

*Moose Valley
System Map*

"Shortcut to Appalachia"

Key
Mainline Subdivision
Potomac Subdivision
East Subdivision



Safety First

MOOSE VALLEY

Railroad Company

Performing your DUTIES

SAFELY

Is the BEST WAY

To serve

YOUR CUSTOMERS

And INTERCHANGE

PARNERS

Safety First!



DELTA DIVISION

TIMETABLE No. 5
In Effect
November 1st, 1973



FOR THE GOVERNMENT
OF EMPLOYEES
ONLY.

Delta Division

7021 Surrey Drive
Berkeley Springs, W.VA. 21214

M. L. Agne
Division Superintendent

Moose Valley Corporate Headquarters
48 Oakwood Drive
Delta, PA. 17314

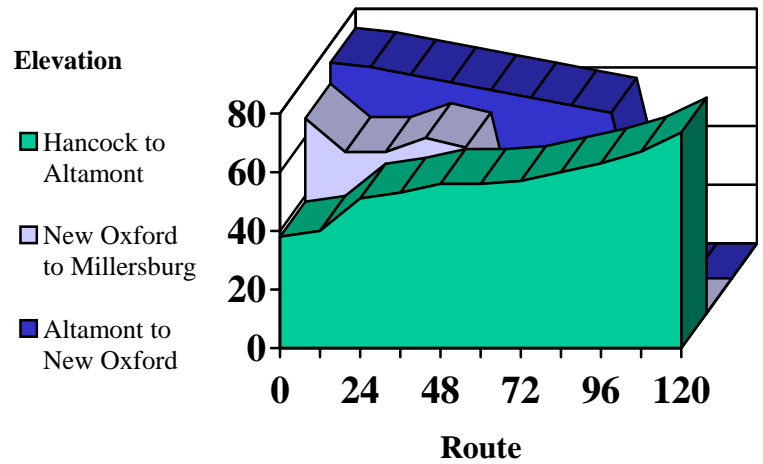
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SPECIAL INSTRUCTIONS-ALL SUBDIVISIONS

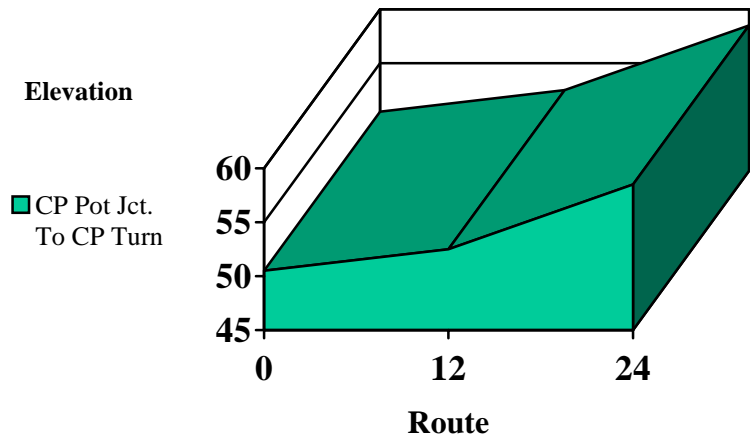
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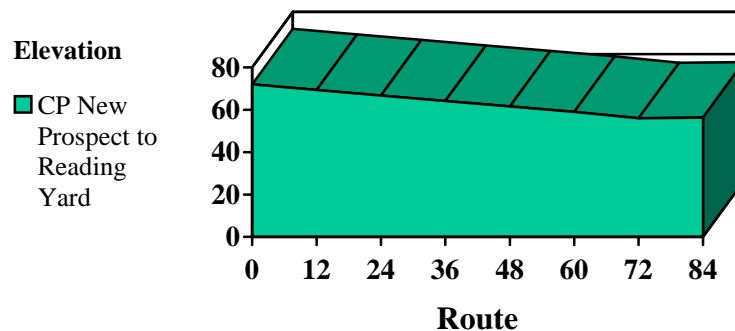
Mainline Subdivision



Potomac Subdivision



East Subdivision



MILLERSBURG YARD

Note: Due to construction work, information regarding Millersburg Yard has been omitted from this publication at this time. When information has been finalized, an addendum to this Time Table will be released.

