

SAFETY
IS OF
FIRST
IMPORTANCE



BE CAREFUL
THINK - LOOK
AND
LIVE

THE CHESAPEAKE AND OHIO
RAILWAY COMPANY
(CHESAPEAKE DISTRICT)

WESTERN GENERAL DIVISION

HINTON DIVISION

TIMETABLE No.

138

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

Sunday, April 27, 1952.

Book of Rules, Dated March 31, 1951,
Governs the Rights of Trains

DESTROY ALL TIMETABLES OF
PREVIOUS DATE

Read the Instructions

FOR INFORMATION OF EMPLOYEES ONLY

Trains run on Eastern Standard Time

R. VAWTER,
General Manager.

R. N. BEGIEN, Jr.,
Superintendent Freight Transportation.

I. D. IRWIN,
Superintendent Passenger Transportation.

G. P. GIBBS,
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K. R. KETCHAM,
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HINTON DIVISION
NEW RIVER SUBDIVISION
WESTWARD

Calls	HOURS OPEN	Distance from Hinton	TIMETABLE No. 138. In Effect Sunday, April 27, 1952	FIRST CLASS			
				STATIONS			
				1 Daily	3 Daily	47 Daily	5 Daily
HX	Continuous	0.0	Wt HINTON	L 1 25	AML 7 10	AML 7 25	PML 8 20
CW	Continuous	2.0	C. W. Cabin				
		5.0	R. K. Cabin				
		9.0	Sandstone				
MD	Continuous	12.3	W Meadow Creek	1 40	s 7 28	7 39	f 8 42
QN	Continuous	21.7	Wy Quinnimont	1 51	7 39	7 50	8 57
NI	Continuous	22.9	Prince	1 53	s 7 48	s 7 57	s 9 10
		26.2	McKendree	1 58	7 53	8 02	9 15
CS	Continuous	32.4	t C. S. Cabin	2 06	8 01	8 10	9 27
DU	Continuous	33.7	W Thurmond (25) (15)	2 08	s 8 06	s 8 15	s 9 40
ED	8.30 a. m. to 5.30 p. m., except Saturday and Sunday	40.5	W Sewell	2 17	8 15	8 24	9 55
		43.1	W Keeneys Creek	2 21	8 19	8 28	9 59
MZ		47.2	Fayette	2 26	8 25	8 34	10 07
MA	Continuous	51.8	M. A. Cabin	2 34	8 33	8 42	10 15
		53.5	W Cotton Hill	2 36	s 8 39	8 45	s 10 23
GU	Continuous	57.7	G. U. Cabin	2 42	8 46	8 51	10 29
		57.9	Gauley				
VN	Continuous	64.2	Deepwater	2 50	8 54	8 59	10 39
		65.0	West Deepwater				
		66.6	W Mt. Carbon	2 52	8 56	9 01	10 43
CN		70.4	Montgomery (15)	2 58	s 9 05	s 9 10	s 10 58
RO	Continuous	72.5	Wt HANDLEY	3 03	9 10	9 15	11 05
				A	AMA	AMA	PMA PM
				1 Daily	3 Daily	47 Daily	5 Daily

HINTON DIVISION
NEW RIVER SUBDIVISION
WESTWARD

Distance from Hinton	TIMETABLE No. 138. In Effect Sunday, April 27, 1952	STATIONS	SECOND CLASS	THIRD CLASS			
			13 Daily	93 Daily	95 Daily	91 Daily	
			L	PML	AML	PML	PM
0.0	Wt	HINTON	2 00				
2.0		C. W. Cabin		3 00	4 30	11 15	
5.0		R. K. Cabin					
9.0		Sandstone	s 2 16				
12.3	W	Meadow Creek	s 2 25				
21.7	Wy	Quinnimont	s 2 43				
22.9		Prince	s 3 03				
26.2		McKendree	f 3 08				
32.4	t	C. S. Cabin	3 23				
33.7	W	Thurmond (25) (15)	s 3 36				
40.5	W	Sewell	s 3 53				
43.1	W	Keeneys Creek	f 4 00				
47.2		Fayette	s 4 11				
51.8		M. A. Cabin	4 22				
53.5	W	Cotton Hill	s 4 32				
57.7		G. U. Cabin	4 38				
57.9		Gauley	s 4 40				
64.2		Deepwater	s 4 52				
65.0		West Deepwater	f 4 54				
66.6	W	Mt. Carbon	s 5 00				
70.4		Montgomery (15)	s 5 09				
72.5	Wt	HANDLEY	s 5 15	5 55	7 25	1 25	
			A	PMA	AMA	PMA	AM
			13 Daily	93 Daily	95 Daily	91 Daily	

HINTON DIVISION
NEW RIVER SUBDIVISION
EASTWARD

Side Track Capacity in Cars (41 ft.)	Distance from Handley	TIMETABLE No. 138. In Effect Sunday, April 27, 1952		FIRST CLASS								
		STATIONS		46 Daily		6 Daily		2 Daily				
				A	AM	A	PM	A	AM			
	72.5	Wt	HINTON	s 6 25		s 7 45		s 12 55				
	70.5		C. W. Cabin									
	67.5		R. K. Cabin									
	63.5		Sandstone									
e 158 w 120	60.2	W	Meadow Creek	6 08		7 27		12 41				
e 229 w 170	50.8	Wy	Quinnimont	5 57		7 15		12 30				
	49.6		Prince	s 5 54		s 7 12		12 28				
	46.3		McKendree	5 43		7 01		12 23				
c 126	40.1	t	C. S. Cabin	5 36		6 54		12 16				
e 170	38.8	W	Thurmond	5 33		s 6 52		s 12 14				
	32.0	W	Sewell	5 21		6 39		12 02				
South Fayette p123 Fayette p149	25.0		South Fayette	5 11		6 28		11 52				
	20.7		M. A. Cabin	5 05		6 21		11 46				
	19.0	W	Cotton Hill	5 02		s 6 18		11 43				
	14.8		G. U. Cabin	4 56		6 08		11 37				
	14.6		Gauley									
e 114 w 104	8.3		Deepwater	4 48		6 00		11 29				
	7.5		West Deepwater									
	5.9	W	Mt. Carbon	4 45		5 57		11 26				
	2.1		Montgomery	s 4 40		s 5 52		s 11 21				
	0.0	Wt	HANDLEY	4 32		5 45		11 15				
				L	AML	PML		PM				
				46 Daily		6 Daily		2 Daily				

