
NW

**Norfolk and Western
Railway Company**

Pocahontas Region

Pocahontas Division

Timetable No. 6

Effective Thursday, May 1, 1975

12:01 A. M. Eastern Standard Time

6

For Information of Employees Only

SPEED TABLE

TIME Going 1 Mile		MILES Per Hour	TIME Going 1 Mile		MILES Per Hour
Min.	Sec.		Min.	Sec.	
5	00	12.00	1	22	43.90
4	00	15.00	1	20	45.00
3	00	20.00	1	18	46.15
2	50	21.18	1	16	47.37
2	40	22.50	1	15	48.00
2	30	24.00	1	14	48.65
2	24	25.00	1	13	49.31
2	20	25.72	1	12	50.00
2	15	26.67	1	11	50.70
2	10	27.69	1	10	51.43
2	05	28.80	1	09	52.17
2	00	30.00	1	08	52.94
1	55	31.30	1	07	53.73
1	50	32.73	1	06	54.55
1	45	34.29	1	05	55.38
1	42	35.29	1	04	56.25
1	40	36.00	1	03	57.14
1	38	36.73	1	02	58.06
1	36	37.50	1	01	59.02
1	34	38.29	1	00	60.00
1	32	39.13	59		61.02
1	30	40.00	58		62.07
1	28	40.91	57		63.14
1	26	41.86	56		64.29
1	24	42.86	55		65.45

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

Printed in U.S.A.

Bluefield to Williamson—Westward

Miles from Norfolk	STATIONS	Mile Post	T. O. Stations	Interlockings	Passing Sidings, Capacity in feet
	POCAHONTAS DIST.				
355.3	Bluefield, W. Va.	N 363.1	DN	.....	Yard
358.4	Bluefield, Va.	366.3	.....	.....	.....
361.7	Falls Mills	369.6	.....	.....	.....
362.8	Flat Top	370.6	.....	.....	Yard
366.0	Bluestone	373.9	.....	.....	.....
370.1	Maybeury	377.9	.....	.....	.....
375.6	Powhatan	383.5	.....	.....	7100
376.7	North Fork	386.1	.....	.....	.....
378.1	Keystone	387.3	.....	.....	.....
379.1	Eckman	388.3	.....	.....	Yard
381.6	Vivian	390.8	.....	.....	Yard
382.6	Kimball	391.9	.....	.....	.....
385.8	Huger	396.0	.....	.....	.....
388.4	Welch	398.7	.....	.....	.....
389.2	Tug	399.6	.....	.....	.....
390.8	Farm	402.2	.....	.....	7000
394.6	Davy	407.1	.....	.....	.....
397.7	Claren	410.3	.....	.....	.....
399.6	Roderfield	412.6	.....	.....	.....
403.3	Wilmore	418.1	.....	.....	11120
407.0	Jaeger	421.9	DN	X	.....
409.9	Hull	424.7	.....	.....	20300
414.6	Panther	429.5	.....	.....	.....
419.4	Alnwick	434.3	.....	.....	.....
420.2	War Eagle	435.1	.....	.....	.....
422.4	Old Joe	437.4	.....	.....	.....
422.9	Wharnciffe	437.9	.....	.....	.....
423.9	Ben	438.8	.....	.....	.....
425.0	Glen Alum	440.2	.....	.....	.....
427.3	Lindsey	442.6	.....	.....	.....
431.4	Devon	446.7	.....	.....	.....
434.7	Cedar	449.9	.....	.....	.....
436.8	Vulcan	452.2	.....	.....	.....
438.4	Delorme	453.7	.....	.....	.....
441.0	Thacker	456.4	.....	.....	.....
443.7	White	459.0	.....	.....	11150
445.3	Matewan	460.9	.....	.....	.....
447.6	Sprigg	463.0	.....	.....	.....
450.3	Rawl	465.7	.....	.....	.....
452.7	East William-son	468.1	DN	.....	Yard
454.2	Williamson	469.7	.....	X-R	.....

X—Interlocking. X-R—Remote Control Interlocking.

Bluefield to Norton—Westward

Miles from Norfolk	STATIONS	Mile Post	T. O. Stations	Interlockings	Passing Sidings, Capacity in feet
CLINCH VALLEY DIST.					
355.3	Bluefield, W. Va.	N 363.1	DN	. . . . .	Yard
	Bluefield, Va.				
358.4	Furnace	366.3			
359.3	Sam	367.1			4850
362.0	Tip Top	370.7			9031
368.2		376.0			
375.6	Burks Garden	383.4			8340
377.7	Tazewell	385.5			
382.2	Youngs	390.0			
386.8	Gillespie	394.6			4750
389.2	Pounding Mill.	397.0			
393.0	Cedar Bluff	400.8			
393.8	Indian	401.6			
396.0	Richlands	403.8			7170
396.7	Alley	405.0			
399.4	Raven	407.0			
402.3	Daw	409.8			5083
407.4	Swords Creek	415.2			
412.2	Honaker	420.0			
417.5	Finney	425.3			8524
423.7	Cleveland	431.5			8276
426.7	Carbo	434.4			
428.4	Carterton	436.3			
432.5	Castlewood	440.3			
434.1	Boody	441.9			5310
435.5	St. Paul	443.2	DN	X	
438.9	Russell Creek	446.7			
445.7	Banner	453.5			
447.8	Coeburn	455.6			
451.8	Tacoma	459.7			6865
457.9	Norton	465.8	DN	X-R	Yard

X—Interlocking. X-R—Remote Control Interlocking.

Dry Fork Branch—Westward

Distance	STATIONS	Mile Post	T. O. Stations	Interlockings	Passing Sidings, Capacity in feet
.0	Cedar Bluff	I 44.9			Yard
.8	Indian Yard	44.1			Yard
6.0	Bandy	38.9			4200
10.3	Field	34.6			
11.5	Amonate	33.4			
15.0	Hix	29.9			3300
15.4	Canebrake	29.5			
18.0	Berwind	26.9			
18.4	Dawson	26.5			
19.3	Rift	25.6			4295
22.7	War	22.2			
23.3	Excelsior	21.6			
25.1	Lomax	19.8			7550
27.3	English	17.6			
30.8	Atwell	14.1			7200
34.2	Bradshaw	10.7			
37.7	Carlos	7.2			
40.8	Ritter	4.1			
43.9	Auville	1.0			Yard
44.9	Dry Fork Jct. (laeger) . . . . .	.0			
45.3	laeger	N 421.9	DN		

Richlands To Devon—Westward

Distance	STATIONS	Mile Post	T. O. Stations	Interlockings	Passing Sidings, Capacity in feet
.0	Richlands	R .0			
6.4	Lark	6.4			8966
14.7	Wyatt	14.7			
15.9	Whitewood	DC 16.2			10600
19.8	Dwight	15.0			
23.9	Roth	11.1			
30.9	Dismal Creek Jct.	7.0			10088
38.6	Grundy . . . . .	.0			
45.5	Weller East End	D 42.5			
47.4	Weller	34.8			
48.2	Thomas Wye	27.9			
49.1	Lynn Camp	26.0	DN		Yard
54.9	Home Creek	25.3			
56.1	Raitt	24.2			3928
62.3	Hurley	18.4			6451
63.2	Luke	16.5			7620
65.2	Kelsa	11.3			
69.5	Burke	10.1			11691
70.0	Bill	8.1			
72.6	Woodman	3.8			8269
74.7	Devon	3.3			
		.7			
		N 446.7			

Traffic Control on both main tracks between Weller and Thomas Wye and on EASTWARD track only between Thomas Wye and Lynn Camp.

Kellysville to D. B.—Westward

Distance	STATIONS	Mile Post	T. O. Stations	Interlockings	Passing Sidings, Capacity in feet
PRINCETON DIST.					
.0	Kellysville	V327.8			
7.4	Ingleside	335.2			
12.4	Princeton	340.2		10800	
17.2	Kegley	345.0			
20.8	King	348.6			
23.7	A Rock	351.5			
28.4	B Matoaka	356.0			
28.6	S MX	356.2			
32.1	Clarks Gap	359.9			
33.5	Algonquin	361.3			
38.6	Covel	366.4			
40.0	Herndon	367.8			
44.2	Alpoca	372.0			
46.7	Elmore	374.5			
DEEPWATER DIST.					
.0	Elmore	374.5			
2.0	Gulf Junction	376.5			
5.9	Virwest	380.4			
7.2	Maben	381.7		6712	
11.1	Hotchkiss	385.6			
13.4	Slab Fork	387.9		5930	
15.6	Jenny Gap	390.1			
17.7	Lester	392.2			
20.2	Surveyor	394.7		4147	
26.1	Harper	400.6		6345	
31.9	A Cirtsville	406.4			
34.6	B Pax	409.1		5755	
35.4	S Long Branch	409.9			
37.1	Lively	411.6			
42.3	Silver Gap	416.8			
43.2	Oak Hill Jct.	417.7		3495	
48.4	Ingram Branch	422.9			
52.3	Page	426.8		4000	
55.8	Beards Fork Jct.	430.3			
56.3	Robson	430.8			
59.6	Vaco Junction	434.1			
60.1	Deepwater	434.6			
60.5	D. B.	435.0			

Guyandot River Branch—Westward

Distance	STATIONS	Mile Post	T. O. Stations	Interlockings	Passing Sidings, Capacity in feet
.0	Elmore	V374.5			Yard
2.3	Paul Green	2.3			
4.0	Itmann	4.0			3877
6.7	Jazbo	6.7			5351
11.9	Pinnacle Creek Jct.	11.9			
12.0	Pineville	12.0			6126
18.1	A Mada	18.1			5764
24.0	B Aliff	24.0			5764
28.2	S Shannon	28.2			
29.7	Simon	29.7			10145
31.0	Simon Junction	31.0			
33.3	Cub Creek	33.3			6325
34.0	Cub Creek Jct.	34.0			
39.5	Justice	39.5			
41.4	Gilbert Yard	41.4			Yard
43.2	Gilbert	43.2			

Winding Gulf Branch—Westward

Distance	STATIONS	Mile Post	T. O. Stations	Interlockings	Railroad Crossing	Passing Sidings, Capacity in feet
.0	Gulf Junction	V376.5				
1.7	Black Eagle	1.7				
3.7	Allen Junction	3.7				
5.9	Stephenson	5.9				
7.6	A Amigo	7.6				4831
10.6	B Helen	10.6				
12.9	S Tams	12.9				
13.0	Slab Fork No. 2	13.0				
14.7	Stotesbury	14.7				
16.1	Woodbay	16.1				
18.4	Loop Junction	18.4				
21.1	Sophia	21.1				
22.6	Affinity	22.6				
23.6	Pemberton	23.6			C&O	Yard
25.7	Sullivan	25.7				
28.2	Bowyer	28.2				2155
30.6	Fireco	30.6				
33.5	Willabet	33.5				

Between Bluefield and Williamson

WESTWARD First Class 55 Daily	Timetable No. 6 Effective May 1, 1975	EASTWARD First Class 54 Daily
STATIONS		
P.M. 9.50 } 10.00 }	BLUEFIELD	A.M. { 9.00 { 8.50
s 11.15	Welch	s 7.20
12.50A	Rawl	5.36
s 1.15	WILLIAMSON	s 5.30
A.M.		A.M.