Gentleman's Rules

- No food or drink on or near the layout. This includes holding same while operating.
- Do not touch equipment. You don't know how it's built or if the paint will react to your skin oil. (The only exception is in the case of "catching" something that is about to be damaged anyway.
- Do not interfere with (using your hands) collisions. Improper operations or lack of adherence to the established rules and polices must have real consequences as it would in 1:1 scale railroading.
- Stalled equipment should be nudged by the coupler only - This being the exception to not touching.
- Derailed equipment requires the permission of the owner before re-railing - Handling may be an issue.
- Do not lean on the layout.
- Do not rush. Remember - Safety First!
- When in doubt, ask. The only dumb question, is the one not asked.
- Do not crowd one another. Constant vigilance to avoid tripping or causing a spill is necessary in our small basement.
- Have Fun. - The most important rule of all.

The Moose Valley Throttle Knob Conservation Program

Many railroad employees are not aware that improper use of the throttle control can lead to premature failure of the control stand, and difficulty in getting locomotive units to load. Therefore, the management of the Moose Valley, requests that you review these suggestions in an effort to increase the road time of DT-X00, and BT-2 throttle controls.

Remember, running a train is a two handed operation. Hold the control stand firmly in one hand, while rotating the left or right throttle knobs with your thumb and index finger of your other hand.

Do NOT apply side pressure to the control in an effort to turn it with your thumb. This creates side loading on the device which is the number one contributing factor leading to premature wear and the need for part replacement.

Remember, a two handed engineer is alert and dedicated to the task at hand.

Mainline Subdivision

Method of Operation

Track Section Between	Rules	Track
MP 0 to MP 47.5	201-D 550-A	All
MP 39.5	225-A	All - Northbound

Maximum Authorized Speeds

Between	MPH
CP HO (B&O) and MP 8.2	20
MP 8.2 and MP 43.0	40
MP 43.0 and MP 47.5	35

Speed Restrictions

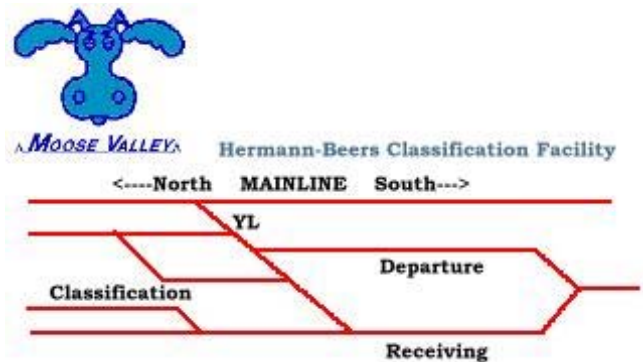
Location	MPH
MP 43.0 and MP 43.8 EXCEPT INTERMODAL TRAINS	30 35
Diverging Movements at MP 35.6	30

HERMANN-BEERS YARD

THIS YARD FACILITATES THE MOVEMENT AND CLASSIFICATION OF TRAFFIC BETWEEN CARLISLE AND MILLERSBURG IN BOTH DIRECTIONS. HERMANN-BEERS IS A FLAT SWITCHING YARD AND WILL UTILIZE ROAD CREWS AND EQUIPMENT. MAXIMUM CAPACITY FOR THIS YARD IS APPROXIMATELY 12 CARS. A SWITCH DESIGNATED "HB" HAS BEEN INSTALLED ON THE MAINLINE SUBDIVISION AT MP 28.3. ALL SWITCHES AT HERMANN-BEERS ARE MANUALLY OPERATED AT THE DISCRETION OF THE CREW. SWITCH HB IS REMOTE AND OPERATED BY THE VALLEY DISPATCHER. THE DWARF SIGNAL LOCATED ON THE MAINLINE FOR NORTHBOUND MOVEMENTS PROVIDES VISUAL INDICATION OF THE POSITION OF THE HB SWITCH. GREEN INDICATES THE SWITCH IS LINED FOR THE MAINLINE. RED INDICATES THE SWITCH IS LINED FOR THE YARD. A RED INDICATION REQUIRES AN ABSOLUTE STOP, AND CONTACT WITH THE VALLEY DISPATCHER.

RESTRICTIONS: All six axle power is prohibited except on the yard lead.

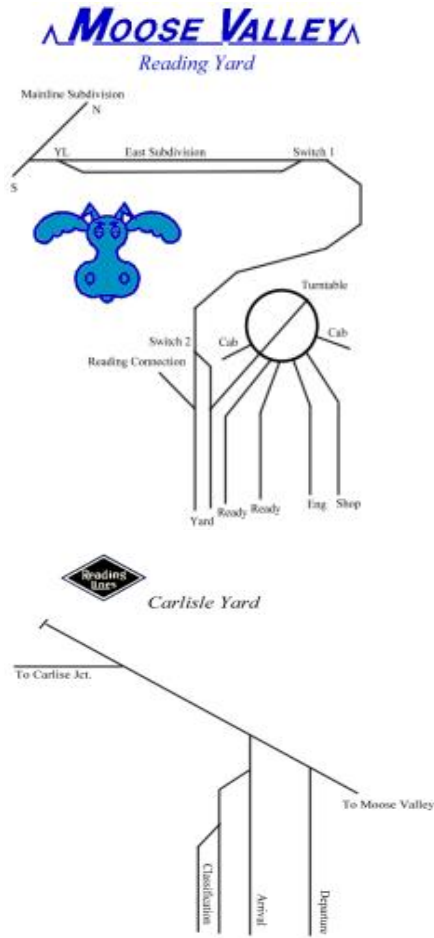
DIAGRAM:



SPECIAL INSTRUCTIONS: The classification runaround is equipped with a "Tortoise Axle Brake" to facilitate holding of cars on the grade. Caution must be exercised when coupling and uncoupling cars held in position by the device. Operating controls for the brake unit will be found at the designated location in the yard.

READING YARD

READING YARD IS LOCATED AT THE EASTERN TERMINUS OF THE EAST SUBDIVISION AT MP 20.1 AND HAS BEEN ESTABLISHED TO ENHANCE CONNECTIONS WITH THE READING RAILWAY COMPANY AT CARLISLE PENNSYLVANIA. THE YARD IS CALLED "READING YARD". CREWS ARE ENCOURAGED NOT TO CONFUSE THE MOOSE VALLEY READING YARD WITH THE READING RAILWAY'S OWN "CARLISLE YARD" AT CARLISLE. THE MOOSE VALLEY HAS ENTERED INTO AGREEMENT WITH THE READING COMPANY TO PERFORM OPERATIONS JOINTLY AT THESE TWO FACILITIES, WITH BOTH READING AND MOOSE VALLEY CREWS PERFORMING THE NECESSARY SWITCHING ACTIVITIES. DIAGRAMS OF BOTH FACILITIES ARE BELOW. NOTE THAT THE READING YARD YARDMASTER WILL CONTROL THE EAST END OF THE EAST SUBDIVISION IN ADDITION TO THE YARD. MAINLINE TRAINS ENTERING THE EAST SUBDIVISION WILL REQUIRE FORM-D PERMISSION FROM THE READING YARD YARDMASTER WHEN ENTERING THE EAST SUB. TRAINS LEAVING THE EAST SUB WILL REQUIRE PERMISSION FROM THE VALLEY DISPATCHER. ROUTING OF INBOUND TRAFFIC IS PERFORMED BY THE VALLEY DISPATCHER'S CONTROL OF THE MORGAN SWITCH. NUMBER 2 TRACK OF THE EAST SUBDIVISION IS INTENDED FOR EASTWARD MOVEMENT, WHILE NUMBER 1 TRACK IS FOR WESTWARD MOVEMENT.



MP	Stations	Capacity	2 M 1
0	CP HO (B&O)	Mainline	MAINLINE SUBDIVISION
4	Hancock NP		
8.2	CP Berkeley Jct.		
14.7	Weeter Industrial	205.0'	
14.9	CP Potomac Jct.	Potomac Sub	
17.3	Cowan SP		
18.2	Cowan NP		
18.3	Bridge 183	100.0'	
22.1	Hot Springs SP		
24.0	Hot Springs NP		
24.1	New Windsor ABS		
24.2	Rt. 140	Grade Xing	
25.3	New Windsor—DED		
26.0	New Windsor SP		
26.1	Sudbrook Siding	150.0'	
27.0	New Windsor NP		
28.2	Hermann-Beers YD	HB Yard	
28.3	H-B — TOS		
29.7	New SP		
31.7	New NP		
31.9	CP Mary's Cut	McKendree Branch	
32.9	Valley Loop Road	Grade Xing	
33.6	Wachter SP		
33.8	Wachter NP		
34.1	Mazerville Road	Grade Xing	
34.5	CP Mazerville		
	Double Track Territory	855'	
35.6	CP Adams		
35.8	Close Road	Grade Xing	
35.9	Altamont—DED	180'	
37.9	CP Newpass		
38.0	CP Morgan	East Sub	
	Double Track Territory	1740'	
38.3	Lefever Road	Grade Xing	
38.5	New Oxford SP		
39.5	CP New Oxford		
39.6	New Oxford NP		
39.7	Bridge 397	200'	
39.8	Summit ABS		
40.0	Rt. 74	Grade Xing	
42.8	Spruce SP		

MP	Stations	Capacity	PcMM
43.0	Spruce NP		
43.1	Corvallis	100'	
43.8	Summit SP		
44.1	Summit NP		
44.9	CP Northbranch	Penn Central	
45.0	Northbranch Junction Track	841.0'	
45.1	Ferry Jct	Penn Central	
47.2	CP Millersburg	Millersburg YD	
47.5	CP Turn	Potomac Sub	

Locomotive Roster

Note: Subject to change. For convenience of crews only. Not all units listed. Check with yard office for full roster including foreign.