HINTON DIVISION
NEW RIVER SUBDIVISION
EASTWARD

Distance from Handley	TIMETABLE No. 138. In Effect Sunday, April 27, 1952		SECOND CLASS		THIRD CLASS				
	STATIONS		104 Daily	16 Daily Ex. Sun.	94 Daily	92 Daily	90 Daily		
	A	PM	A	PM	AMA	AMA	AMA	AM	
72.5	Wt	HINTON	s 2 30		6 20				
70.5		C. W. Cabin				5 00	5 30	12 15	
67.5		R. K. Cabin	2 13		6 07				
63.5		Sandstone	s 2 08		f 6 02				
60.2	W	Meadow Creek	s 2 02		s 5 55				
50.8	Wy	Quinnimont	s 1 40		s 5 38				
49.6		Prince	s 1 32		s 5 27				
46.3		McKendree	f 12 58		f 5 19				
40.1	t	C. S. Cabin	12 42		5 04				
38.8	W	Thurmond	s 12 39		s 5 01				
32.0	W	Sewell	s 12 13		s 4 39				
25.0		South Fayette	s 11 53		s 4 17				
20.7		M. A. Cabin	11 40		4 09				
19.0	W	Cotton Hill	s 11 36		s 4 05				
14.8		G. U. Cabin	11 22		3 58				
14.6		Gauley	s 11 21		f 3 56				
8.3		Deepwater	s 11 06		f 3 47				
7.5		West Deepwater	11 03						
5.9	W	Mt. Carbon	f 10 59		f 3 42				
2.1		Montgomery	s 10 51		s 3 34				
0.0	Wt	HANDLEY	10 41		3 29	2 00	2 40	9 30	
			L	AM	L	PML	AML	PML	PM
			104 Daily		16 Daily Ex. Sun.	94 Daily	92 Daily	90 Daily	

HINTON DIVISION

WESTWARD		PINEY CREEK SUBDIVISION		EASTWARD	
Calls	HOURS OPEN	Distance from Prince	TIMETABLE No. 138. In Effect Sunday, April 27, 1952 STATIONS	SideTrack Capacity in Cars (41 ft.)	
NI	Continuous	0.0	PRINCE		
		0.8	Terry Siding	p125	
	Booth	1.3	Terry Junction		
		1.7	McCreery		
		3.4	Wright		
DO	Continuous Except 7.00 a. m. Saturday to 7.00 a. m. Monday	5.3	Stonewall	p117	
	Booth	6.5	Dorsey	p 28	
		8.1	White Stick		
	Booth	10.2	Rodes	p 52	
		13.2	McQuaid		
RA	Continuous	13.6	Wy Raleigh	Yard	
	Booth	14.2	North End Wye		
BJ	Continuous Except 11.00 p. m. Sunday to 7.00 a. m. Monday	16.1	Beckley Junction	o77	
	Booth	16.4	Mabscott	p28 o86	
	Booth	19.3	Burks	p72 o 8	
		21.0	Eccles	o 8	
	Booth	21.8	Eccles Jct.		
		23.1	W Baylor	o13	
	Booth	24.1	Marsh Fork Jct.		
VO	8.00 a. m. to 5.00 p. m. Except Saturday and Sunday	24.9	Surveyor	o10	
		27.1	y LESTER	o11	

WESTWARD		LAUREL CREEK SUBDIVISION		EASTWARD	
Calls	HOURS OPEN	Distance from Quinnimont	TIMETABLE No. 138. In Effect Sunday, April 27, 1952 STATIONS	SideTrack Capacity in Cars (41 ft.)	
	Booth	5.4	HEMLOCK HOLLOW	o 31	
		5.1	Brownwood		
		4.5	Big Q		
	Booth	4.0	Laurel		
	Booth	2.9	Export		
	Booth	0.8	Coke Ovens		
QN	Continuous	0.0	Wy QUINNIMONT	Yard	

WESTWARD		SURVEYOR SUBDIVISION		EASTWARD	
Calls	HOURS OPEN	Distance from Marsh Fork Jct.	TIMETABLE No. 138. In Effect Sunday, April 27, 1952 STATIONS	Side Track Capacity in Cars (41 ft.)	
	Booth	0.0	MARSH FORK JCT.		
		5.3	END OF TRACK		

RALEIGH AND SOUTHWESTERN AND WINDING GULF SUBDIVISIONS

WESTWARD		RALEIGH AND SOUTHWESTERN AND WINDING GULF SUBDIVISIONS		EASTWARD	
Calls	HOURS OPEN	Distance from Raleigh	TIMETABLE No. 138. In Effect Sunday, April 27, 1952 STATIONS	SideTrack Capacity in Cars (41 ft.)	
RA	Continuous	0.0	Wy RALEIGH	Yard	
		0.6	East End Wye		
WY	Continuous Except 7.00 a. m. Sunday to 7.00 a. m. Monday	0.9	South End Wye		
	Booth	2.9	Fitzpatrick	o10	
	Booth	6.2	W Forest	o119	
PB	Continuous Except 8.00 a. m. Saturday to 8.00 a. m. Monday	6.5	Pemberton	Yard	
	Booth	7.6	Affinity		
	Booth	8.1	Tunnel Siding	p63 o43	
GS	Continuous Except 7.00 a. m. Sunday to 7.00 a. m. Monday	10.1	Gulf Switch	o19	
	Booth	13.8	W MacAlpin		
	Booth	14.5	Stotesbury		
	Booth	16.2	Tams		
U	Continuous Except 7.00 a. m. Saturday to 7.00 a. m. Monday	17.0	Ury	p64	
	Booth	18.1	Helen		
	Booth	21.1	STONE COAL JCT.	o242	

PINEY RIVER AND PAINT CREEK SUBDIVISION

WESTWARD		PINEY RIVER AND PAINT CREEK SUBDIVISION		EASTWARD	
Calls	HOURS OPEN	Distance from Beckley Jct.	TIMETABLE No. 138. In Effect Sunday, April 27, 1952 STATIONS	SideTrack Capacity in Cars (41 ft.)	
BJ	Continuous Except 11.00 p. m. Sunday to 7.00 a. m. Monday	0.0	BECKLEY JUNCTION	o77	
	Booth	1.2	Beckley	o35	
	Booth	2.2	Sprague		
	Booth	4.5	Skelton		
	Booth	6.0	CRANBERRY		