POCAHONTAS DIVISION

SPECIAL INSTRUCTIONS

1. CLOCKS SHOWING STANDARD TIME—BULLETIN BOOKS

Location	Office	Standard Clock	Bulletin Book
Bluefield	Caller's	X	X
	Dispatcher's	X	
Williamson	Yard	X	X
Eckman	Yard	X	X
	Yard	X	X
Wilcoe	Yard	X	X
	Yard	X	X
Auville	Yard	X	X
	Enginemen's Register Room	X	X
Weller	Yard	X	
	Shop Register Room	X	X
Richlands	Yard	X	
	Enginemen's Reg. Room	X	X
Carbo	Yard	X	X
Norton	Yard	X	X
	Enginemen's Register Room		X
Shaffers			
Crossing	Enginemen's		
	Reg. Room	X	X
	"DO" Office	X	X
Roanoke			
South Yd.	Yard Office	X	X
Princeton	Telegraph Ofc.		X
	Dispr's Ofc.	X	
Elmore	East Yd. Ofc.	X	X
	West Yd. Ofc.	X	X
	Enginehouse	X	X
Page	Telegraph Ofc.	X	X
Oak Hill	Office		X
Amigo	Office		X
Pemberton	Reg. Room		X
Plunkett	Reg. Room		X

X Indicates Location.

2. REGISTERING OF TRAINS

Train registers are located and trains will be registered as follows:

(a) Except as noted, all trains will register at Bluefield Call Office, West Williamson Yard Office and Norton Yard Office (Note: Eastward interdivisional trains from Scioto Division are not required to register at Williamson).

(b) Trains originating or terminating at Eckman, Wilcoe, Iaeger, Richlands, Carbo or Weller will register reporting or relieving time as the case may be.

(c) On Tug Fork Branch, between west end Wilcoe and Gary, movements in either direction on either running track will be controlled by the Yardmaster at Wilcoe under the direction of the Trainmaster. Movements must not be made on these tracks without the Yardmaster's personal permission. Except where further restricted, movements must be made at a speed that will permit stopping short of a train ahead but not exceeding 15 miles per hour.

(d) On Tug Fork Branch west of Gary, all train movements must be made under flag protection, except when otherwise directed by the Trainmaster, or when crews make arrangements between themselves.

On Levisa Branch and on Levisa Spur all train movements must be made under flag protection except when otherwise directed by the General

Yardmaster at Weller, or when crews make arrangements between themselves.

In either case the instructions or arrangements must be in writing and the Conductor and Engineman each given copy. When such instructions are given or arrangements made by use of the telephone, they must be written out and repeated from written copy, and every precaution taken to guard against errors or misunderstanding.

(e) The movement of extra trains on the following branches will be governed by register located at junction:

North Fork	Lick Fork	Glen Rogers
Superior	Thacker	Stone Coal
Twin Branch	McCarr	
Spice Creek	Alma	
Four Pole	Sycamore	
Ben Creek Spur	Pond Creek	
Glen Alum	Dumps Creek Branch west	
Cedar	of Hurricane Jct.	
	Upper Elk Creek Spur	

The first extra train registering on the above referred to branches is authorized to occupy it without protecting against other trains.

When the train register indicates the branch is occupied by a train, another train must not occupy the branch without protecting against such train, except when written flagging instructions are arranged between conductors of the trains concerned.

When flagging instructions are made, the conductors will use every precaution to guard against error or misunderstanding and will give each engineman a copy.

(f) Trains other than the regular shifter must protect themselves when using the following branches:

Pocahontas Branch west of Pocahontas	Coal Creek
Flipping Creek	Hurricane
Crane Creek	Toms Creek
Left Fork Widemouth	Jacobs Fork
Right Fork Widemouth	Caretta
Big Branch Spur	
Wenonah Spur	Buchanan Branch east of Dismal Jct.
	Spruce Pine Branch
Delorme	Dismal Creek Branch east of Wyatt
Mate Creek	Long Branch Spur
Town Hill	Bull Creek Spur
	Feds Creek Spur

(g) Trains must not occupy the following branches and spurs without permission of the Train Dispatcher:

Beard's Fork Branch	Morri Branch (West of M.P. 11.9)
Pinnacle Creek Spur	Cub Creek Branch
	Allen Branch

(h) The Elmore-Willabet Mine runs via Allen Branch, Devils Fork Branch and Burma, home terminal Pemberton, will operate west of M.P. 16.1. Other trains will not use this track without first obtaining permission from Conductor in charge of run on duty. If no run is on duty, this track may be used by permission from the Chief Dispatcher.

(i) The Oak Hill Mine Run will operate over White Oak Branch between Carlisle and Lochgelly and between Oak Hill Junction and Oak Hill. Other trains will not use this track without first obtaining permission from Conductor in charge of the Oak Hill Mine Run.

(j) Where necessary, Conductor's Check of Train Register (Form C.T. 24-A) will be filled out and delivered to each engineman.

(k) The timetable direction for branches not shown on station pages in the timetable is as follows:

Gilbert Branch—Eastward from the Junction Switch at Wharnclyffe.

Buchanan Branch—Eastward Weller to Page.

Dismal Creek Branch—Eastward from Dismal Creek Branch Jct.

Lvisa Branch—Eastward from Thomas Wye.

Branches from Dry Fork Branch—Eastward from junction switch with Dry Fork Branch main track.

All other branches leading from Pocahontas District and Clinch Valley District main tracks including branches from such branches—WESTWARD from junction switch.

(l) On the Princeton and Deepwater Districts, timetable direction for branches is WESTWARD from junction switch.

2-A. CLEARANCE CARD

Eastward trains, except interdivisional trains from Scioto Division, get a clearance card before departing Williamson or Norton.

Westward trains get a clearance card before departing Bluefield.

All trains get a clearance card before departing Weller.

3. RAILROAD CROSSINGS AT GRADE

All Interlockings

Engines or cars must not be detached and left standing entirely between the opposing home signals governing movement over a railroad crossing at grade nor entirely between derails protecting such crossing.

Rule 353, Book of Rules, applies in approach to all interlockings.

Automatic Interlockings

Trains or engines arriving at home signal indicating Stop, will be governed by instructions posted at that location. In the event instructions may have been destroyed, train dispatcher will be contacted immediately, and his instructions will apply.

Remote Control Interlockings

Trains or engines arriving at home signal indicating Stop, must secure permission from control operator to proceed and in addition must comply with instructions posted at that location to move over crossing.

(a) PEMBERTON—CHESAPEAKE AND OHIO RAILWAY:

All trains will come to a full stop at the stop sign. If no trains are approaching on C.&O. main track, after two blasts of the engine whistle, proceed over the crossing.

4. SPEED RESTRICTIONS

LOCATION AND CONDITIONS

**Maximum
Speed Miles
Per Hour
All Trains
and Engines**

(a) Between:

East end Bluefield Yard and East Yard Office	25
East Yard Office and Allen Street Bridge	15
Allen Street Bridge and Bluestone Jct.	35
Bluestone Jct. and North Fork	40
North Fork and Big Four Crossover	30
Big Four Crossover and Williamson	40
Except through town limits Matewan	35

Interdivisional trains operating through Williamson on Main Track in either direction between Sycamore and Armours Crossing may operate at 15 miles per hour provided proper signal indication is displayed.

**Maximum
Speed Miles
Per Hour
All Trains
and Engines**

LOCATION AND CONDITIONS

(b) Between:	
Bluefield Va. and W. E. Tip Top	35
W. E. Tip Top and Pounding Mill	30
Pounding Mill and Mile Post N-403	25
Mile Post N-403 and Mile Post N-405	20
Mile Post N-405 and Mile Post N-410	30
Mile Post N-410 and Mile Post N-416	20
Mile Post N-416 and Mile Post N-425	30
Mile Post N-425 and Carbo Junction	40
Carbo Junction and St. Paul	30
St. Paul and Mile Post N-453	25
Mile Post N-453 and W. E. Tacoma	35
W. E. Tacoma and Norton	20
(c)	
Tug Fork Branch including South Fork and Sand Lick Branch	20
(d)	
Pocahontas, Bluestone, Crane Creek, North Fork, Pond Creek, Toms Creek, Dumps Creek, Spice Creek, Clear Fork and Hurricane Branches	18
(e)	
Dry Fork Branch	
Between Iaeger and Canebrake	25
Between Canebrake and Cedar Bluff	30
EXCEPT over Bridge 2288 east of Field	20
Jacobs Fork Branch	20
(f)	
Upper Elk Creek Spur	20
Gilbert Branch	20
Buchanan Branch, including all branches	20
Levisa Spur beyond Dunlap	15
Wyatt Cut Off	20
EXCEPT trains with loaded cars	15
(g)	
Angle, Flipping, Dans, Kings, Superior, Twin Branch, Four Pole, Delorme, Lick Fork, Thacker, McCarr, Mate Creek, Cedar, Alma, Sycamore, Williamson, Caretta, Coal Creek, Town Hill and Bull Creek Branches	12
(h)	
When handling wrecking cranes of two hundred (200) tons or more capacity through Little Bull Tunnel, Clinch Valley Dist., M.P. N-448.6	15
(i)	
Clinch Valley movement over C.V. junction switch at Bluefield, Va.	25
(j)	
Rules 105 and 105(b), Book of Rules, are modified to permit following speeds:	
Through Crossover:	
Falls Mills—Double	35
Bluestone—Double	25
Maybeury—Double	35
Eckman—Double	25
Big Four—Double	25
Welch	25
Davy—Double	25
Roderfield—Double	25
Panther—Double	35
War Eagle	25
Old Joe	35
Glen Alum—Double	40
Delorme—Double	35
Matewan	25
Sprigg	45
Rawl—East Crossover	25
Rawl—West Crossover	35
Through all sidings	10