Number	Model	HP	Number	Model	HP
118	SD-40T-2	1200	129	C-425	1740
119	C-425	1400	130	F3-A	1950
120	GP-9	1100	131	F3-B	1950
121	GP-40-2	1100	132	F3-A	1950
122	U-25-B	700	133	FA-2	1100
126	F7-A	1940	135	SD-40-2S	1760
127	GP-35	1340	136	U-36-C	3100
128	C-425	1740	947	SW-1500	680

M A I N L I N E S U B C S V I S I O N

APPENDIX

LOCOMOTIVES 130, 132 SPECIAL LIVERY

LOCOMOTIVES OF F3 CLASS BEARING CAB NUMBERS 130, AND 132 DISPLAY COSMETIC NUMBERING IN THEIR NUMBER BOARDS.

LOCOMOTIVES BEARING COSMETIC NUMBERS 1776 AND 1976 ARE TO BE REFERRED TO ONLY BY THE STENCILED CAB NUMBER.

ALL COMMUNICATIONS PERTINENT TO THESE LOCOMOTIVES WILL REFERENCE ONLY THE STENCILED CAB NUMBER, AND NOT THAT WHICH IS DISPLAYED IN THE NUMBER BOARDS UNTIL FURTHER NOTICE.

ROTATIONAL SIGNAL CALLING IN EFFECT

A NEW PROCEDURE HAS BEEN IMPLEMENTED WHICH WILL RESULT IN TRIPS OF FINITE LENGTH AND DURATION. ALL CREWS WILL NOW CALL SUCCESSIVE SIGNALS ONE PER ROTATION, ADVANCING TO THE NEXT WITH EACH TRIP. SIGNALS WILL BE CALLED, OR IF NO SIGNAL IS PRESENT, THEN THE LOCATION WILL BE GIVEN. ON THE MAINLINE SUBDIVISION, THE STATIONS WILL BE CALLED IN NORTHBOUND DIRECTION AS FOLLOWS;

<u>Signal or Location</u>	<u>Trip number</u>
Potomac Junction	1
New Windsor	2
Mary's Cut	3
Mazerville	4
South Adams	5
New Prospect	6
New Oxford	7
Summit	8
Northbranch	9
Millersburg	10

THE STATIONS WILL BE CALLED IN SOUTHBOUND DIRECTION AS FOLLOWS;

<u>Signal or Location</u>	<u>Trip number</u>
Millersburg	1
Northbranch	2
Summit	3
New Oxford	4
New Prospect	5
Adams	6
North Mazerville	7
Mary's Cut	8
New Windsor	9
Potomac Junction	10

Method of Operation

Track Section Between	Rules	Track
MP 0 and MP 7.5	550-A	Single
	300-A	Single

Maximum Authorized Speeds

Between	MPH
MP 0 and MP 6.4	40
MP 6.4 and MP 7.5	35

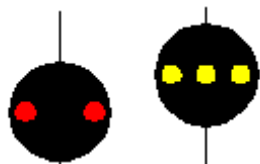
Speed Restrictions

Location	MPH
MP 2.0 to MP 6.0 –Spur	25

SIGNAL ASPECTS FOR RULE 201D

MP	Stations	Capacity	M
0	CP Potomac Jct.	Mainline Sub	
1	Weetie Road	Grade Xing	
2.0	Spring Garden Siding	825'	
3.1	Stoner SP		
3.3	Stoner NP		
6.0	Rock SP		
6.4	Rock NP		
7.5	CP Turn	Mainline Sub	

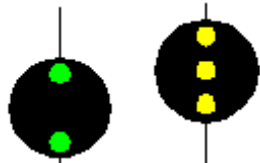
POTOMAC SUBDIVISION



STOP – TRAINS MUST STOP AND NOT PASS SIGNAL OR FOUL INTERLOCKING PLANT, AND WILL NOTIFY DISPATCHER WHEN STOPPED.



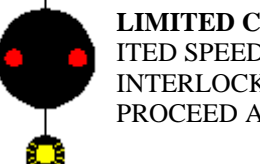
APPROACH – TRAINS MAY PASS AT REDUCED SPEED IN ANTICIPATION OF STOPPING AT NEXT SIGNAL OR INTERLOCKING.