HINTON DIVISION

GLADE CREEK AND RALEIGH SUBDIVISION

WESTWARD		GLADE CREEK AND RALEIGH SUBDIVISION		EASTWARD	
Calls	HOURS OPEN	Distance from Blue Jay Jct.	TIMETABLE No. 138. In Effect Sunday, April 27, 1952 STATIONS	Side Track Capacity in Cars (41 ft.)	
	Booth	0.0	BLUE JAY JCT.		
		1.1	Glen Jct.	o 6	
		1.2	Glen Morgan		
		1.5	END OF TRACK		

LOUP CREEK AND PRICE HILL SUBDIVISIONS

WESTWARD		LOUP CREEK AND PRICE HILL SUBDIVISIONS		EASTWARD	
Calls	HOURS OPEN	Distance from Thurmond	TIMETABLE No. 138. In Effect Sunday, April 27, 1952 STATIONS	SideTrack Capacity in Cars (41 ft.)	
		10.0	MACDONALD		
		9.9	Sugar Creek Junction	o 6	
		9.8	Kilsyth Junction		
MC	1.00 p. m. to 10.00 p. m. Except Saturday and Sunday	9.6	Price Hill Junction	p21 o12	
		10.1	Mt. Hope	o 18	
MC	1.00 p. m. to 10.00 p. m. Except Saturday and Sunday	9.6	Price Hill Junction	p21 o12	
		9.1	Turkey Knob		
	Booth	8.1	Derryhale		
	Booth	7.4	Sun		
	Booth	6.8	Wy White Oak Jct.	p 35	
GJ	7.00 a. m. to 11.00 p. m. Except Sunday	6.4	Glen Jean		
		5.9	Red Star	o 11	
	Booth	5.1	Harvey	p67 o181	
	Booth	2.5	Meadow Fork		
	Booth	0.3	South Side Jct.		
DU	Continuous	0.0	W THURMOND	Yard	

WHITE OAK SUBDIVISION

WESTWARD		WHITE OAK SUBDIVISION		EASTWARD	
Calls	HOURS OPEN	Distance from White Oak Jct.	TIMETABLE No. 138. In Effect Sunday, April 27, 1952 STATIONS	Side Track Capacity in Cars (41 ft.)	
	Booth	3.4	CARLISLE	o 66	
	Booth	2.6	Scarbro	p 48 o191	
		1.4	Wingrove		
	Booth	0.0	Wy WHITE OAK JCT.		

REND SUBDIVISION

WESTWARD		REND SUBDIVISION		EASTWARD	
Calls	HOURS OPEN	Distance from South Side Jct.	TIMETABLE No. 138. In Effect Sunday, April 27, 1952 STATIONS	Side Track Capacity in Cars (41 ft.)	
		4.5	MINDEN	o283	
		3.1	Rock Lick Junction		
	Booth	0.0	SOUTH SIDE JUNCTION	Yard	

GLEN JEAN SUBDIVISION

WESTWARD		GLEN JEAN SUBDIVISION		EASTWARD	
Calls	HOURS OPEN	Distance from Oswald	TIMETABLE No. 138. In Effect Sunday, April 27, 1952 STATIONS	Side Track Capacity in Cars (41 ft.)	
		0.0	OSWALD		
		1.1	Cepece		
	Booth	2.4	Kilsyth	o 26	
		3.1	Heath		
	Booth	3.4	W Mill Creek Jct.		
		3.5	KILSYTH JCT.		
		3.1	HEATH		
	Booth	3.5	Sugar Creek Jct.	o 6	
		4.6	Siltix		
		6.3	Tunnel		
		7.7	Veasey		
		8.6	Millers Camp		
	Booth	9.6	PAX	o134	

MILL CREEK SUBDIVISION

WESTWARD		MILL CREEK SUBDIVISION		EASTWARD	
Calls	HOURS OPEN	Distance from Mill Creek Jct.	TIMETABLE No. 138. In Effect Sunday, April 27, 1952 STATIONS	Side Track Capacity in Cars (41 ft.)	
		4.8	END OF TRACK		
	Booth	4.5	Garden Ground		
		3.2	Cleve		
	Booth	0.0	W MILL CREEK JCT.		

HINTON DIVISION

WESTWARD		SOUTH SIDE SUBDIVISION		EASTWARD	
HOURS OPEN	TIMETABLE No. 138. In Effect Sunday, April 27, 1952	Distance from Bridge Jct.	Side Track Capacity in Cars (41 ft.)		
Booth	SOUTH SIDE JCT. 2.2	7.7	Yard		
.....	South Rush Run 0.6	5.5	.....	
.....	Red Ash 2.6	4.9	.....	
Booth	Brooklyn 1.3	2.3	.....	
.....	Cunard 1.0	1.0	.....	
Booth	BRIDGE JCT. 1.0	0.0	.....	

WESTWARD		KEENEY'S CREEK SUBDIVISION		EASTWARD	
HOURS OPEN	TIMETABLE No. 138. In Effect Sunday, April 27, 1952	Distance from Keeneys Creek	Side Track Capacity in Cars (41 ft.)		
.....	LOOKOUT 0.5	7.8	o 11		
.....	Blume 0.8	7.3	.....	
.....	Rothwell 0.4	6.5	.....	
.....	Smokeless 0.2	6.1	.....	
.....	Masters 0.2	5.9	.....	
.....	Ballenger 1.0	5.7	.....	
.....	Boone 0.7	4.7	.....	
.....	Dearien 2.5	4.0	.....	
.....	Switch Back 0.8	1.5	.....	
.....	Hollands Crossing 0.7	0.7	.....	
Booth	W KEENEYS CREEK 0.7	0.0	o 40		

WESTWARD		HAWKS NEST SUBDIVISION		EASTWARD	
HOURS OPEN	TIMETABLE No. 138. In Effect Sunday, April 27, 1952	Distance from Hawks Nest	Side Track Capacity in Cars (41 ft.)		
.....	W ANSTED 2.0	2.0	o 13		
Booth	HAWKS NEST	0.0	o 50		

WESTWARD		POWELLTON SUBDIVISION		EASTWARD	
HOURS OPEN	TIMETABLE No. 138. In Effect Sunday, April 27, 1952	Distance from Mt. Carbon	Side Track Capacity in Cars (41 ft.)		
.....	END OF TRACK 0.3	5.2	.....	
.....	Powellton 0.7	4.9	o 27		
Booth	Elkridge Jct. 0.6	4.2	.....	
.....	Ridenour 0.9	3.6	.....	
.....	Columbia 1.3	2.7	.....	
.....	Kimberly 1.4	1.4	.....	
Booth	W MT. CARBON 1.4	0.0	.....	