**Maximum
Speed Miles
Per Hour
All Trains
and Engines**

LOCATION AND CONDITIONS

(a-1) Princeton District	
Between:	
Kellysville and M.P. 338.3	25
M.P. 338.3 and M.P. 339.7	35
M.P. 339.7 and M.P. 340.3	20
M.P. 340.3 and M.P. 347.6	35
M.P. 347.6 and M.P. 353	30
M.P. 353 and M.P. 356.2	25
Through turnout end of double track MX	25
Between MX and Elmore,	
Westward track:	
M.P. 356.2 and M.P. 371.9 road crossing	
Alpoca	25
M.P. 371.9 and M.P. 374.5	20
Eastward track:	
M.P. 356.2 and M.P. 362	25
M.P. 362 and M.P. 374.5	20
(b-1) Deepwater District	
Between:	
M.P. 374.5 and M.P. 382.5	25
M.P. 382.5 and M.P. 407	30
M.P. 407 and M.P. 415	35
M.P. 415 and M.P. 432	25
M.P. 432 and M.P. 435	20
(c-1) Guyandot River Branch	
Between:	
M.P. 0.5 and M.P. 1.4	20
M.P. 1.4 and M.P. 12.5	25
M.P. 12.5 and M.P. 41	30
M.P. 41 and M.P. 43.2	20
(d-1) Pinnacle Creek Spur	15
(e-1) Morri Branch	
Between:	
M.P. 0.0 and M.P. 11.9	20
M.P. 11.9 and end of line	25
(f-1) Cub Creek Branch	
Between:	
M.P. 0.0 and M.P. 5.0	25
M.P. 5.0 and end of line	20
(g-1) Winding Gulf Branch	
Between:	
Gulf Junction and M.P. 16.1	20
M.P. 16.1 and M.P. 28	25
EXCEPT, trains handling N&W wood chip hoppers through tunnel at M.P. 20.4	10
M.P. 28 and end of line	12
(h-1) Allen Branch	15
(i-1) Stone Coal Branch	15
(j-1) Glen Rogers Branch	
Between:	
M.P. 0.0 and M.P. 4.5	20
M.P. 4.5 and end of line	25
(k-1) White Oak Branch	10
(l-1) Beard's Fork Branch	10
(m-1) Vaco Branch	10
(n-1) Through all passing sidings	10

(o-1) Trains handling loaded hopper cars are restricted to 12 miles per hour on Pocahontas, Crane Creek, North Fork, Tug Fork, Spice Creek, Jacobs Fork, Buchanan, Pond Creek, Gilbert, Dumps Creek, and Toms Creek Branches including all branches from these branches.

Trains handling loaded hopper cars on following branches will not exceed 15 miles per hour:

Pinnacle Creek Spur	Winding Gulf Branch
Morri Branch	Glen Rogers Branch
Cub Creek Branch	

(p-1) All trains will avoid prolonged operation in the speed range of 15 to 21 miles per hour. If speed cannot be maintained above 21 miles per hour it should be reduced to 15 miles per hour. This account certain types of cars rocking excessively between speeds of 16 and 20 miles per hour.

This restriction does not apply to trains consisting entirely of empty equipment.

(q-1) Except where further restricted, trains handling 30 or more open-top cars loaded with mineral freight must not exceed a speed of 40 miles per hour.

(r-1) Trains handling loaded covered hoppers and loaded 50-ton open-top hoppers in series given below must not exceed a speed of 25 miles per hour:

N&W 58500-65814
72500-73999
79500-83999
87500-87907
111000-114099
123000-124499
263650-264399
514300-514352
VGN 11000-14099
23000-24499
NKP 63650-64399

Such cars must not be forwarded in through trains the movement of which will thereby be restricted without permission of the Division Superintendent.

(s-1) Except where further restricted, loaded eight-axle flat cars or loaded eight-axle open-top cars must not be handled at a speed in excess of 35 miles per hour.

(t-1) Solid trains of CNW covered hoppers, either loaded or empty, must not be operated at a speed in excess of 35 miles per hour.

(u-1) Trains handling short ore hopper cars:

When loaded—30 miles per hour.

When empty—35 miles per hour.

(v-1) Following instructions govern the EMPTY movement of schnabel and other special cars equipped with span bolsters, the numbers of which are given below:

Restricted to trains of 100 cars or less.

Must be handled at the rear next to caboose.

Trains handling must not exceed 40 MPH.

Must not be placed in train requiring pusher service.

Cannot be humped or flat switched with motive power detached.

Cars may be moved over hump under locomotive control.

Before such a car is moved it must be known that it is properly locked together and secured.

BBCX 1000	GEX 40010	GEX 40019
CEBX 100	GEX 40013	GEX 80000
CEBX 101	GEX 40014	GEX 80002
GEX 711	GEX 40018	GEX 80003

WECX 101	WECX 201
WECX 102	WECX 202
WECX 200	WECX 301

(w-1) Also six-traction motor units running light either singly or in consist with other units, with or without caboose, must not exceed a speed of 25 miles per hour.

(x-1) SPEED LIMIT SIGNALS AT APPROACH TO CURVES

Speed signs, yellow with black numerals indicating the maximum speed allowed for all trains and engines, are located on the right hand side of track in direction of approach in advance of curves over which speed is permanently restricted.

In double track territory, where movement is authorized in either direction by signal indication, these signs will be placed on the left hand side of such track in direction of approach for trains and engines operating on the left hand track.

Where a sign covers two or more successive curves close together, a plate painted yellow and bearing one heavy black figure is attached to the side of the post below the sign, to indicate the number of curves the sign covers.

Speed shown on the sign must not be exceeded until the trailing end of the movement has passed over the curve or curves governed.

(y-1) CHECKING SPEED INDICATOR

Enginemen will check the accuracy of speed indicator on controlling unit of locomotives in their charge and record any inaccuracy on Form M.P. 60, noting the speed at which the check was made and miles per hour slow or fast.

On Districts where test mile signs are erected for this purpose, they will be used for the measured mile. On other Districts, Mile Posts will be used for the check.

Each speed recorder should be sealed and enginemen when taking charge of locomotives will report to proper authority any unsealed recorder.

(z-1) LOCATION OF TEST MILE SIGNS

Pocahontas District:

On north side of westward track and south side of eastward track, between M.P. N-368.8 and M.P. N-369.8, between Bluefield, Va. and Falls Mills.

On north side of westward track between M.P. N-411.8 and M.P. N-413.4—Roderfield.

On north side of westward track for westward trains, between M.P. 428.8 and 429.8 at Panther.

On south side of eastward track between M.P. N-458.2 and M.P. N-457.3—White.

On north side of westward track, for eastward trains, between M.P. N-464.7 and M.P. N-463.7, between East Williamson and Sprigg.

Clinch Valley District:

Between M.P. N-368.3 and M.P. N-369.3, west of Furnace.

Between M.P. N-426.5 and M.P. N-427.5, west of Finney.

Between M.P. N-457.7 and M.P. N-456.7, east of Tacoma.

GENERAL

6. Eastward or northward trains are superior to trains of the same class in the opposite direction.

7. Note Rule 97(b), Book of Rules. On two or more tracks, trains not scheduled by timetable or authorized by Traffic Control signal, will proceed extra with the current of traffic.

8(a) Unless otherwise provided, the movement of scale test cars is confined to local freight trains and shifters. They must be handled on the rear and at a speed not exceeding 30 miles per hour.

(b) Except where further restricted, trains handling derrick car, power shovel, crane, pile driver, Jordan spreader or similar pivoted machinery moving on its own wheels, whether non-revenue or revenue, must not exceed a speed of 35 miles per hour.

Such equipment must be handled on the rear with the boom or light end trailing except when handled in wreck or work trains or when it is to be set off or is picked up on line by other trains.

When it is to be set off or is picked up on line by other trains, such equipment must be handled either on the rear or within the head ten cars.

(c) Unless otherwise instructed camp cars when handled in other than local, wreck or work trains, must be placed at the rear and when camp cars are handled in trains requiring a pusher, the pusher must be placed ahead of such cars.

When switching camp cars, they must not be cut off while in motion.

(d) Open end flat cars loaded lengthwise with poles, pipe or similar material, or open-top cars on which such lading extends above the ends of the car, or loaded flat bed piggyback trailers with open or rear end toward caboose or on which lading extends above the end of trailer, must not, except in emergency, be placed in a train next to an occupied caboose.

(e) Movement of wreck damaged or disabled rail cars or parts of such cars loaded on flat cars or in open-top cars when lading extends above the car sides:

Must NOT be moved in any manifest or time freight train.

Movement must be confined to locals, shifters, work or wreck trains, unless authorization for movement in other trains is secured from Manager Transportation for each individual car.

Before such equipment is handled in any train, it must be inspected and passed by a Mechanical Department employe who will designate the speed required for safe movement.

(f) Equipment for handling continuous welded rail, or continuous lengths of bolted rail, consists of 15 or more flats or gondolas permanently coupled with a buffer car at each end.

WHEN LOADED, the following instructions apply:

Except for cars related to the welded or continuously jointed rail, such as unloading cars, no other equipment will be handled in this type train.

Two groups of cars loaded with continuous welded rail or continuous lengths of bolted rail may be handled as one train.

A speed of 30 miles per hour must not be exceeded.

Speed through turnouts and crossovers is restricted to 10 miles per hour.

When practicable to do so, these trains will not be operated through main track turnouts or crossovers or through passing sidings.

When EMPTY, this equipment must be handled on the rear of trains and, when pusher service is required, must be handled behind pusher.

(g) When a single trailer only is to be carried on an 85-ft. or 89-ft. flat, such trailer will, wherever practicable, be attached to the end hitch with the trailer wheels nearest the center of the car.

10. Locomotives moving dead-in-tow must be placed and handled within the head ten cars of the train, unless specific instructions are received from the Motive Power Department to handle on the rear.

When handling dead-in-tow diesel units which are not equipped with alignment control draft gear, they must be separated from the hauling locomotive and from each other by at least one car with a rigid shank coupler.

N&W diesel units in the following series do not have alignment control draft gear:

2400—2572	3450—3495
2800—2864	3657—3726

11. When the locomotive consist includes more than one unit that does not have alignment control draft gear (see previous rule for unit numbers), extreme caution must be exercised when applying locomotive or dynamic brake or handling the throttle in back-up or shoving movements, to prevent units from jackknifing.