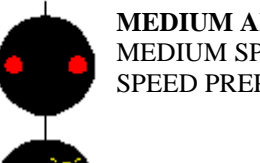
CLEAR – TRAINS MAY PASS AT TRACK SPEED.



RESTRICTING — TRAINS MAY PASS PREPARED TO STOP AT NEXT INTERLOCKING, OR UNTIL A MORE FAVORABLE ASPECT IS INDICATED.



LIMITED CLEAR — TRAINS MUST PASS AT LIMITED SPEED UNTIL ENTIRE TRAIN IS CLEAR OF INTERLOCKING, AFTER WHICH TRAINS MAY PROCEED AT TRACK SPEED.



MEDIUM APPROACH — TRAINS MUST PASS AT MEDIUM SPEED AND PROCEED AT MEDIUM SPEED PREPARED TO STOP AT NEXT SIGNAL.



NOTE: ALL SIGNALS ARE ABSOLUTE. SIGNALS DISPLAYING DARK OR INCORRECT ASPECTS MUST BE REPORTED TO THE VALLEY DISPATCHER, AND TREATED AS ABSOLUTE STOP REGARDLESS OF CONDITION AS PER RULE 201-D.

SIDING INSTRUCTIONS

Drumore Siding

AT THE SITE OF THE FORMER DRUMORE SUBDIVISION SWITCH, MP 26.1 (FORMER CP SADBROOK) A 150' LONG SIDING EXISTS FOR STORAGE OF MAINTENANCE OF WAY AND EMERGENCY EQUIPMENT. THE SWITCH IS ACCESSED IN THE SOUTHWARD DIRECTION.

THIS SWITCH IS MANUALLY OPERATED, AND PERMISSION MUST BE OBTAINED FROM THE VALLEY DISPATCHER TO OPEN OR CLOSE THIS SWITCH.

THIS SWITCH IS INTERLOCKED WITH THE SIGNAL SYSTEM, AND WILL DISPLAY STOP INDICATIONS AT NEW WINDSOR ABS AND MARY'S CUT ABS WHEN ALIGNED FOR THE SIDING.

CREWS WORKING THIS SIDING WILL REQUIRE FORM D FOR AUTHORITY WHEN SITUATION NECESSITATES OPENING OF THE DRUMORE SIDING SWITCH WHILE OUTSIDE BLOCK LIMITS.

Corvallis Siding

THE SIDING AT MILEPOST 43.1 IS USED TO ACCESS THE BECKER CORPORATION LOCOMOTIVE SERVICE FACILITY. THIS SWITCH IS ACCESSED FROM THE SOUTHWARD DIRECTION.

THIS SWITCH IS MANUALLY OPERATED, AND PERMISSION MUST BE OBTAINED FROM THE VALLEY DISPATCHER TO OPEN OR CLOSE THIS SWITCH.

THIS SWITCH IS INTERLOCKED WITH THE SIGNAL SYSTEM, AND WILL DISPLAY STOP INDICATIONS AT SUMMIT ABS AND CP NORTHBRANCH WHEN ALIGNED FOR THE SIDING.

Spring Garden Siding

THE SIDING AT MILEPOST 2.0 EXISTS TO SUPPORT MISCELLANEOUS MOVES AND PASSENGER OPERATIONS. DUE TO THE GRADE ON THIS SIDING, ALL UNATTENDED FREIGHT CARS REQUIRE FULL HAND BRAKE APPLICATIONS AND 30% OF THE AXLES MUST BE CHOCKED. ACCESS TO AND FROM THE SIDING IS CONTROLLED BY THE VALLEY DISPATCHER. THE SIGNAL AT MILEPOST 2.0 CONTROLS THE MAIN, AND APPLIES TO THIS SIDING ONLY WHEN AUTHORITY TO PROCEED HAS BEEN GIVEN BY THE DISPATCHER, AND WHEN THE SWITCH HAS BEEN ALIGNED.

Method of Operation

Track Section Between	Rules	Track
MP 0 to MP 20.1	350-A	All
MP 20.1 to MP 20.3	375-D	Yard