WESTWARD		ELKRIDGE SUBDIVISION		EASTWARD	
HOURS OPEN	TIMETABLE No. 138. In Effect Sunday, April 27, 1952	Distance from Elkridge Jct.	Side Track Capacity in Cars (41 ft.)		
.....	END OF TRACK 0.5	2.8	.....	
.....	Elkridge 2.3	2.3	.....	
Booth	ELKRIDGE JCT. 2.3	0.0	.....	

HINTON DIVISION

WESTWARD		GAULEY SUBDIVISION		EASTWARD	
HOURS OPEN	Distance from Gauley	TIMETABLE No. 138. In Effect Sunday, April 27, 1952	Side Track Capacity in Cars (41 ft.)		
Booth	0.0	GAULEY 1.4	.....	
Booth	1.4	K. & M. Junction 0.9	o 135		
.....	2.3	Vanetta 1.7	o 2		
.....	4.0	Gamoca 2.0	o 6		
.....	6.0	Wyndal 0.8	.....	
Booth	6.8	W Rich Creek Junction 0.4	o 7		
.....	7.2	Belva 0.5	o 3		
.....	7.7	Open Fork Junction 4.9	.....	
.....	12.6	Vaughan 1.8	o 4		
.....	14.4	GREENDALE	o 5		

WESTWARD		RICH CREEK SUBDIVISION		EASTWARD	
HOURS OPEN	Distance from Rich Creek Jct.	TIMETABLE No. 138. In Effect Sunday, April 27, 1952	Side Track Capacity in Cars (41 ft.)		
Booth	0.0	W RICH CREEK JCT. 2.2	o 7		
Booth	2.2	Beech Junction 0.3	.....	
Booth	2.5	Beech Glen 0.3	.....	
Booth	2.2	Beech Junction 0.3	.....	
.....	2.5	Bryce 6.0	.....	
Booth	8.5	AGNEW	.....	

WESTWARD		OPEN FORK SUBDIVISION		EASTWARD	
HOURS OPEN	Distance from Open Fork Jct.	TIMETABLE No. 138. In Effect Sunday, April 27, 1952	Side Track Capacity in Cars (41 ft.)		
.....	0.0	OPEN FORK JCT. 1.3	.....	
.....	1.3	Dixie 1.8	o 18		
.....	3.1	BENTREE	o 15		

HINTON DIVISION

SPECIAL INSTRUCTIONS

A.—SUPERIORITY OF TRAINS:

A-1.—On single track, unless otherwise provided, eastward trains are superior to westward trains of the same class. (See Rule S-72.)

B.—LOCATION OF STANDARD CLOCKS AND WATCH REGISTER FORMS, BULLETIN AND NOTICE BOOKS AND TRAIN REGISTER BOOKS.

B-1.—Standard Clocks and Watch Register Forms:

STATION	LOCATION CLOCK	LOCATION FORM CJ-58
Hinton.....	Telegraph Office.....	Telegraph Office
	Yard Office.....	Yard Office
	Roundhouse.....	Roundhouse
Quinnimont....	Telegraph Office.....	Telegraph Office
Thurmond.....	Telegraph Office.....	Telegraph Office
Gauley.....	Asst. Trainmaster's Office.....	Asst. Trainmaster's Office
	Roundhouse.....	Roundhouse
Handley.....	Telegraph Office.....	Telegraph Office
	Train Dispatcher's Office.....	Engineer's Room

B-2.—Bulletin and Notice Books:

STATION	LOCATION
Hinton.....	East Yard Office
	Telegraph Office
	Y. M. C. A.
	West Yard Office
	Roundhouse
	Grand Central Yard Office
Quinnimont.....	Telegraph Office
	Roundhouse
Thurmond.....	Telegraph Office
Gauley.....	Assistant Trainmaster's Office
Handley.....	Roundhouse
Handley.....	Yard Office
Raleigh.....	Engineer's Room and Conductor's Room
Raleigh.....	16th Street Yard Office
Huntington.....	Conductors' Room—Passenger Station
Russell.....	Yardmaster's Office, Eastbound
	Crew Caller's Office

B-3.—Train Register Books (Form CJ-4):
(None).

C.—YARD LIMITS (designated by "Yard Limit" boards):

Hinton Thurmond Raleigh
Quinnimont Handley

(See Rule 93.)

C-1.—(a) Raleigh Yard:

Raleigh and Southwestern Subdivision trains must not enter yard at South End Wye without permission of Yardmaster.

Raleigh and Southwestern Subdivision main track between South End Wye and Raleigh must not be used without permission of Yardmaster.

Piney Creek Subdivision trains must not enter yard at East End Wye without permission of Yardmaster.

Piney Creek Subdivision extra trains, yard engines and shifting engines will move in both directions between water column located 436 feet east of yard office and west switch of engine track located 2344 feet west of yard office on authority of Yardmaster, under full control, expecting to find main track occupied.

(b) Quinnimont: Westward passing siding will be used as a switching lead by yard crews. Westward trains must not use this siding without permission of the Yardmaster.

Laurel Creek Subdivision extra trains must not enter yard without permission of the Yardmaster.

C-2.—Quinnimont: Trains or engines, in addition to complying with Rules 93, 99 and 505 (b), must not enter on or foul westward main track through trailing switch hand throw crossover located 938 feet east of M. P. 378, without permission of the train dispatcher, obtained through the operator.

C-3.—(a) C. S. Cabin: Center Passing Siding.—Trains heading in or backing in at C. S. Cabin must not exceed speed of six miles per hour.

Trains or engines must not enter west end of center passing siding without permission of the operator at C. S. Cabin, who will not grant permission if the siding is being used in the opposite direction, except under flag protection.

(b) Thurmond Yard.—All eastward freight trains heading in the eastward passing siding at Rush Run will stop before fouling the crossover at east end of passing siding and call the Yardmaster on the telephone. When not permissible to pull through No. 1 Track, East Yard, arrangements should be made to get coal and water and be ready to follow eastward trains, for which they may have cleared.

Loup Creek Subdivision main track between South Side Jct. and junction of Loup Creek and New River Subdivisions must not be used without permission of the Yardmaster.

C-3.—Concluded.

Rend Subdivision main track between South Side Jct. and Switchback must not be used without permission of the Yardmaster.

(c) Hinton.—Trains or engines, in addition to complying with Rules 99 and 505 (b), must not enter or foul the eastward main track from the new track leading from new scales at Eastward Yard, without permission of the Yardmaster at Avis Yard Office and the operator at M. X. Cabin.