13. The maximum tractive effort of a locomotive consisting of five four-axle units is close to the designed strength of a car coupler and for this reason-tonnage of any one train must not exceed the slow freight rating for five four-axle units. However, for the purpose of balancing power, a maximum of six units may be used under power in a locomotive consist with multiple unit control, provided care is exercised to see that the maximum tractive effort used does not exceed that of five four-axle units.

15. Train dispatchers, yardmasters, and employes in train and yard service must provide themselves with a copy of and be governed by "Rules

for Equipment Operation and Handling", Form G-66, effective September 16, 1973.

17. Instructions for operating dual-control switch machines are posted inside the telephone box near each of these machines. The machines must not be operated until the instructions are clearly understood.

18. Cars must not be run over live rails on scale track except when actual weighing operations are being performed. Engines must not be operated over live rails on scale track at any time, except in case of emergency.

21. Note Rule 299, Book of Rules.

The following method will be used when determining the location in a train of a car or cars on which defects have been indicated.

The person scanning the tape will give the location in relation to the NEARER end of the train. If for any reason the location of such car or cars from the opposite end is needed, the person who is to inspect them will ask for the location in relation to that end.

The tape is to be used to determine the location. To guard against error, it should not be calculated from the reported number of cars in the train.

When trouble is indicated and its location in the train is given, a thorough inspection of the designated car or cars will be made, and if no apparent defects are found, FIVE cars immediately ahead of and behind the designated car or cars will be inspected.

Inspect Train Indicators shall normally display their most restrictive indication, and shall be cleared only after it has been determined that there is no evidence of defective equipment on the train for which the indicator is cleared.

Rule 299, Book of Rules, modified accordingly.

23. Note Rule 584, Book of Rules. Flagging equipment on engines will consist of a red flag, torpedoes and fuseses.

24. When a train is stopped to receive a pusher, it will, when possible, be stopped at a point that will permit the engineman on the head end to have a clear view of the next signal ahead affecting the movement of his train before starting train.

25. When the head trainman is riding on the locomotive in control of a freight train, he must occupy, when provided, a seat in the cab from which the locomotive is being operated.

26. The second paragraph of Rule M, Book of Rules, is modified to read as follows:

"Train and engine service employes must not occupy the roof of a freight car or caboose under any circumstances. Other employes whose duties require them to occupy the roof of a car or caboose may do so only when equipment is standing."

27. Rules 19, 19(a), and 19(b), Book of Rules, are changed to read as follows:

"19. To indicate the rear of trains, the following signals will be displayed on the rear:

"(1) Lighted red electric marker lights by day and night on engines and cars so equipped, or

"(2) A reflectorized disc or reflectorized markers displaying red to the rear by day and night, or

"(3) Marker lamps, not lighted by day, lighted by night and displaying red to the rear.

"19(a). If a train is not equipped to display the prescribed signals, or if the prescribed signals are not available, a red flag will be used to indicate the rear.

"19(b). Trains of other railroads, when operating on this railroad, may display signals to indicate the rear as required by their rules."

28. Maximum speed for track motor cars is 25 miles per hour. Rule 693, Book of Rules, is modified accordingly.

29. When railroad radio is available, employes whose duties are prescribed by the Operating Rules are required to use it in the performance of their work. It is to be used only in connection with Company business and in accordance with Rules 12(j) and 300 through 300(j), of the Operating Rules, and when so used it will be in the interest of safety and to avoid delay to trains and damage to equipment.

It must not be used to circumvent the requirements of any rules or special instructions.

Before a train leaves its starting point, or as soon thereafter as practicable, a voice test of the radio equipment shall be made to determine whether that equipment is operating properly. The equipment shall be left turned on with the volume adjusted so calls may be received.

Employes using railroad radio must exercise care to prevent damage to or loss of such equipment.

30. When there is no operative speed indicator or radio, or if any of this equipment is damaged or missing, on the controlling unit of a locomotive in a train, the fact must be reported to the train dispatcher in addition to noting it on Form M.P. 60.

32. The following paragraph is added to Rule 12, Book of Rules:

"At night, or when visibility is impaired, a green light must be used to give hand signals to an engine handling a derrick car at point of work. Enginemen must not accept a hand signal to move given with other color lights."

34. Note Rule 694, Book of Rules.

The following additional instructions govern the movement of NON-INSULATED on-track work equipment over railroad crossings at grade:

At MANUALLY CONTROLLED (Including Remote Control) interlockings:

Motor car operator, or person in direct charge, must secure permission from the control operator for movement through interlocking limits. If there is more than one unit of work equipment, the number of units must be specified. After all of the equipment has moved through interlocking limits, it must be reported clear to the control operator by the person who asked for permission to make the move.

At AUTOMATIC interlockings:

Motor car operator, or person in direct charge, will observe signal governing movement over the crossing for the track and direction the equipment is moving. If signal displays an indication to proceed, equipment may proceed over the crossing, if the movement is immediately made.

If signal does not display an indication to proceed, motor car operator, or person in direct charge, will observe indicator lamp at emergency release box stenciled "N&W" located at the crossing. If lamp is lighted, which indicates signals for crossline movements indicate STOP, he may hand signal equipment to proceed over the crossing, if the movement is to be immediately made.

If indicator lamp is not lighted, or not provided, movement over the crossing must not be made until flag protection against crossline movements has been provided.

NON-INSULATED on-track work equipment must not be stopped and permitted to stand within home signal limits of an interlocked railroad crossing at grade unless full protection against crossline movements is provided.

37. Note Rule 209(a), Book of Rules.

In train order offices where duplicating machines are available, such machines may be used for reproduction of train orders when sufficient copies cannot be made at one writing.

38. When M of W forces are seen or known to be working on a track adjacent to that upon which trains or engines are operating, either on line of road or in the yard, enginemen will sound the engine whistle and ring the engine bell while approaching and when passing these forces.

When practicable to do so, concerned trains and engines will be notified by train order or otherwise of the presence of such M of W forces.

39. Whenever a motor car (as defined on Page 124, Book of Rules) is granted permission by the train dispatcher or control operator to make a specific run or to occupy the track at or between specific points, the train dispatcher or control operator will make a record of it, and other information called for, on form provided for this purpose. This record will be retained.

When a train dispatcher or control operator is relieved, he will transfer to the person relieving him record of any motor car movements which have been authorized and which have not been completed.

Rules 515, 615, 697 and 700, Book of Rules, are supplemented accordingly.

41. The conduct of any employe leading to conviction of any misdemeanor involving moral turpitude (including, without limitation, the unlawful use, possession, transportation or distribution of narcotics or dangerous drugs) or of any felony is prohibited.

42. Rule "G", Book of Rules, is changed to read as follows:

"The use of alcoholic beverages, intoxicants or narcotics by employes subject to duty, or their possession or use while on duty or on Company property is prohibited."

43. The second paragraph of Rule A-6 (d), Form G-66, is modified to read as follows:

"When using 26-L brake equipment, leave brake pipe cutout cock in "cut out" position until equalizing reservoir pressure has been reduced to five pounds below brake pipe pressure, and then move the cutout cock to "cut in" position and continue the reduction to a full service reduction. When the service exhaust stops blowing, return the cutout cock to "cut out" position until remainder of tests are completed and it is desired to release the brakes."

44. When a train or engine is moving against the current of traffic on a track not signaled for movement in both directions, it must approach all facing point switches at restricted speed unless advised that such switches have been spiked for main track movement.

LOCAL

50. Note Rule 21, Book of Rules. The use of white signals to denote freight extras is not required on Pocahontas Division.

51. Note Rule 266, Book of Rules. Hand-operated switches at the following locations are not equipped with electric lock and trains and engines must not clear on these tracks:

CLINCH VALLEY DISTRICT

Farm Bureau at Burks Garden
Gabe Spur
Tazewell Farmer's Feed & Supply, MP 383.5
Maxwell Spur
Gardner side track
Cleveland Station Siding
House Track—Tacoma
House Track—Virginia City

POCAHONTAS DISTRICT

Steward Fuel & Supply Siding
Farm Bureau Siding—Bluefield, Va.
Falls Mills Team Track
Camp Car Track—Flat Top
Panther Pit Track
Panther Station Siding
Trace Fork Coal Co. Outlet
Vulcan Hot Box Spur
Vulcan Coal Operation
Belfry Coal Operation Delivery & Outlet
Hogan Spur
Boiler House Spur

DRY FORK BRANCH

Lex—Delivery & Outlet to Harman Poca. Coal Co.
Excelsior Siding—East and West ends
Warrior Spur
War Station Siding
Johns Branch Spur
Rift Coalwharf Track—West and East ends
Rift Wye—Both switches on East Leg

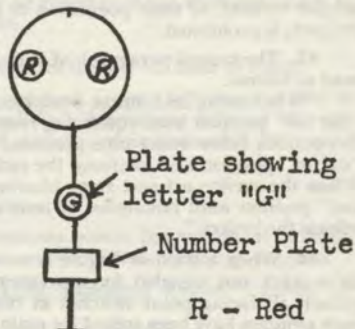
Dawson Siding—West and East ends
 Berwind Station Siding
 Berwind Coal Co.—Outlet & Delivery
 Berwind Runaround—West and East ends
 Hartwell Spur
 Amonate Station Siding
 Bandy Station Siding

PRINCETON AND DEEPWATER DISTRICTS (SEE NOTE):

Ingleside Herndon, Keystone No. 2.
 King Surveyor, east end passing siding.
 Justice Mine Track, M.P. 40.

Note: At other locations in Traffic Control territory, trains and engines may clear the main track at hand-operated switches not equipped with electric lock, but, after clearing, must not operate the switches or again occupy the main track without permission from the Dispatcher.

52. Note Rule 290, Book of Rules. Additional aspect as shown below is authorized:

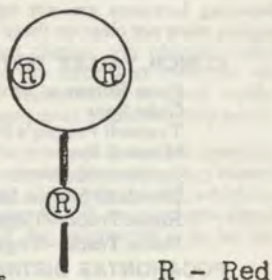


Indication—Proceed at restricted speed.
 Name—Restricting.

Indication—Proceed at restricted speed.
 Name—Restricting.

53. Note Rule 292, Book of Rules.

Aspect "A" is changed to that shown below:



Indication—Stop and stay.
 Name—Stop and stay.

54. Defective Equipment Detectors.

Location	Scans
Pocahontas District:	
Bluefield, MP 365.4	Eastward trains, either track
Davy, MP 406.7	Either direction, either track
Looneys Curve, MP 445	Either direction, eastward track
Beech Creek, MP 447.9	Either direction, either track
Sprigg, MP 464	Westward trains, either track
Clinch Valley District:	
Pounding Mill, MP 397	Either direction
Doran, MP 406.3	Either direction
Princeton District:	
Princeton, MP V-340.1	Either direction on main track and passing siding.

