISIONS  
(continued)**

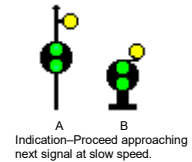
**SIGNAL ASPECTS, SIGNAL INDICATIONS AND SIGNAL RULES  
(continued)**

Rule 281



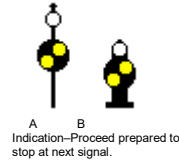
Name—Clear.

Rule 284



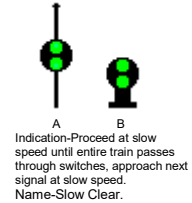
Name—Approach Slow.

Rule 285

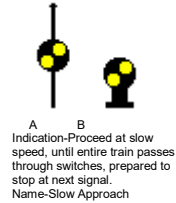


Name—Approach.

Rule 287



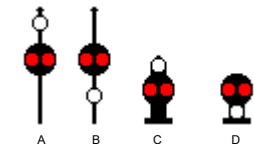
Rule 288



**SPECIAL INSTRUCTIONS  
ALL SUBDIVISIONS  
(continued)**

**SIGNAL ASPECTS, SIGNAL INDICATIONS  
AND SIGNAL RULES  
(concluded)**

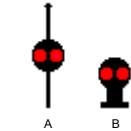
Rule 291



Indication— Proceed at restricted speed.

Name—Restricted Proceed.

Rule 292



Indication—Stop.

Name—Stop.

**T504. - AUTOMATIC BLOCK SIGNAL RULES**

505. Block signals govern the use of blocks.

506. At an interlocking in automatic block signal territory, interlocking rules govern movements through the interlocking limits. Interlocking signals will be used as block signals.

509. When a train is stopped by a "Stop" indication it must stay until authorized to proceed. It will then proceed at restricted speed until the entire train passes the next signal.

**SPECIAL INSTRUCTIONS  
ALL SUBDIVISIONS  
(concluded)**

**AUTOMATIC BLOCK SIGNAL RULES  
(concluded)**

512. All hand operated switches must be opened three minutes before fouling main or cross-over tracks. Switches will not be restored to normal position until movement is completed.

519. At non-electrically-locked hand operated switches where speed is not permanently limited to 20 MPH, trains or engines must not clear or enter the main track unless the track is so designated in special instructions. Trains or engines using tracks where they are not permitted to clear must leave part of train on signalled track or switch open until work is completed.

**T505. - INTERLOCKING RULES**

605. Interlocking signals govern the use of the routes of an interlocking. Within home signal limits, their indications supersede the superiority of trains.

607. Signals must be kept in the position displaying the most restrictive indication, except when displayed for an immediate movement.

610. When necessary to change any route for which signals have been cleared for an approaching train or engine:

Switches, movable frogs or derails must not be changed, nor the signals cleared for any conflicting route, until the train or engine for which the signals were first cleared has stopped.

**T506. - TRAFFIC CONTROL SYSTEM**

676. On portions of the railroad specified by Special Instructions, trains are operated in both directions under a "Traffic Control System." This includes interlocking at the ends of passing sidings, ends of double track, railroad crossings and junctions, together with automatic and semi-automatic block signals the indication of which supersede the superiority of trains for both opposing and following movements. Rules 261 to 262, 505 to 519, and 605 to 610, inclusive, govern.

WESTWARD

STATIONS ETC.

Milepost	Passing Siding Capacity in Cars (45 ft.)	Mountain Subdivision
		STATIONS
362.0	23	CUMBERLAND 1.3
363.3		WEDT TERRA ALTA 0.3
363.6		EE BLASER WYE 0.7
364.3		WE BLASER WYE 1.0
365.3		EE NEWBURG 1.9
367.2		WE NEWBURG 2.0
369.2		EE HARDMAN 2.1
371.3		WE HARDMAN 2.0
373.3		GN TOWER 1.6
374.9		GRAFTON

**A. - DESIGNATION AND USE OF MAIN TRACKS**

Track Section Between	Rules in Effect	Track/s
Cumberland and GN Tower	676 TCS	Single
GN Tower and Grafton	676 TCS (93)	Single

**B. - MAXIMUM AUTHORIZED SPEED**

Location	PSGR MPH	FRT MPH
Entire Subdivision	30	30

MOUNTAIN SUBDIVISION (concluded)

C. - SPEED RESTRICTIONS - LOCATIONS	
Location	MPH
Between GN Tower and Grafton	20
Austen - Viaduct	15

F. - ENGINE AND EQUIPMENT RESTRICTIONS		
Station, Track Bridge, Etc.	Engine or Equipment	Restriction
Blaser Wye	Engines - 7100 Class	Must not operate on.

T-93-1. - GRAFTON YARD	
Track	Instructions
Trains entering Fairmont SD from Main track	Crews must observe that dwarf signal governing Yard Lead located West of crossover between Main track and Fairmont SD displays a Clear Indication before reversing crossover.

T-519. - CLEARING MAIN TRACK
Trains are permitted to enter or clear the main track at the following non-electrically-locked switch locations: Blaser .....EE Wye Track Blaser.....WE Wye Track

WESTWARD

STATIONS ETC.