All westward freight trains and engines must stop clear of crossover between westward main track and middle track at Hinton passenger station, unless authorized by proper hand signal to proceed.

Westward trains departing from west yard must not block lead without permission from Yardmaster and the operator at C. W. Cabin.

The Yardmaster at the East Yard at Hinton will not permit a train to pass Avis Crossing behind a passenger train until the passenger train has been switched at the passenger station.

Before eastward trains pull out of the short tracks, crew will call Yardmaster by telephone to obtain permission to use the pull out track, as this track is also used as switching lead.

Head engine of outbound eastward doubleheader trains will be run to M. X. Cabin on the eastward main track, after obtaining permission from the Yardmaster. This to apply only to trains using the long tracks. Pusher engines will go up middle track and get instructions from the Yardmaster at Avis Yard Office.

When pusher engines are coupled to train in East Yard, slack must not be pushed up in train until a hand or engine whistle signal is received from head end.

Eastward engines that will get train from short tracks No. 2 to No. 5, inclusive, will use middle track to Avis Crossing and will get instructions from the Yardmaster as to what track to use between Avis Crossing and head end of their train.

Engines arriving from the west, using the long tracks, should be dispatched from M. X. Cabin using the westward main track.

Engines arriving from the west using Track Nos. 2 to 5 will return through No. 1 track.

All movements to be under the direction and supervision of the Yardmasters.

(d) Avis.—In addition to complying with Rules 99 and 505 (b), trains or engines must not make crossover movement nor line switches from No. 1 yard track to westward main track at West End Eastward Yard without permission of operator at M. X. Cabin.

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

BETWEEN	PASSENGER TRAINS MPH	FREIGHT TRAINS	
		TIME MPH	OTHER MPH
Hinton and Quinnimont.....	60	50	40
Quinnimont and Mile Post 419.....	50	35	30
Mile Post 419 and Handley.....	60	50	40
Quinnimont and Hemlock Hollow.....	12	.....	10
Prince and Lester.....	25	.....	15
Beckley Jct. and Cranberry.....	20	.....	15
Marsh Fork Jct. and End of Track.....	20	.....	15
Raleigh and Stone Coal Jct.....	25	.....	15
Blue Jay Jct. and Glen Morgan.....	15	.....	15
Terry Jct. and Terry.....	15	.....	15
Thurmond and MacDonald.....	20	.....	12
White Oak Jct. and Carlisle.....	20	.....	12
South Side Jct. and Bridge Jct.....	20	.....	12
South Side Jct. and Minden.....	20	.....	12
Heath and Pax.....	15	.....	15
Kilsyth Jct. and Oswald.....	18	.....	12
Mill Creek Jct. and Garden Ground.....	20	.....	12
Keeney's Creek and Lookout.....	12	.....	10
Hawk's Nest and Ansted.....	15	.....	15
Gauley and Agnew.....	25	.....	18
Rich Creek Jct. and Bintree.....	25	.....	15
Open Fork Jct. and Greendale.....	25	.....	15
Mt. Carbon and Powellton.....	20	.....	15
Elkridge Jct. and End of Track.....	20	.....	15

D-1.—SPEED RESTRICTIONS:

LOCATIONS AND CONDITIONS	PASSENGER TRAINS MPH	FREIGHT TRAINS	
		TIME MPH	OTHER MPH
Trains running against the current of traffic between Hinton and Quinnimont and between Mile Post 419 and Handley	50	35	35
Through Stretcher's Neck Tunnel:			
Eastward.....	20	20	20
Westward.....	25	25	25
Crossing Sewell Bridge.....	15	15	15
Crossing Hawk's Nest Bridge.....	15	15	15

D-1.—Concluded.

LOCATIONS AND CONDITIONS	PASSENGER TRAINS MPH	FREIGHT TRAINS	
		TIME MPH	OTHER MPH
Through turnouts at ends of passing sidings and all main track crossovers except where movement is governed by interlocking or automatic block signal indications.....	20	15	15
Trains heading in or backing in at C. S. Cabin..... (See Special Instructions C-3-(a))	6	6	6

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

	PASSENGER TRAINS MPH	FREIGHT TRAINS	
		TIME MPH	OTHER MPH
Engines:			
Class K-4 or other engines having 23,000 gallon or larger tenders over Sewell Bridge.....	15	15	15
Engines pushing passenger cars.....	20		
Steam engines running backward with or without cars and steam engines without leading truck..	On tangents	20	20
	On curves..	15	15
Permissible speeds for certain engines when used in passenger or freight service, except speed must not be in excess of Maximum Speed Table D and Speed Restriction Tables D-1 and D-2:			
<i>Steam Engines—</i>			
Class B.....	45	45	40
Class C.....	20	20	20
Class G, K-1, T-1.....	50	50	40
Class K-4.....	60	50	40
Class H-3, K-2, K-3.....	55	50	40
Other Class H engines.....	35	35	35
Steam engines running forward light:			
Passenger.....	60	60	60
Freight.....	40	40	40
<i>Diesel Engines—</i>			
Chesapeake District Engines:			
Series Nos.			
4000, } 8000. }	60	50	40
5530-5595, } 5800-5828, } 7000. }	55	50	40
5000-5089, } 6000, } 6500. }	45	45	40
1.....	30	30	30

D-2.—Continued.

	PASSENGER TRAINS MPH	FREIGHT TRAINS	
		TIME MPH	OTHER MPH
Equipment:			
Trains handling C. & O. derrick cars enroute to scene of accident.....	On tangents.....	30	30
	On curves.....	20	20
Trains handling other derrick cars, power shovels, cranes, ditchers and similar pivoted machinery moving on their own wheels (see E-1126).....	On tangents.....	20	20
	On curves.....	15	15
Trains handling derricks, power shovels, cranes, ditchers and similar pivoted machinery loaded on cars (see E-1126)..	On curves..	30	30
Trains handling scale test cars (see E-1129).....		25	25
Trains handling Clearance Car X-1836 (see E-1130).....		20	20
On Subdivisions where maximum authorized speed for freight trains is less than 30 miles per hour: Steam engines running backward with or without cars, steam engines without leading truck and trains handling derrick cars, power shovels, cranes, ditchers and similar pivoted machinery moving on own wheels (see E-1126).....			
	12		10
Dead or Disabled Engines (See E-800, E-802 and E-803).....			
<i>Steam:</i>			
Maximum speed of trains handling dead engine with side rods up and main rods down, unless otherwise restricted:			
(a) Engines without leading truck.....	On tangents.....	20	20
	On curves..	15	15
(b) Class H, J-3, T-1 engines.....		30	30
(c) All other steam engines.....		40	40
Trains handling engine on which both side rods and main rods are down or disconnected.....		15	15
Maximum speed of disabled engine with main or side rods disconnected when necessary to move to terminal to clear main track.....		15	15
<i>Diesel:</i>			
Maximum speed of trains handling diesel engine dead in train:			
Series Nos.			
4000, } 8000. }	60	50	40
5530-5595, } 5800-5828, } 7000. }	55	50	40

D-2.—Concluded.