When a train is operated over a track which causes it to by-pass a defective equipment detector it normally would pass over, or when the crew of a train is notified that a proper and complete reading was not received on the tape for a detector it did pass over, the train will be stopped for a visual inspection by its crew members unless a visual inspection of both

sides of the train is to be or can be made by other employes located in the near vicinity.

55. "Inspect Train" Indicators—Locations.

Pocahontas District:

Westward Trains

Westward track 364 feet west of M. P. N-410—Claren.
 Eastward track 364 feet west of M. P. N-410—Claren.
 Westward track 1151 feet west of M. P. N-451—Vulcan.
 Eastward track 1151 feet west of M. P. N-451—Vulcan.

Eastward Trains

Eastward track 3800 feet west of M. P. N-442—Lindsey.
 Eastward track 1092 feet west of M. P. N-403, west of Farm.
 Westward track 1092 feet west of M. P. N-403, west of Farm.

Clinch Valley District:

4600 feet east of Mile Post N-394, Gillespie, for eastward trains.
 1200 feet west of Mile Post N-400, Cedar Bluff, for westward trains.
 2700 feet east of M. P. N-403, east of Richlands, for eastward trains.
 3000 feet west of M. P. N-409, Daw, for westward trains.

56. Note Rule 299, Book of Rules, and General Timetable Rule No. 21.

After inspection has been made for the defective condition indicated, a crew member of the train stopped will furnish results of the inspection to the proper dispatcher or operator before proceeding.

57. Rule 438, Book of Rules, is supplemented as follows:
 Trainmen must observe caboose gauge pressure at frequent intervals and record of same must be made in the conductor's train book when approaching the following points:

Elkhorn Tunnel—westward
 Tip Top—eastward and westward
 Banner—eastward
 Summit Tunnel—westward
 Home Creek—eastward and westward
 Blair Tunnel—eastward and westward

58. Air brake feed valve should be adjusted to 80 pounds setting on locomotives handling eastward tonnage trains out of Bluefield Yard.

59. No more than the equivalent of three 4-axle units is to be used in a pusher assisting a time freight train, other than a solid grain train, between Williamson and Bluefield and between Norton and Bluefield.

When the pusher being used has more power than this, sufficient units must be isolated to comply with this restriction.

60. Empty automobile rack cars, empty 85-foot long or longer flat cars, and such flat cars when loaded with empty trailers or containers or loaded with only one trailer or container, must not have more than the following tonnage trailing them when operated in trains:

4,500 tons. EXCEPT

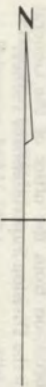
Between:

Richlands and St. Paul—3,500 tons.
 St. Paul and Norton—2,800 tons.
 Weller and Richlands via Wyatt Cut-Off—2,500 tons.
 Bluestone and Matoaka—2,700 tons.
 Eastward trains from Bluefield—4,500 tons.
 Princeton District—2,500 tons.
 Deepwater District—1,600 tons.

62(a). **Open-top** cars carrying over-dimensional loads must not be handled unless waybill has attached to it and both sides of the car are placarded with a Form CT-694 reading "OK WITHOUT RESTRICTIONS" or upon special authorization from the office of the General Manager Transportation through the Division Superintendent's office.

All concerned must be on the lookout for open-top cars carrying loads which appear to be over-dimensional. Such cars which do not bear the placard Form CT-694 are to be considered restricted until checked and determined to be otherwise.

(b). Tri-level auto racks and Hy-Cube cars are restricted between Kellysville and Deepwater.



WEST VIRGINIA

KENTUCKY

VIRGINIA

POCAHONTAS DIVISION



(c). Because of clearances which are less than that required for **unrestricted service**, Plate "C" cars and cars exceeding Plate "C" dimensions must **not** be handled **between Carbo and Norton**, and cars exceeding Plate "C" dimensions must **not** be handled on **Bluestone or Tug Fork Branches**, unless specially authorized. Cars exceeding Plate "C" dimensions must not be handled between **Kellysville and Deepwater**, or on **Winding Gulf Branch**, unless specially authorized.

These cars can be identified by stenciling on both sides near the car number, reading "PLATE C" or "EXCEEDS PLATE C" or "THIS CAR EXCESS HEIGHT—NO RUNNING BOARDS".

Except where he receives written notification from Mechanical Department forces that his train contains no cars that have clearance dimensions greater than that required for **unrestricted service**, it is the responsibility of the conductor in charge to determine this.

63. Location of Road Frequency Radio Base Stations

POCAHONTAS DISTRICT

Bluefield	MP N-401.2	Wharncliffe
Bluestone	Davy	Devon
Maybeury	Roderfield	Cedar
Elkhorn	Iaeger	Delorme
Eckman	Hull	Matewan
Kimball	Panther	MP N-463.9
Welch		Williamson

CLINCH VALLEY DISTRICT

Bluefield	Daw	St. Paul
Tip Top	Swords Creek	MP N-452.5
Youngs	Honaker	Coeburn
Richlands	Carbo	Norton

BLUESTONE BRANCH

Flipping, MP 7.5

TUG FORK BRANCH

Wilcoe Pageton, MP 15
Gary

DRY FORK BRANCH

Bandy	English
Amonate	Bradshaw
Berwind	Ritter
Susanna, MP 20	Iaeger

GILBERT BRANCH

Wharncliffe	Pekin	Gilbert
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BUCHANAN BRANCH & WYATT CUT-OFF

Devon	Home Creek	Dwight
Burke	Weller	Wyatt
Kelsa	Grundy	Lark
Hurley	Vansant	Richlands
Raitt	Roth	

LEVISA BRANCH

Mouthcard, MP 7

PRINCETON DISTRICT

Ingleside	Princeton	King	Matoaka
Clarks Gap	Herndon	Elmore	

DEEPWATER DISTRICT

Maben	Slab Fork	Harper	Long Branch
Oak Hill Jct.	Page	Robson	

GUYANDOT RIVER BRANCH

Jazbo	Pineville	Mada	Baileysville
Simon	Gilbert		

MORRI BRANCH

Huff Creek Jct. Kopperston

CUB CREEK BRANCH

Mile Post 3

WINDING GULF BRANCH

Black Eagle Amigo Sophia
Bowyer Creek Jct. M.P. 29.3

64. SPECIAL INSTRUCTIONS FOR THE HANDLING OF ALL LOADED PLACARDED TANK CARS IN SWITCHING OPERATIONS

Loaded placarded tank cars that fall in the following hazardous materials classification as indicated in the "Description of Articles" section of the waybill will be designated as Class "A" Dangerous and handled **IN SWITCHING OPERATIONS** in all yards and **IN SWITCHING OPERATIONS** on line of road in the same manner as cars containing Class "A" explosives; that is, they will only be moved with the locomotive attached. No other car rolling free will be allowed to couple to any such car, but will only be moved with locomotive, and no couplings will be made with more force than is necessary to complete the coupling:

Flammable Compressed Gas
Flammable Poison Gas — Hydrocyanic Acid (HCN)
Poison Gas or Liquid — Class "A"

ALL OTHER LOADED PLACARDED TANK CARS WILL BE HANDLED AS FOLLOWS:

IN HUMPING OPERATIONS — Handle in single car cuts and only a single cut car will be allowed to couple to a loaded placarded tank car.

IN FLAT SWITCHING OPERATIONS — Handle with extreme caution. Such cars will not be coupled to any car, nor any other car coupled to a loaded placarded tank car with more force than is necessary to make the coupling.

65. In compliance with FRA Emergency Order No. 3, trains handling cars containing Class "A" explosives must be inspected by train crews at the first point practicable after an emergency application of automatic air brakes between terminals.

100. Signal Rules, Pocahontas Division, Rules in effect;

Between	And	Track	ABS	TC
East End Bluefield Yard East Yarr ¹ Office Bldg. Bluefield M. P. N-363 Sycamore Jct. E. Williamson	Bluefield M. P. N-363 East End Bluefield Yard Sycamore Jct. E. Williamson Williamson	Single Eastward Departure Both Single	X X X X	X X
Bluestone Bluestone Dry Fork Junction Wharnccliffe Buchanan Main Line Beech Creek Home Creek*	Pocahontas Giatto Wye W. E. Indian Passing Siding Gilbert, M. P. W-11.5 Home Creek Lynn Camp	Single Single Single Single Single Both	X X X X X X	X X X X X
Lynn Camp Lynn Camp Thomas Wye Thomas Wye East End Weller Richlands Bluefield, Va.	Thomas Wye Thomas Wye Weller Stric Wyatt Wyatt East End Norton	Eastward Westward Both Single Single Single Single	X X X X X X X	X X X X X X
Carbo Tug Signal P-30 Prichard Street	Hurricane Junction Signal T-48 Wilcoe Signal P-1 (Pond Creek Branch) Signal W-4 Williamson Yard	Single Both Single { Scioto Division Pull-In	X X X X	X X

For movements on other Branches, see Timetable Rule No. 2.
ABS—Automatic Block Signal System.

TC—Traffic Control.
*Traffic Control in effect on WESTWARD track between switches Home Creek.

100. Signal Rules, Pocahontas Division, Rules in effect: (cont'd)

Between	And	Track	ABS	TC
Kellysville MX Elmore Elmore Simon Jct. Gulf Jct.	MX Elmore D.B. Gilbert Yard Oceana Woodbay	Single Both Single Single Single Single	X X X X X X	X X X X X X

For operation on spur and branches as indicated below, see Timetable Rule No.:

2(e)—Glen Rogers and Stone Coal Branches.

2(g)—Beards Fork Branch, Pinnacle Creek Spur, Morri Branch west of Oceana (M.P. 11.9), Cub Creek and Allen Branches.

2(h)—Winding Gulf Branch west of Woodbay (M.P. 16.1).

2(i)—White Oak Branch.

ABS—Automatic Block Signal System.

TC—Traffic Control.