Milepost	Passing Siding Capacity in Cars (45 ft.)	Parkersburg Subdivision	
		STATIONS	
374.9	19	GRAFTON	1.4
376.3		D TOWER	1.0
377.3		EE SALEM	1.9
379.2		WE SALEM	0.8
380.0		SMITHBURG	7.8
387.8	19	ROCK RUN	1.5
389.3		EE PENNSBORO	1.9
391.2		WE PENNSBORO	0.9
392.1		CAIRO	0.4
392.5		SY TOWER	1.4
393.9		PARKERSBURG	

**A. - DESIGNATION AND USE OF MAIN TRACKS**

Track Section Between	Rules in Effect	Track/s
Grafton and D Tower	676 TCS (93)	Single
D Tower and Parkersburg	676 TCS	Single

**B. - MAXIMUM AUTHORIZED SPEED**

Location	PSGR MPH	FRT MPH
Entire Subdivision	40	35

PARKERSBURG SUBDIVISION (concluded)

C. - SPEED RESTRICTIONS - LOCATIONS	
Location	MPH
Between Grafton and D Tower	20

F. - ENGINE AND EQUIPMENT RESTRICTIONS		
Station, Track Bridge, Etc.	Engine or Equipment	Restriction
Pennsboro – Burner Lumber & Coal Co. Trestle	All engines	Must not operate on.

T-93-1. - GRAFTON YARD	
Track	Instructions
Trains arriving from Cowen SD	Trains must use Cowen Lead between D Tower and GN Tower unless otherwise instructed by Grafton Yardmaster.

WESTWARD STATIONS ETC.

Milepost	Passing Siding Capacity in Cars (45 ft.)	<b>COWEN Subdivision</b>
STATIONS		
0.0		D TOWER
0.7		0.7 BERKELEY RUN JCT.
2.4		1.7 COWEN

**A. - DESIGNATION AND USE OF MAIN TRACKS**

Track Section Between	Rules in Effect	Track/s
D Tower and Cowen	93 YL	Single

**B. - MAXIMUM AUTHORIZED SPEED**

Location	PSGR MPH	FRT MPH
Entire Subdivision	25	25

**C. - SPEED RESTRICTIONS - LOCATIONS**

Location	MPH
Cowen Yard	10

EASTWARD STATIONS ETC.

Milepost	Passing Siding Capacity in Cars (45 ft.)	<b>FAIRMONT Subdivision</b>
STATIONS		
0.0		GRAFTON
2.0		2.0 WD TOWER
3.7		1.7 FAIRMONT

**A. - DESIGNATION AND USE OF MAIN TRACKS**

Track Section Between	Rules in Effect	Track/s
Grafton and Fairmont	93 YL	Single

**B. - MAXIMUM AUTHORIZED SPEED**

Location	PSGR MPH	FRT MPH
Entire Subdivision	25	25

**C. - SPEED RESTRICTIONS - LOCATIONS**

Location	MPH
Fairmont Yard	10

**F. - ENGINE AND EQUIPMENT RESTRICTIONS**

Station, Track Bridge, Etc.	Engine or Equipment	Restriction
East Grafton - Monongahela Power Co.	All engines and equipment except hopper cars	Must not operate into building.

FAIRMONT SUBDIVISION (concluded)

T-93-1. - FAIRMONT YARD	
Track	Instructions
Trains enroute Fairmont	Signal governing arrival tracks at Fairmont must be displayed before passing signal located just West of Power Plant.

EASTWARD STATIONS ETC.

Milepost	Passing Siding Capacity in Cars (45 ft.)	KINGWOOD Subdivision
		STATIONS
0.0		KINGWOOD JCT. 1.7
1.7		REEDSVILLE 2.0
3.7	8	WE KINGWOOD 0.9
4.6		EE KINGWOOD 1.1
5.7		END OF LINE

**A. - DESIGNATION AND USE OF MAIN TRACKS**

Track Section Between	Rules in Effect	Track/s
Kingwood Jct. and MP 0.9	93 YL	Single
MP 0.9 and End of Line	TT&TO	

**B. - MAXIMUM AUTHORIZED SPEED**

Location	PSGR MPH	FRT MPH
Entire Subdivision	20	20

**F. - ENGINE AND EQUIPMENT RESTRICTIONS**

Station, Track Bridge, Etc.	Engine or Equipment	Restriction
Entire Subdivision	Engines - 6100 and 7100 Class	Must not Operate on.
Reedsville - Lewis Mine	All engines and equipment except hopper cars	Must not operate under tipple.
Kingwood - Gregory No. 3 Mine	All engines and equipment except hopper cars	Must not operate under tipple on No. 1 & 2 tipple tracks.

*Compliance with*  
**OPERATING RULES**  
AND  
**SAFETY RULES**  
INSURES  
**SAFE and EFFICIENT**  
**Operation**



**In Case of DOUBT or UNCERTAINTY  
The SAFE COURSE MUST BE TAKEN**

**IMPACT FORCE AT VARIOUS  
STRIKING SPEEDS**

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