	PASSENGER TRAINS MPH	FREIGHT TRAINS	
		TIME MPH	OTHER MPH
Equipment:			
<i>Diesel:</i>			
Maximum speed of trains handling diesel engine dead in train:			
Series Nos.			
5000-5089, } 6000, } 6500. }	45	45	40
1.....	30	30	30
Rail Cars 9051-9055.....	60	50	40
Disabled diesel engines will not be moved dead in any train without authority of the Chief Train Dispatcher.			

E.—ENGINE AND EQUIPMENT RESTRICTIONS:

ENGINES

E-205.—Pusher Engines.—When pusher engines are used on rear of trains, the air brakes will be coupled and working on pusher engine.

E-205-A.—Engine Pilot.—When an engine strikes anything it must be stopped at once and the pilot examined to see if proper clearance is provided.

Passenger

E-222.—Brake Handling When Engine is to be Detached, or Where Cars are to be Switched Into or Out of Train.—When a passenger train comes to a complete stop at a point where engine is to be detached or cars are to be switched into or out of train, before an angle cock is closed or engine detached, a 20-pound brake pipe reduction will be made with automatic brake valve and if cars are to be switched in train, will be followed with another reduction of 30 pounds, totaling 50-pound reduction, after which brake valve handle will be returned to lap position until ready to recharge the system. While cars are being switched the train brakes on standing cars will be held fully applied.

E-222-A.—Releasing Brakes at Passenger Stops.—Air brakes should not be released on passenger trains having roller bearing equipment until they are ready to depart from the station, except at stations where terminal air brake test is made as such cars may roll away from step boxes while loading or unloading passengers.

Freight

E-222-B.—Detaching Engines for Coal and Water.—When freight trains of forty or more loaded cars are stopped for coal or water the engine must be detached in compliance with Rule 103 (a).

While taking coal or water, engine brakes must be held fully applied. Engine must not be moved until spout and employes handling are clear.

DIESEL ENGINES AND RAIL CARS

(Diesel Engines 9051 to 9055, Inclusive, are Designated as Rail Cars)

Operating Instructions

E-500.—Headlight.—The headlight of diesel engines operating in road service will be displayed to the front of every train by day but must be extinguished when the train turns out to meet another and has stopped clear of the main track. (Rule 17 modified accordingly.)

E-501.—Emergency Red Headlight.—When a train equipped with emergency red headlight is stopped suddenly, the red headlight must be immediately displayed, and trains or engines on other tracks must stop at once and not proceed until it is known that the track is safe for movement of trains.

Should the red headlight fail to operate automatically it must be immediately displayed manually, but under no circumstances will the manual operation be permitted to delay flag protection required by Rules 99 and 102, nor does the display of the red headlight in any way relieve train or engine crews of prompt compliance with these or other rules.

The light will be extinguished when safety and the rules will permit.

This rule is in effect at all hours.

Enginemen and trainmen must familiarize themselves with the operation of these lights.

E-502.—Failure, Dead Man.—In event the "deadman" safety control device on a diesel passenger engine fails, seal on safety control cut-out cock located in nose of diesel unit may be broken and device cut out, after which train will proceed only when both members of the engine crew are in the operating cab. As soon thereafter as will not cause delay to the train, a message reporting the occurrence to the Superintendent and Master Mechanic must be sent.

E-600.—Engine Shut Down.—Diesel engines must not be shut down on tour of duty except when necessary to inspect or service them and as specified under Rules E-603 and E-605.

E-601.—Clearance.—Diesel engines must not be operated over humps and car retarders where proper clearances for the traction motors are not provided.

E-602.—High Water.—To avoid damage to traction motors, rail cars and diesel engines must not be operated through water when deeper than three inches above top of rails. When necessary to pass through water, speed must not exceed three miles per hour.

E-603.—Fire Prevention.—Diesel engines with fuel oil leakage must not be dispatched before repairs.

Carbon dioxide or dry powder fire extinguishers only must be used on diesel engine fires. The cab of each engine must be equipped with at least one carbon dioxide fire extinguisher.

E-603.—Concluded.

When necessary to use fire extinguisher, the fact must be reported to the Master Mechanic by the engineer.

In case of fire, fuel oil supply to diesel engines must be shut off by pulling "Emergency Fuel Oil Cut-Out Cable." Cables are located in operating cab and on outside of engine.

E-604.—Use of Sand.—When operating diesel engines particular care must be exercised to use the minimum amount of sand necessary especially in automatic signal territory. Sanders should be closed when operating light or with only a few cars or where the use of sand is unnecessary.

When operating diesel engines equipped with device for blowing sand from the rail, this device must be operated at all times when sand is being used.

E-605.—Stopping in Tunnels and Closed Places.—When stopped in tunnels diesel engines must be shut down unless it is known engine will proceed within five minutes. Diesel engines must not be operated in engine houses or closed places unless there is overhead ventilation or exhaust provided to carry off the fumes.

E-606.—Elimination of Moisture from Brake System.—In order to eliminate water accumulating in the air brake equipment, the moisture must be drained from all main air reservoirs and dirt collectors of diesel engines when crews are changed.

E-614.—Flat Spots on Wheels.—When flat spots on wheels of road diesel engine develop enroute, a stop must be made immediately and wheels examined, after which, the Chief Train Dispatcher must be notified of condition from nearest point of communication. Upon examination if flat spots are not excessive, proceed cautiously to nearest terminal or other point where inspectors are available. If, in the opinion of the crew the wheels are not safe for further movement, instructions must be obtained from proper authority.

E-616.—Engine Brakes.—In order to insure proper release of brakes on trailing units on road diesel engines after an automatic service application of brakes has been made, the independent brake valve handle should be held fully depressed for a period of 6 to 8 seconds after the brake cylinder pressure gauge on the controlling unit reads zero.

E-617.—Cleaning.—The use of cotton waste is prohibited on or around diesel engines. Only wiping cloths are to be used.