Location	Normal Position
Clinch Valley District:	
Furnace—West end of passing siding	Main track
Sam—East end of passing siding	Main track
Burks Garden—West end of passing siding	Main track
Tacoma—West end of passing siding	Main track
Dry Fork Branch:	
Bandy—East end of passing siding	Main track
Bandy—West end of passing siding	Passing siding
Hix—East end of passing siding	Main track
Princeton District:	
M.P. 374.1 Elmore, eastward main track	Main track
M.P. 374.2 Elmore, eastward main track	Main track
M.P. 374.3 Elmore, eastward main track	Main track
M.P. 374.4 Elmore, main track	Main track
M.P. 374.5 Elmore, main track	Main track
M.P. 0.5 Elmore, Guyandot River Branch main track	Main track

102. YARD LIMITS (Indicated by Yard Limit Signs, or by Special instructions)

Bluefield	Carbo	Princeton	Vaco Branch
Wilcoe-Gary	Norton	Elmore	Gilbert Yard
Auville	Weller	Page	Pemberton
Gilbert			
Williamson			

106. Pusher engines preparing to cut off from train shall ease up gradually in order to avoid run out of slack and stop immediately with a hard brake application as soon as they are separated from rear of train.

107. Before detaching cabin cars from trains Conductors must know that hand brakes are operative.

108. Conductors in charge of mine crews will make a report to Car Distributor of all cars being unnecessarily delayed at operations worked by them. If a car is not being loaded or tagged and taking its turn with other cars for any reason, the Car Distributor's Office must be notified, giving full particulars, as to what is holding the car up, as far as the Conductors are able to determine.

109. No shipment of rotating machinery, such as cranes, derricks and shovels, is to be accepted for movement until it has been inspected by Motive Power personnel and Form MP 102 has been prepared and properly distributed.

110. Kings Branch above a point 400 ft. from clearance point, Superior Branch, and Clear Fork Branch above Bridge No. 1943 — MP 1.16, are out of service.

111. Box cars 91 feet long or longer, with truck centers of 64 or more feet, should not be operated in trains west of Richlands, on the Clinch Valley District, or on Bluestone or Tug Fork Branches.

112. Wreck cars of 200 tons or more capacity must not be used on Crane Creek Branch. Trains handling such Wreck Cars must not exceed speed of 10 miles per hour over wooden trestles and must not exceed a speed of 10 miles per hour over Bridges 1395, 1396, 1397 and 1398 between Russell Creek and Banner, Clinch Valley District.

114. Eastward local freight trains and mine shifters, unless otherwise instructed, will fill out to tonnage rating at Flat Top.

Eastward freight trains, unless otherwise instructed, will fill out to tonnage rating at Boody and Richlands.

Westward freight trains, unless otherwise instructed, fill out to full tonnage rating at Hurley.

115. No-Whistling Ordinance in effect through city limits of Bluefield, Va., all hours except as may be necessary for transmission of signals and in case of emergency to prevent accident.

116. Highway Crossings requiring flag protection at night when trains or engines are operated over such Crossings:

Branch Line	Mile Post Location	State Route Number
Simmons Branch	0+ 5235 Ft.	US 52
West Fork Crane Creek	0+ 3230 Ft.	State Rt. 13
New main line Crane Creek	0+ 875 Ft.	State Rt. 11
East Fork Crane Creek	12+ 3812 Ft.	State Rt. 11
Dans Br.	0+ 390 Ft.	Sec. 52/9
East End Landgraff—Opr.	389+ 900 Ft.	US 52
West End Landgraff—Opr.	389+ 3780 Ft.	US 52
West End Landgraff—Opr.	389+ 4172 Ft.	US 52
Adkins Spur	0+ 640 Ft.	State Rt. 85
Spice Creek Br.	0+ 518 Ft.	Sec. 7
Spice Creek Br.	0+ 2520 Ft.	Sec. 7
Spice Creek Br.	4+ 4110 Ft.	US 52
Clear Fork Br.	0+ 1225 Ft.	US 52
Caretta Br.	0+ 2013 Ft.	State Rt. 16
Jacobs Fork Br.—R	6+ 1639 Ft.	Sec. 11
Jacobs Fork Br.	3+ 5272 Ft.	State Rt. 16
Jacobs Fork Br.	10+ 237.5 Ft.	State Rt. 16

BLUEFIELD YARD

123. Trains receiving written instructions over signature of the Asst. Superintendent Terminals to use double track against the current of traffic, not in traffic control territory, within Bluefield yard limits may do so without their own flag protection. Yardmasters and others receiving such instructions by telephone must repeat them to the person issuing, and will then deliver one copy each to Conductor and Engineman, preserving a copy. In case of accident, party receiving instructions over telephone will be held responsible, unless he holds copy of written instructions.

124. Trains and engines approaching Mercer Street, Bluefield, must, before proceeding, receive a proceed hand signal or instructions to proceed from the switchtender on duty. When radio is used, positive identification must be made. During the hours of darkness, the switchtender must use a green light to give a proceed hand signal.

125. The overhead bridges across Bluefield Yard will not clear a man standing on top of cars. Trainmen and others riding on cars must keep a sharp lookout for these bridges when moving through Bluefield Yard.

126. Pile Drivers and Jordan Spreader outfits must be moved into Bluefield Yard on rear of trains, as they will not clear the retarders on the yard.

127. Eastward two-position advance indicators are in service at east end of tangent track west of Mile Post N-361 East Bluefield Forwarding Yard. These indicators are installed on right side of track for which they give indication.

Aspects displayed by these indicators are as follows:

Aspect —Lunar White.

Indication—When track ahead is unoccupied, derails and switches in the route are properly aligned and the eastward signal governing movement through interlocking at east end of Bluefield Yard is a proceed indication.

Aspect —Yellow—Proceed at Restricted Speed.

Indication—Track ahead may be occupied and/or derails, switches and interlocking signal are not properly aligned.

The absence of a light on these advance indicators will have the same meaning as if a yellow light were displayed.

128. Restrictions on trestles, Bluefield Yard.

West Va. Armature Co.—locomotives and loaded cars having capacity greater than 70 tons.

Citizens Coal & Supply Co.—locomotives and loaded cars having a capacity greater than 85 tons.

Bluefield Powerhouse—locomotives and loaded cars having a capacity greater than 70 tons.

When serving the above trestles, enough cars must be held onto to avoid getting locomotive on trestle.

129. The normal position of the switch connecting the east ladder, Grant Street Yard at Bluefield, to westward main track will be for movement to the ladder. Trains and engines approaching this location will do so expecting the switch to be in normal position unless otherwise instructed.

130. Employees concerned will be governed by Radford Division Timetable Rule No. 304, regarding special road train air brake test and instructions applicable to eastward heavily loaded trains dispatched from Eastbound Forwarding Yard Bluefield.

POCAHONTAS DISTRICT

131. Locomotives must not be permitted on Farm Bureau Trestle, Bluefield, Va.

132. Slow signs are erected west of Bluestone Junction, and one mile west of Pocahontas Tunnel No. 1 for the protection of this tunnel.

All trains and engines using this tunnel must stop and inspect for fallen rocks before proceeding.

133. Locomotives should not be operated over Bridge 1155 on Pocahontas Branch located 4530 feet West of Mile Post 1, near Pocahontas or over Bridge 869-A on Upland delivery track.

134. Enginemen of eastward trains, when finding signal at east end of Pocahontas Yard in stop position, will bring their trains to a stop clear of road crossing.

135. Enginemen of westward trains stopped at stop and stay signal just west of first highway crossing east of North Fork station will stop their trains to clear highway crossing. Westward crews setting off empties in the vicinity of North Fork will leave detached portion of train east of highway crossing to avoid blocking same for highway traffic.

136. Instructions To Be Followed When Pulling Outlet Tracks of U.S. Steel Preparation Plant at West End Wilcoe Yard:

After the block of cars in either track has been made solid, air hoses coupled, angle cocks opened, locomotive coupled, air cut in, and hand brakes released except on two head-end (east) cars, it will be determined by placing a bare hand near the rear air hose coupling at the west end of the rear car of the complete block, that brake pipe air supply from the locomotive is continuous through the block of cars.

When brake pipe air supply at the rear air hose coupling has been established, the rear angle cock will be closed and the yardmaster notified. Yardmaster in turn will notify the locomotive engineer. The air system on the block of cars is to be charged from the locomotive for twelve (12) minutes before proceeding.

137. Railroad equipment must not be placed on or handled under the loading point on tipple tracks Nos. 3, 4, 5 and 6, at U. S. Steel Cleaning Plant at Alpheus, W. Va., account of close overhead clearance.

138. Trains or engines using U. S. 52 road crossing, Spice Creek Branch, MP 4 plus 1028 feet, will do so under flag protection only.

139. Automatic crossing gates with flashing light signals located at Route 52 Crossing in Jaeger, W. Va. will be operated automatically at all times. Gates will operate to down position on approach of trains in either direction on the main line and will remain in down position until rear of train passes over crossings, except as per Rule No. 103(e), Book of Rules.

140. Diesel units must not be operated on shake-out track at Blueboy Coal Mining Corp., Beartown, MP I-7.9.

141. Crews setting off at Hull must not block high-water crossing east of middle crossovers.

142. Engines must not be operated under, and employees must not ride equipment beneath overhead tipple at Oak Leaf Coal Co. M.P. 3.1, Glen Alum Branch.

143. Engines must not be operated under, and employees must not ride equipment beneath overhead tipple at Midway Mining Co., MP W-1.4, near Leckieville, Pond Creek Branch.

Gilbert Branch

144. A take siding indicator is installed on a separate mast pole at westward home signal at the east end of Pekin. When this indicator is illuminated with the letters "TS", this indicates westward trains must take siding; however, it will first be necessary to reverse the main track hand-operated switch and train must not pull into the siding until proceed signal indication is displayed by control operator.

WILLIAMSON YARD

146. Train crews on Scioto Division westbound trains which are required to pull through the crossover between north yard lead and No. 1 station track in Williamson Yard are not required to align the switches of this crossover back to normal after the rear of their train clears these switches.

Rule 104, Book of Rules, is modified accordingly.

All crews approaching the above crossover will observe closely to see that switches are properly aligned for the movement they are to make.

147. Green hand signal will be used during the hours of darkness by switchtenders at Sycamore to control movement of trains entering or leaving Williamson Yard.

148. Trains and engines receiving verbal instructions by radio or written instructions over signature of General Yardmaster to use single track in either direction between Sycamore and Williamson Passenger Station against overdue superior trains may do so without their own flag protection. Yardmaster on duty at Williamson West Yard Office will be responsible for issuing these instructions.

CLINCH VALLEY DISTRICT

150. Loaded tri-level auto rack cars must not be operated over Clinch Valley District.

151. Account close clearance on north side of track, cars will not be placed nearer than one car length from east end of spur serving Deskins Warehouse at Tazewell.

152. Loaded cars having a capacity greater than 70 tons must not be placed on Clinchfield Coal Company Trestle, Moss No. 2, on Dumps Creek Branch, and locomotives must not go on this trestle. Crews serving this trestle must hold to sufficient cars to avoid locomotive getting on this trestle.