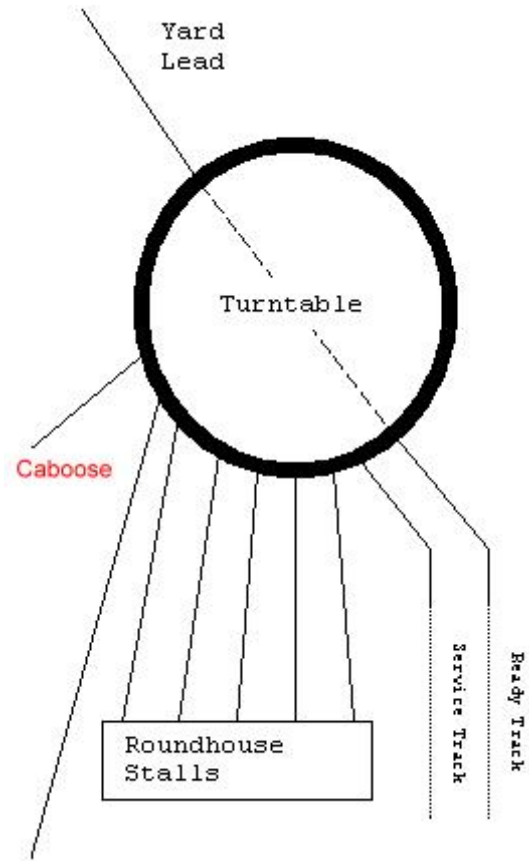
Maximum Authorized Speeds

Between	MPH
MP 0 to MP 20.1	45
MP 20.1 to MP 20.3	30

Speed Restrictions

Location	MPH
Diverging Movements at MP 0.0	30
Diverging Movements at MP 0.1	30

Detail of M. Leon Agne Engine Facility.



EAST SUBDIVISION

MP	Stations	Capacity	2 1
0	CP New Prospect	Mainline Sub	
.1	CP Morgan	Track 2	
1.5	Lefever Road	Grade Xing	
1.7	Blue Mountain SP		
20.1	East Switch	YL	
20.2	Tuscarora NP		
20.3	Reading Yard		
	Carlisle Yard (RDG)	YL	

60.00 OPERATIONS AT MV M. LEON AGNE ENGINE FACILITY.

60.01 HANDLING OF IN-BOUND ENGINES MUST BE CARRIED OUT WITHOUT DELAY.

60.02 ENGINES ENTERING YARD HAVE SUPERIORITY OVER OUTBOUND ENGINES, AND ALSO OVER HOSTLING MOVEMENTS.

60.03 WITH EXCEPTION TO RULE 60.02, HOSTLING MOVEMENTS WILL HAVE SUPERIORITY OVER IN-BOUND ENGINES IF NECESSARY TO ACCEPT SUCH ENGINES.

60.04 IN-BOUND ENGINES WILL BE HANDLED AS FOLLOWS; TURNTABLE WILL BE ALIGNED FOR INBOUND MOVEMENTS. ENGINES ARE TO PROCEED INTO YARD UNTIL COUPLERS BETWEEN FIRST AND SECOND UNITS ARE OCCUPYING THE GRADE CROSSING. AFTER THE ROAD CREW IS RELIEVED, THE FIRST UNIT WILL BE CUT OFF AND MOVED DIRECTLY TO THE SERVICE TRACK, AND SUCCESSIVE UNITS IN TURN, BEFORE BEING MOVED TO ROUNDHOUSE STALLS.

60.05 MOVEMENT OF ROAD LOCOMOTIVES TO THE LOCOMOTIVE SERVICE TRACKS TAKES PRECEDENCE OVER HOSTLING ACTIVITY.

60.06 ENGINES WILL BE HOSTLED ACCORDING TO DESTINATION AND MOVED TO READY TRACK IN APPROPRIATE ORIENTATION.

60.07 OUT-BOUND ENGINES WILL BE MADE UP AS FOLLOWS; DUE TO THE DESIGN OF THE FACILITY, ENGINES WILL BE MADE FROM THE CABOOSE IF CALLED, OR THE LAST UNIT. IN ORDER TO BE PREPARED TO RECEIVE IN-BOUND ENGINES, THE READY TRACK WILL BE USED TO BUILD THE OUT-BOUND ENGINE CONSIST IN 2 OR 3 UNITS NOT TO EXCEED 14 AXLES. OUT-BOUND LIGHT ENGINE MOVEMENTS REPRESENTING SERVICED POWER WILL BE STORED ON THE READY TRACK UNTIL THE CONSIST IS CALLED.

60.08 ROAD CREWS REPORTING FOR DUTY WILL CONTACT THE DISPATCHER FOR PERMISSION TO LEAVE THE YARD.

60.09 WRECK TRAIN OPERATIONS WILL OCCUR UNDER DIRECT SUPERVISION OF THE DIVISION SUPERINTENDENT.

60.10 CABOOSE WILL BE STORED ON THE CABOOSE TRACK, AND PLACED ON THE SERVICE AND READY TRACK BY THE YARD SWITCHER WHEN APPROPRIATE.