The side and end car body doors, except side doors of operating cabs, must be kept closed while the engine is in operation, in order to prevent excessive deposits of dust, etc., inside the units.

E-618.—Derailment, Diesel Engines and Rail Cars.—If one wheel of a truck is derailed, it may be retracked by the use of a retracker. If more than one wheel is derailed, a derrick should be used or the Master Mechanic consulted as to the proper method for retracking. Care must be used in retracking diesels to avoid damaging traction motor or gear housing.

Double Heading

E-708.—Double Heading.—When double heading Class K-4, K-3, K-2 and J-3 engines, it will be permissible to place either of these engines ahead.

When double heading Class F-17, F-18, L-1 and L-2 engines, it will be permissible to place either engine ahead; however, when double heading in this group with engines in group above, the smaller engine must be placed ahead.

When double heading Class F-16 engines with engines in either group above, the smaller engine must be placed ahead in each case.

E-708-A.—Double Heading Steam and Diesel Engine.—When double heading steam and diesel engines, steam engines may be placed in either leading or trailing position, except engines 300 to 307 inclusive, 460 to 467 inclusive, 471 and 473, 480 to 485 inclusive, and engines 600 to 606 inclusive, which cannot be coupled behind a trailing unit of the 4000 series on account of the pilot arrangement. These engines must be coupled ahead of diesel A units.

DIESEL ENGINE DESIGNATION

Series	Road Nos.	Class	Builder	Model No.	Horse-power
	No. 1	44-ton	Alco-GE	.....	380
4000	4000-4026	PE-225	E.M.D.	E-8	2250
5000	5000-5015	MSA-10	Alco	S-2	1000
	5016-5057	SA-10	Alco	S-2	1000
	5060-5065	MSE-10	E.M.D.	NW-2	1000
	5066-5079	SE-10	E.M.D.	NW-2	1000
	5080-5089	SE-12	E.M.D.	SW-9	1200
5500	5530-5532	RSB-15	Baldwin	SC-61	1500
				to SC-63	
	5533-5569	MTB-16	Baldwin	AS-616	1600
	5570-5595	MTA-16	Alco	RSD-5	1600
5800	5800-5828	MRSE-15	E.M.D.	GP-7	1500
6000	6000A-B}	MTE-24	E.M.D.	TR-4	2400
	6001A-B}				
6500	6501A-B-C}	SE-30	E.M.D.	TR-3	3000
	6500A-B-C}				
7000	7000-7085}	RFE-15	E.M.D.	F-7	4500
	7500-7542}				
8000	8000-8013}	FPE-15	E.M.D.	FP-7	4500
	8500-8506}				

Hauling Dead or Disabled Engine in Train

E-800.—Dead or Disabled Steam Engines.—

(a) Dead engines with side rods down or in any other condition which requires movement of the engine at reduced speed must not be dispatched in any train without authority of the Chief Train Dispatcher. The Roundhouse Foreman and the Yardmaster will obtain such authority from the Chief Train Dispatcher, who will issue train order specifying the proper speed of the train or trains involved. When dead engines are to be moved in revenue trains, freight trains such as "local freights" or "bull dogs" will be selected, and not more than three engines will be handled in one train. When dead engines are of equal or larger size than the hauling engines, they will be located near the head end of the train, each dead engine to be separated from the other dead engine or from the hauling engine by not less than

E-800.—Concluded.

five cars. When dead engines are smaller than the hauling engine they will be located near the rear of the train, separated from each other by not less than five cars. Dead engines having leading trucks will be headed in the direction they are to be handled. Dead engines without leading trucks will be handled backwards, their tenders acting as "Lead Wheel" reducing the liability of derailment. Engines having trailing trucks will not be headed backwards when handled dead in trains. Permissible speeds for dead or disabled engines hauled in trains are listed under Speed Restrictions Table D-2.

(b) **Diesel Engines.**—When moving two or more diesel engines of the 5000-5999 series of numbers dead in train, a freight car must be placed between each engine of the same series in train.

Disabled diesel engines must not be dispatched in any train, without authority of the Chief Train Dispatcher.

E-802.—Rail Cars.—Diesel rail cars must be handled on rear of train.

E-803.—Speed.—When for any reason lower speeds than specified in timetable are required such speeds will be requested before engine is dispatched. When enroute in charge of messenger, and conditions require further speed restrictions, Chief Dispatcher should be so notified, who will advise whether to set engine out or reduce speed.

Roller Bearings

E-900.—Handling Engines Equipped With Roller Bearing Driving Boxes.—(a) When starting, sand should be supplied under all drivers long enough to minimize the possibility of slipping while obtaining running speed. If slipping occurs at any time, close the throttle as quickly as possible.

(b) Slipping may occur at high speed unknown to the engineer; therefore, the steam chest pressure gauge should be observed frequently. A sudden drop in steam chest pressure indicates that the wheels are slipping.

Never catch a roller-bearing engine on sand when slipping.

(c) Roller bearing boxes are equipped with a stench bomb, and when the odor is detected, the train must be stopped, bearing located and checked for oil in box as well as heat. If it is found that the box has sufficient oil and temperature is not above normal, proceed with train to terminal, reporting trouble in usual manner. If bearing is above running temperature, engine should be cut off and report made in usual manner.

(d) Do not under any circumstances use water or cooling compound for the purpose of cooling hot roller bearing journal.

(e) Engine brakes should be set at terminals whenever engine is standing and not attached to a train.

E-900.—Concluded.

(f) **Hot Journal:** When a diesel engine develops an overheated axle bearing or motor axle suspension bearing enroute, the locomotive is to be operated with caution and not to exceed 30 miles per hour to the next terminal where engine unit will be cut off and another unit substituted.

Any diesel unit reported having an overheated axle bearing or motor suspension bearing or found overheated on inspection, must not be dispatched.

EQUIPMENT**Hot Journals**

E-1100.—Detecting.—Brakemen will frequently open vestibule doors on each side of passenger trains to scent or observe hot bearings.

E-1101.—Cars Equipped with Roller Bearings.—(a) *Cooling compounds must not be used in any journal box equipped with roller bearings.*

(b) *Heat Indicator:* Passenger and freight cars equipped with roller bearings have each roller bearing journal box equipped with a heat indicator which, when journal runs above normal heat, emits an obnoxious odor. In addition to the odor indicator, some passenger equipment is equipped with smoke indicator to further aid in detecting and locating a hot box.