153. Account close clearance, cars stenciled Plate C or greater cannot be handled between Carbo and Norton except by special permission of General Manager Transportation.

Cars in excess of 50 feet coupled length that do not exceed the extreme width of 10-ft. 8-in. at 14-ft. 0-in. high may be handled at very slow speed and under observation by a crew member while such cars are being moved through tunnels between Carbo and Norton.

Such cars should be placed and handled in the train near the head or rear.

154. Except when communicating with the train dispatcher, who operates on Channel 1, railroad radio communications between others in the vicinity of Carbo Yard Office, Moss Operation No. 3, Lamberts Fork Spur and Tiller Spur Junction will be conducted on Channel 2.

155. All "no-push" cars, including cars loaded with highway trailers received from CRR at Boody, will be handled on the rear of all single trains and behind the pusher on double trains requiring a pusher. Coal in blocks of 10 or more cars will be handled on the head end. All cars loaded with highway trailers will be checked for clearance by car inspector at Boody and will move through Carbo Tunnel with such loads under close observation and at a speed not to exceed 10 miles per hour.

156. CRR trains will use N&W tracks between a point 1,000 feet west of St. Paul Station and the east end of Boody passing siding under the direction of the Operator at St. Paul and the Dispatcher in Bluefield. N&W Operating Rules will apply to the CRR crews while on N&W tracks.

(a). **At Boody Yard, before delivering cars to the CRR, or using connecting track between the two yards, a flagman must be stationed at the south end of Clinchfield Yard to protect the movement. In making deliveries, sufficient room must be made in the track to hold the number of cars involved before they are shoved in. Not more than 25 cars are to be delivered in any one cut unless they can be pulled in.**

(b). N&W trains and engines may use CRR's main track between North switch to CRR's Boody passing siding and the south end of CRR's Lumber Siding track just south of St. Paul station by authority and under the direction of the operator at St. Paul station and the CRR train dispatcher. CRR rules and regulations for the government of the Operating Department will apply to N&W trains and engines while on CRR Tracks.

After obtaining permission from the operator at St. Paul or CRR train dispatcher and receiving the proper signal aspect to do so, N&W trains and engines may enter and use CRR main track between the points named under the provisions of the following instructions:

The main track must not be entered or fouled unless the movement is authorized by a signal indication.

When an N&W train or engine is authorized within the above mentioned limits the CRR train dispatcher will instruct a member of the N&W crew either as to the time and place to clear for other trains or the time to call on telephone for further instructions.

CRR train dispatcher will block the levers on C. T. C. machine controlling signals and switches at each end of the above limits and no other train or engine permitted to enter such limits until the N&W train or engine is in the clear.

Flag protection will not be required within these limits except on two or more tracks where other tracks may be obstructed, or upon instructions from the train dispatcher.

The limits prescribed are within CRR Centralized Traffic Control territory and there is no yard limit protection in this area. When movement is authorized on CRR main track, it will be under the above instructions and the N&W trains or engines moving on CRR tracks will be governed by CRR signal indications as follows:

Clear Aspect—(Proceed at maximum authorized speed.) Green or green over red.

Approach Aspect—(Proceed prepared to stop at next signal.) Yellow or yellow over red.

Restricting Aspect—(Proceed prepared to stop in one-half range of vision.) Red over yellow.

Stop and Proceed Aspect—(Stop then proceed at restricted speed.) Red over a number plate on the signal staff or support.

Stop and Throw Switch Aspect—(Stop and throw switch.) Red over an illuminated red "S".

Stop and Stay Aspect—(Stop and stay until properly authorized to proceed.) Red or red over red with no number plate on the signal staff or support.

157. Little Tom and Marion Branches at Banner are out of service.

158. L&N Crews operating over N&W tracks between Norton and St. Paul are governed by N&W Operating Rules, and must have with them N&W Book of Operating Rules and copy of current N&W Pocahontas Division Timetable.

159. L&N 6-axle locomotives in the following series must not be operated between Norton and St. Paul:

1400-1414
1425-1432
1500-1525

WELLER YARD

160. Normal position of west end of hand throw crossover at west end Weller Yard is for movement between westward main track and yard—red switch target.

Normal position of east end of this crossover is for movement between eastward main track and yard main track—green switch target.

Permission must be obtained from Operator at Weller to reverse either switch. After use, they must be restored to normal position and Operator at Weller so notified.

PRINCETON AND DEEPWATER DISTRICTS

165. Feed valves on engines handling "Hill Runs" from Elmore to Clarks Gap should be adjusted to 70 pounds. All pusher engines will use feed valve setting of 60 pounds.

166. Engines handling freight trains descending Beard's Fork Branch must have feed valve adjusted to 100 pounds, and in addition, retainers must be used on all cars.

167. Enginemen are cautioned to use minimum dynamic braking while entire train is passing over switches at Alpoca and Vaco Junction.

168. Controlled electric switch locks are located as follows:

M.P. 361.2, eastward track, Algonquin
M.P. 387.9, Slab Fork
M.P. 407.9, Pax
M.P. 417.8, Oak Hill Jct.
M.P. 41.1, Guyandot River Branch

Unlock must be obtained from the train dispatcher before these switches can be operated.

169. Operation of automatic electric switch locks, EXCEPT those between M.P. 26 and M.P. 41.1, Guyandot River Branch:

(a) Electric lock will release and switch can be reversed to leave main track after train or engine has occupied a short track circuit immediately ahead of switch points.

(b) To enter main track, first secure permission of the train dispatcher. Raise lock lever handle to "B" position (45 degree angle), and wait until lock indicator is displaying "unlocked" indication. This will allow switch points to be reversed by use of the hand-throw lever.

(c) When entering main track from auxiliary track, no part of the fouling circuit on the auxiliary track must be occupied, or derail operated, until permission has been secured from the train dispatcher.

170. Operation of automatic electric switch locks between M.P. 26 and M.P. 41.1, Guyandot River Branch:

(a) Items (a) and (c) of the preceding rule apply.

(b) To enter main track, first secure permission of the train dispatcher. The padlock must be removed and the foot pedal depressed, which will allow the points to be reversed by use of the hand-throw lever.

171. Points and locations on Branches, not shown on station pages, are as follows:

MORRI BRANCH

- Simon Junction—M.P. 31.0
- Plunkett—east switch—M.P. 7.1
- Plunkett—west switch—M.P. 8.1
- Huff Creek—east switch—M.P. 9.4
- Huff Creek—west switch—M.P. 9.8
- Oceana—M.P. 11.6
- Hatcher—east switch—M.P. 14.1
- Hatcher—west switch—M.P. 15.0
- Kopperston—east switch—M.P. 18.4

CUB CREEK BRANCH

- Bradley—east switch—M.P. 6.5
- Bradley—west switch—M.P. 7.1

GLEN ROGERS BRANCH

- Virwest—M.P. 380.4
- Polk Gap—east switch—M.P. 4.3
- Polk Gap—west switch—M.P. 4.7
- Milam—M.P. 9.0
- Bolt—M.P. 12.3
- Glen Rogers—east switch—M.P. 14.0

WHITE OAK BRANCH

- Oak Hill Junction—M.P. 417.7
- Oak Hill—M.P. 1.6
- Summerlee—M.P. 4.0
- Lochgelly—M.P. 5.7
- Carlisle—M.P. 2.3

BEARD'S FORK BRANCH

- Beard's Fork Junction—M.P. 430.3
- Beard's Fork—M.P. 2.6

VACO BRANCH

- Vaco Junction—M.P. 434.1
- Deepwater—M.P. 1.0

ALLEN BRANCH

- Allen Junction—M.P. 3.7
- Wyco—M.P. 1.1
- Lane—M.P. 2.8

STONE COAL BRANCH

- Amigo crossover—M.P. 7.6
- Rhodell—east switch—M.P. 0.5
- Rhodell—crossover—M.P. 0.7
- Rhodell—west switch—M.P. 1.3
- East Gulf—east switch—M.P. 3.1
- East Gulf—west switch—M.P. 3.7
- Besoco—east switch—M.P. 6.3
- Besoco—west switch—M.P. 7.0
- Lillybrook—east switch—M.P. 8.1

172. TRACKAGE RIGHTS

At certain locations on the Norfolk and Western Railway other railroads have trackage rights and at certain points on other railroads the Norfolk and Western has trackage rights. These places are listed below and there is set out in each case, name of the railroad whose Timetable, Rules and Instructions shall govern, as follows:

- (a) Between Stone Coal Junction and Lillybrook: Norfolk and Western Railway Company.
- (b) Between Pemberton, Westwood, and Prosperity: Chesapeake and Ohio Railway Company.
- (c) Between Oak Hill Junction, Carlisle and Lochgelly: Norfolk and Western Railway Company.
- (d) Between D.B. and Dickinson: Penn Central Company.
- (e) Between Gilbert and Pemberton: Norfolk and Western Railway Company.

173. INTERCHANGE POINTS

At the following locations interchange with other roads and districts is performed. Crews using these facilities must move at Restricted Speed expecting tracks to be occupied by cars or trains moving in either direction:

- | | |
|-----------------|----------------|
| Gilbert Yard | Carlisle Yard |
| Stone Coal Yard | Deepwater Yard |
| Pemberton Yard | D.B. |

174. Princeton District crews interchanging cars with the Pocahontas District in Matoaka Yard will first contact the Pocahontas District dispatcher for permission to enter the Bluestone Branch. The telephone at Matoaka Transfer, marked "PD," is the Pocahontas District Dispatcher's line. After receiving permission, crews will move through the siding at restricted speed and will leave inbound cars in the east end of the storage track and bills for cars in phone box. Cars to be received will be in the siding between the switches of the storage track.

175. VIRWEST

The proper alignment for the connection switch for the Glen Rogers Branch at Virwest is for the Glen Rogers Branch.

176. SLAB FORK

Account close clearance, engines must not be operated beyond the loading point at Slab Fork No. 12 Mine.

177. SURVEYOR PASSING SIDING

Trains or engines using siding must place dual-control switch at west end on hand-operation and leave on hand-operation until movement is clear of detector circuits.

Trains or engines entering the siding at the west end, must not leave it at the east end.

178. MABEN, HARPER, AND PAX

House tracks at Maben, Harper and Pax are equipped with slide-type derail. When these tracks are to be entered, the switch must be thrown first, then the derail. When restoring switch and derail to normal position, the derail must be restored first.

179. WYOMING

Engines must not be operated over gravel unloading pit on supply track of mine layout at M.P. 18.9, and not more than five (5) cars may be placed for unloading at any time.