MP	Stations	Capacity	3	2	1
170.6	Patterson Creek				
164.2	Green Spring	YL			
158.1	Okonoko	WMCo#2			
156.9	Little Cacapon				
148.3	Paw Paw				
145.3	Magnolia				
143.6	Hansrote				
139.4	Orleans Road				
132.7	Great Cacapon				
128.6	Sir Johns Run				
123.1	HO Tower				
122.9	Hancock (MV)	Mainline Sub MP 0.0			
117.3	Sleepy Creek				
114.4	Miller WE4T				

Baltimore and Ohio Railroad

Applicable section for Moose Valley Railroad employees operating over trackage rights.

CUMBERLAND SUBDIVISION



Method of Operation

Track Section Between	Rules	Track
MP 0 to MP 5.3	350-A 550-A	Single
MP 1.4 to MP 1.6	350-A	Spur
MP 5.3 to MP 6.8	375-D	Yard

Maximum Authorized Speeds

Between	MPH
MP 0 to MP 5.3	35
MP 5.3 to MP 6.8	10

Speed Restrictions

Location	MPH
Diverging Movements at MP 1.4	15

3.00 JOINT USE OF TRACKS

3.01 WHEN MOOSE VALLEY CREWS OPERATE OVER OTHER RAILROADS, THEY WILL BE GOVERNED BY THAT CARRIERS OPERATING RULES AND SPECIAL INSTRUCTIONS. WHEN FOREIGN LINE CREWS OPERATE OVER MOOSE VALLEY, THEY WILL BE GOVERNED BY THE MOOSE VALLEY OPERATING RULES AND SPECIAL INSTRUCTIONS.

5.00 ENGINE AND EQUIPMENT RESTRICTIONS

5.01 MAXIMUM UNITS

A MAXIMUM OF THREE UNITS MAY BE USED IN A LOCOMOTIVE CONSIST WITH MULTIPLE CONTROL. TONNAGE FOR A 3 UNIT CONSIST MUST NOT EXCEED THE TONNAGE RATING OF 2 FOUR-AXLE UNITS.

5.03 HEAVY CARS

HEAVY CARS – CARS WITH A GROSS WEIGHT EXCEEDING 263,000 LBS. MUST NOT BE OPERATED WITHOUT AUTHORITY OF SUPERINTENDENT OF OPERATIONS.

5.07 ENGINES WITH SIX WHEEL TRUCKS

UNLESS OTHERWISE INSTRUCTED, ENGINES WITH SIX (6) WHEEL TRUCKS ARE RESTRICTED ON ALL INDUSTRIAL TRACKS.

7.00 DIVISION MODIFICATIONS OR SUPPLEMENTS TO OPERATING RULES

7.01 RULE 99. FLAGGING

- A. WHEN NECESSARY TO PROVIDE HEAD-END FLAG PROTECTION AGAINST OPPOSING MOVEMENTS AS PROSCRIBED BY RULES 504 OR 510-A THE FLAGMAN MUST GO FORWARD NOT LESS THAN ONE (1) MILE WHERE THE MAXIMUM AUTHORIZED SPEED IS 30 M.P.H. OR LESS AND NOT LESS THAN TWO (2) MILES WHERE THE MAXIMUM AUTHORIZED SPEED IS MORE THAN 30 M.P.H.
- B. WHEN NECESSARY TO PROVIDE REAR END FLAG PROTECTION, WHERE MANUAL BLOCK SYSTEM RULES ARE IN EFFECT, THE FLAGMAN MUST GO BACK NOT LESS THAN 1500 FEET.

40.00 USE OF BACK-UP HOSE IN THE STATE OF PENNSYLVANIA

40.01 THE USE OF BACK-UP HOSES IN ALL TRAIN OPERATIONS SHALL BE FOR EMERGENCY STOP OF THE TRAIN MOVEMENT; HOWEVER, THE USE OF THE BACK-UP HOSE FOR CAR SPOTTING OPERATIONS SHALL BE PERMITTED, PROVIDING THAT COMMUNICATION WITH THE ENGINEER IS AVAILABLE TO INSURE THE SAFETY OF THE MOVEMENT.

41.00 HELPER SERVICE IN THE STATE OF PENNSYLVANIA

41.01 WHEN HELPER ENGINE BEHIND CABOOSE EXCEEDS 3500 HORSE-POWER, OCCUPANTS OF THE CABOOSE MUST, BEFORE MOVEMENT IS STARTED, VACATE CABOOSE AND OCCUPY UNIT OF HELPER ENGINE. TRAIN MUST BE BROUGHT TO A STOP BEFORE HELPER ENGINE IS DETACHED.