180. KOPPERSTON

The proper alignment for the crossover switches between auxiliary track and main track at Kopperston is for straightaway movement on each track.

181. COAL FILLER WILL BE FORWARDED ON HEAD END OF ALL TRAINS FROM ELMORE TO ROANOKE

400. PART TIME OFFICES

Non-train order stations will be open as follows, except Saturdays, Sundays, and holidays, unless otherwise noted:

Tazewell	8:00 A.M. to 5:00 P.M.
Richlands	8:00 A.M. to 5:00 P.M.
Welch	8:00 A.M. to 5:00 P.M.
Grundy	8:00 A.M. to 5:00 P.M.
Page	8:00 A.M. to 5:00 P.M.
Oak Hill	8:00 A.M. to 5:00 P.M.
Princeton	7:30 A.M. to 4:30 P.M.

TONNAGE RATINGS

Per Locomotive Unit

Pocahontas District

FROM	TO	6-Axle		4-Axle	
		Slow	Time	Slow	Time
Bluefield or Flat Top	Maybeury	3750	3450	2500	2300
Maybeury or Wilcoe	Williamson	7500	3450	5000	2300
No. 77 Bluefield	Williamson		2250		1500
Williamson	Farm or Wilcoe	4200 Lds. 4300 Mtys.	2250	2800 Lds. 2000 Mtys.	1500
Farm	Bluefield	2100		1400	
Clift or Pocahontas	Flat Top	4200		2800	
No. 78 Williamson	Bluefield With pusher Without pusher		1800		1200
			1500		1000
No's 84, 86, 94 Williamson	Bluefield Without pusher		1725		1150
Wharncliffe	Staggerweed Tunnel	2100 Mtys.		1400 Mtys.	
Gilbert	Staggerweed Tunnel	3375		2250	

Time freight trains with full tonnage will be assisted by pusher to Bluefield.

Clinch Valley District and Between Richlands and Wyatt

FROM	TO	6-Axle	4-Axle
Bluefield St. Paul Banner	St. Paul	2625	1750
	Banner	1575	1050
	Norton	2625	1750
Norton Finney Richlands	Finney	2925	1950
	Richlands	1800	1200
	Bluefield	2400	1600
Richlands Wyatt	Wyatt	1200	800
	Richlands	1200	800

Dry Fork Branch and Buchanan Branch

FROM	TO	6-Axle	4-Axle
Richlands Cedar Bluff Berwind	Summit Tunnel	4500	3000
	Summit Tunnel	4950	3300
	Summit Tunnel	2100	1400
Thomas Hurley	Raitt	1800	1200
	Raitt	1650	1100

Three of the following series of 6-axle units are the equivalent of five 4-axle units for tonnage rating purposes:

Alco C-630 Series 1130-1139—3000 HP

EMD SD-40 Series {1580-1652} —3000 HP
{6000-6138}

EMD SD-45 Series 1700-1814—3600 HP

When ambient temperature is 34 degrees or less, train length should not exceed that shown in "Table of Maximum Train Lengths" in this timetable.

TONNAGE RATINGS

Per Locomotive Unit

Princeton and Deepwater Districts

FROM	TO	6-axle		4-axle	
		Slow or Loads	Time or Mtys.	Slow or Loads	Time or Mtys.
Kellysville	Princeton	1650	1250	1100	850
Princeton	Elmore	2250	1250	1400	850
Elmore	Clarks Gap	1500	1400	900	850
Clarks Gap	Kellysville	*5200	4000	*3200	2400
Elmore	Jenny Gap	1900	1750	1200	1100
Jenny Gap	Silver Gap	2900	2500	1850	1700
DB	Page	1350	1250	850	775
Page	Silver Gap	1550	1450	950	900
Silver Gap	Harper	1850	1700	1200	1100
Harper	Jenny Gap	2450	2200	1600	1450
Elmore	Gilbert	1530	4200	15000	4200
Gilbert	Cub Creek Jct.	2400	2200	1600	1450
Cub Creek Jct.	Simon	4350	3600	2700	2250
Simon	Mada	6250	4750	4100	3150
Mada	Itmann	5250	4150	3550	2750
Itmann	Elmore	6700	5000	4400	3350
Simon Junction	Hatcher	3050	2650	2000	1850
Hatcher	Kopperston	1350	1300	850	.....
Cub Creek	Coal Mountain	1000	.....	650	.....
Gulf Junction	Amigo	5200	3950	3200	2650
Amigo	Tams	3300	2900	2100	1850
Tams	Sophia	1600	1500	1050	1000
Pemberton	Sophia	5200	3950	3200	2650

*10% additional tonnage for setting off Whitethorne and west may be handled.

Three of the following series of 6-axle units are the equivalent of five 4-axle units for tonnage rating purposes:

Alco C-630 Series 1130-1139—3000 HP

EMD SD-40 Series {1580-1652} —3000 HP
{6000-6138}

EMD SD-45 Series 1700-1814—3600 HP

When ambient temperature is 34 degrees or less, train length should not exceed that shown in "Table of Maximum Train Lengths" in this timetable.

TABLE OF MAXIMUM TRAIN LENGTHS

When Ambient Temperature is 34° or Less, Train Length Should Not Exceed that Indicated Below.

TRAINS WITH HEAD END BRAKE PIPE SUPPLY ONLY

Ambient Temp. °F *Maximum Number of Cars
(Based on 50-ft. Cars)

Ambient Temp. °F	*Maximum Number of Cars (Based on 50-ft. Cars)
35° and up	Full Train and Tonnage
32° to 34°	195
29° to 31°	180
26° to 28°	170
20° to 25°	155
15° to 19°	145
10° to 14°	135
5° to 9°	125
0° to 4°	115
-1° to -5°	105
-6° to -10°	95
-11° to -15°	85
-16° to -25°	75

***NOTE:** Long cars such as bi-level, tri-level, piggyback, or hi-cube to be counted as two 50-foot cars in the above train lengths.

POCAHONTAS DIVISION SURGEONS

Dr. W. R. Whitman, Jr., System Surgeon, Roanoke, Va.

Location	Name and Address	Telephone
Bluefield, W. Va..	Dr. S. G. Davidson Bluefield Sanitarium 307 Ramsey Street	Off.: 325-6176 Res.: 327-7554
	Dr. H. F. Warden, Jr. Bluefield Sanitarium 307 Ramsey Street	Off.: 325-6176 Res.: 327-5721
	Dr. J. Brookins Taylor 323 Ramsey Street	Off.: 325-3666 Res.: 325-9383
	Dr. W. F. Hillier, Jr. Bluefield Sanitarium 307 Ramsey Street	Off.: 325-6176 Res.: 327-6672
	Dr. J. E. Blaydes, Jr. Corner Frederick & Woodland Ave.	Off.: 327-8129 Res.: 327-5312
	Dr. J. P. Thomas Bluefield Sanitarium 307 Ramsey Street	Off.: 325-6176 Res.: 325-9569
Norton, Va.	Dr. R. N. Shelley Community Hospital	Off.: 679-3021 Res.: 679-3420
	Dr. H. H. Howze Park Avenue Hospital 808 Park Avenue	Off.: 679-2810 Res.: 679-1320
	Dr. C. H. Henderson 615 Park Avenue	Off.: 679-2385
Coeburn, Va.	Dr. H. W. Clement	Off.: 395-3157
St. Paul, Va.	Dr. G. E. Cain	Off.: 762-6161
Tazewell, Va.	Dr. May E. Johnston Jeffersonville Hospital	Off.: 988-2581 Res.: 988-4106
Richlands, Va.	Dr. J. A. Robinson Clinch Valley Clinic	Off.: 963-4135 Res.: 963-1071
	Dr. William R. Strader Mattie Williams Hospital	Off.: 964-6185 Res.: 964-4021
	Dr. J. M. Peery Clinch Valley Clinic	Off.: 964-5115 Res.: 963-1071
	Dr. Tillou Henderson Clinch Valley Clinic	Off.: 963-7755 Res.: 963-1071

POCAHONTAS DIVISION SURGEONS—Continued

Location	Name and Address	Telephone
Williamson, W. Va.	Dr. F. J. Burian Cinderella Building	Off.: 235-3555 Res.: 237-1301
	Dr. R. A. Salton Williamson Memorial Hospital	Off.: 235-2500 Res.: 235-2779
	Dr. R. J. Tchou Williamson Memorial Hospital	Off.: 235-2500 Res.: 235-5496
	Dr. C. M. Bentley Freeburn, Kentucky	Off.: 456-7758
	Dr. Paul Walker Highland Clinic	Off.: 237-1020 Res.: 237-4300
Gary, W. Va.	Dr. J. D. Harris Highland Clinic	Off.: 237-1020 Res.: 237-4548
	Dr. E. K. Whitley, Jr.	Off.: 938-5357 Res.: 938-2146
Welch, W. Va.	Dr. G. E. Irvin 32 Berwind Lane	Res.: 436-4541
	Dr. A. J. Villani Stevens Clinic	Off.: 436-3161 Res.: 436-3543
	Dr. F. L. Johnston Stevens Clinic	Off.: 436-3161 Res.: 436-3460
Gary, W. Va.	Dr. N. F. Coulon Rock District Medical Services	Off.: 448-2051 Res.: 325-6835
	Dr. J. H. Murry	Off.: 448-2716
Matoaka, W. Va.	Dr. C. I. Butte, Jr.	Off.: 467-7711 Res.: 467-7727
Buchanan Branch.	Dr. J. C. Moore Keen Mountain, Va.	Res.: 498-7085
	Dr. Ralph W. Hess Grundy Hospital	Off.: 935-2111 Res.: 531-3265
	Dr. Bradley D. Berry Grundy Hospital	Off.: 935-2111 Res.: 935-2007
	Dr. R. F. Baxter Grundy Hospital	Off.: 935-2111 Res.: 935-2210
	Dr. U. O. Sanders Hurley, Virginia	Res.: 935-2514
Princeton, W. Va.	Dr. F. J. Holroyd	Off.: 425-3922
	Dr. R. R. Raub	Off.: 425-5550
	Dr. R. W. McGan	Off.: 425-6158
Mullens, W. Va.	Dr. G. F. Fordham	Off.: 294-4940
	Dr. R. E. Newman	Off.: 294-4940
Beckley, W. Va.	Dr. M. M. Ralston	Off.: 252-6431
Charleston, W. Va.	Dr. R. L. Anderson	Off.: 343-7559

counted as two 50-foot cars in the
above train lengths.