RULES SECTION

201-D OPERATION OF TRAINS THROUGH AUTOMATIC BLOCK SIGNAL TERRITORY

TRAINS WILL BE GOVERNED BY AUTOMATIC SIGNALS IN THE FOLLOWING MANER; SIGNALS DISPLAYING CLEAR ASPECT – TRAINS MAY PASS AT TRACK SPEED. SIGNALS DISPLAYING STOP ASPECT – TRAINS MUST STOP AND NOT PASS SIGNAL OR FOUL INTERLOCKING PLANT, AND WILL NOTIFY DISPATCHER WHEN STOPPED. SIGNALS DISPLAYING APPROACH ASPECT – TRAINS MAY PASS AT REDUCED SPEED IN ANTICIPATION OF STOPPING AT NEXT SIGNAL OR INTERLOCKING.

DISPLAYING RESTRICTING ASPECT—TRAINS MAY PROCEED PREPARED TO STOP AT NEXT INTERLOCKING, OR UNTIL A MORE FAVORABLE ASPECT HAS BEEN RECEIVED.

FAILURE TO STOP FOR A SIGNAL WILL RESULT IN DERAILMENT, COLLISION, DISCIPLINARY ACTION OR ALL OF THE ABOVE.

550-A USE OF RADIO COMMUNICATIONS - ALL ROADS

RADIO COMMUNICATIONS ARE NOW IN USE ON A FREQUENCY OF 49.830 MHZ, AND 49.845 MHZ. TRAINS OPERATING OVER THE MOOSE VALLEY MAINLINE SUBDIVISION WILL OBSERVE THE PROPER USE OF RADIO COMMUNICATIONS WITH THE DISPATCHER AND YARDS ON ROAD CHANNEL 1 (49.830 MHZ). ROAD CHANNEL 2 (49.845 MHZ) IS RESERVED FOR YARD COMMUNICATIONS.

225-A USE OF CAB SIGNALS AT MP 39.5

DUE TO TUNNEL CLEARANCES AND VISIBILITY, THE USE OF CAB SIGNALS AT MP 39.5 IS NOW IN EFFECT IN THE NORTHBOUND DIRECTION ONLY.

CAB SIGNAL LEFT HEMISPHERE INDICATIONS ARE FOR THE MAINLINE.

CAB SIGNAL RIGHT HEMISPHERE INDICATIONS ARE FOR THE SIDING.

ASPECT INDICATIONS ARE AS FOLLOWS:

APPROACH – SWITCH IS LINED FOR MOVEMENT FROM THE APPROPRIATE TRACK. TRAINS MAY PASS THROUGH THE SWITCH PREPARED TO STOP AT THE NEXT SIGNAL.

STOP – ABSOLUTE STOP (SEE TIMETABLE RULES) SWITCH IS AGAINST MOVEMENT FROM THE APPROPRIATE TRACK. TRAINS MAY NOT PASS THROUGH THE SWITCH, OR FOUL CLEARANCES.

300-A MANUAL BLOCK TERRITORY

WHEN SIGNALING DEVICES ARE ABSENT ON ANY SECTION OF MAINLINE, MANUAL BLOCK RULES WILL BE IN EFFECT. OCCUPATION OF TRACK AND AUTHORITY TO PROCEED WILL BE OBTAINED THROUGH THE US OF FORM-19. THE CONDUCTOR OR ENGINEER WILL COMPLETE THE FORM BY ORDER OF THE DISPATCHER, IF THE ORDER HAS NOT BEEN PRESCRIBED AND HANDED UP BY AN OPERATOR.

375-D OPERATION IN YARDS

ALL MOVEMENT IN THE YARD WILL BE COORDINATED THROUGH THE TERMINAL YARDMASTER.

MP	Stations	Capacity	M
0	CP Mary's Cut	Mainline Sub	
1.4	Circleville Ind.		
1.4	Farm and Feed	150'	
1.6	Bridge 16	90'	
3.8	Church Rd.	Grade Xing	
5.3	Enid YL		
	Consol Yard		
6.8	EOT		

MOOSE VALLEY BRANCH

Berkeley Branch

Method of Operation

Track Section Between	Rules	Track
MP 0 to MP 2.24	300-A	Single
	550-A	Single

Maximum Authorized Speeds

Between	MPH
MP 0 and MP 2.2	40
MP 2.2 and MP 2.4	10

Speed Restrictions

Location	MPH
None	

MP	Stations	Capacity	M
0	CP Berkeley Jct.	Mainline Sub	
2.0	Berkeley NP		
2.2	Switch 58	Car Shop Lead	
2.3	Berkeley SP		
2.4	Yard Diamond		
	M. Leon Agne Engine Facility	Turntable, ready tracks	

BERKELEY BRANCH