Trainmen and enginemen should familiarize themselves with the location of these devices in the various kinds of journal boxes. When odor, smoke, or both, are noticed, stop must be made immediately and the overheated journal box located. The Chief Train Dispatcher must be notified of conditions from nearest point of communication. Upon examination, if journal box is found to be too hot to touch with bare hand, proceed cautiously at speed not exceeding five miles per hour, stopping frequently to examine journal box to determine if safe to proceed to nearest point to set car off or clear main track; however, if wheels are sliding or, if in the opinion of the crew the bearing is not safe for further movement, instructions must be obtained from proper authority.

(c) Operators and other employes detecting hot journal by heat indicator will give "Stop" signal.

(d) *Coal Cars:* (See note to Rule 103(a) and 103(b))—Chesapeake District coal cars equipped with roller bearings can be readily identified by the white horizontal stripe six inches wide by five feet long on each side near the middle of car and six inches wide by two feet long on each end of car. Series 79000 hopper cars are roller bearing equipped.

E-1102.—Freight Cars with Friction Journals.—(a) When a hot journal is discovered, train will be brought to a stop as soon as possible and if it is found that journal is red hot or brass is broken, car should be set off at first available siding or spur, making a slow movement to such point.

(b) When a hot journal is discovered and journal is not red hot and the brass is not broken, the conductor will decide if the car should be handled to terminal. If the hot journal is caused by dry and insufficient packing and it is not thought necessary to set car off, the journal box should be repacked with well-saturated packing and cooling compound used if journal is rough.

E-1102.—Concluded.

(c) When a hot journal is treated and car is not set off, the train must be stopped as often as necessary for further inspection.

(d) When a car is set off with the journal box blazing, all packing must be pulled from the journal box and fire extinguished.

Brakes

E-1125.—Releasing Defective Passenger Car Brakes.—Passenger cars are equipped with two E-3 brake application valves, located under car, one at each end near inside of truck frame, and connected to the brake pipe. The purpose of these valves is to give a faster and more positive emergency application when the conductor's emergency valve is operated.

The conductor's emergency valve (B-3-B conductor's valve), is connected to the E-3 brake application valve, is manually operated and will remain open until closed manually.

When the handle of the conductor's valve is pulled, it operates the E-3 brake application valve by bleeding the air from this valve, which then operates and exhausts air from the brake pipe at an emergency reduction rate.

In case of a blow at E-3 brake application valve in charging equipment, first be certain the conductor's emergency valve is closed and the valve or connections to the E-3 brake application valve are not leaking. If blow then continues, the combination air hose (carried in equipment locker of baggage and combine cars) should be used to train line the brake pipe pressure through the communicating signal line, coupling one end of the combination air hose to brake pipe coupling of car ahead and the other end to the communicating signal line, and also to couple the communicating signal line to the brake pipe coupling of the car to the rear.

The cut-out cocks located in communicating signal line (near the signal discharge valves) leading to the communicating signal discharge valves, must be closed. The communicating signal line cut-out cock on rear end of car ahead must be closed.

Train brakes will then be operative on all cars except the car with defective brake pipe.

Communicating signal line will be operative on all cars ahead of car with defective brake pipe.

Rotating Machinery

E-1126.—Pivoted, Rotating or Swinging Machinery.—Derricks, cranes, pile drivers and similar pivoted, rotating or swinging machinery, moving in train on their own wheels or loaded on car will be handled as follows:

(a) Revenue shipments of cranes or other machinery moving on their own wheels must not be dispatched in trains without authority of the Chief Train Dispatcher.

A message over Chief Dispatcher's signature, showing car is loaded with pivoted machinery, indicating car number, route, destination and authorization for move-

E-1126.—Continued.

ment in specific trains in accordance with this instruction, must be:

1—Fastened to each waybill.

2—Given to engineer and conductor handling in road trains.

3—Given to trick dispatchers over whose territory car moves.

The conductor of trains handling such shipments must not permit trains to proceed without such authority, and is responsible for full observance by his engineer of the requirements of this authority.

(b) Derrick cars, power shovels and similar pivoted machinery, when handled in trains, on their own wheels, or loaded on cars, either with or without boom in place, must have the *Rotating Portion* substantially anchored by two anchors to the front and two anchors at the rear (similar to wrecking cranes) to prevent any part of the rotating apparatus turning or swinging, (this does not apply to machines where the rotating apparatus cannot be turned to project outside of the side lines of the machines or cars on which loaded). When boom is connected, it must be placed in its lowest position, and the anchors at that end must secure the boom to the machine or to the car on which machine is loaded. The minimum section of each anchor must be equivalent to a wrought iron rod $1\frac{1}{4}$ inches in diameter. In addition to anchors, pivoted machinery equipped with jacks to take care of vertical motion must have the jacks screwed tight; in the absence of jacks, blocking must be used for this purpose.

(c) Pivoted machines moving on their own wheels must not be handled in any train other than local freight trains or branch line mixed trains, or special trains operated for the purpose of handling pivoted machines.

(d) Such pivoted machines must be handled in rear of trains named not more than five cars ahead of caboose, except the position may be changed to conform with the needs in wreck or work service.

(e) In actual use at wrecks or company's work, or making short yard or switch movements, the entire crew will be held responsible to know before moving that all derrick or crane booms, pile driver rigging, etc., are sufficiently lowered to prevent striking overhead wires, and for lack of judgment in not seeing that the boom is properly secured to prevent pivoted and vertical motions.

(f) See Speed Restriction Table D-2 for speed requirements applying to trains handling pivoted machinery, on own wheels or loaded on cars.

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

E-1126.—Concluded.

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

Cars

E-1127.—Flat Cars.—Flat cars loaded with wheels, poles or longitudinal articles must be placed two or three cars ahead of caboose in any train.

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

(a) In any position in trains handling less than fifty loaded coal cars.

(b) In trains handling over fifty loaded coal cars flat cars must be placed not more than five cars ahead of caboose.

E-1128.—Dump Cars.—Loaded dump cars must not be used or handled in work trains or switched on or adjacent to a main track unless they are equipped with proper chains to prevent the possibility of a car being dumped in the opposite direction from that intended. Before such cars are moved, the conductor must see that the chains are fastened in proper position and that chains are not disconnected on the side to be dumped during the dumping operation.

E-1129.—Scale Test Cars in regular service should be handled on rear of freight trains, immediately ahead of caboose cars, and train on which handled should not exceed a maximum speed of 25 miles per hour.

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

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

E-1130.—Clearance Car X-1836.—In handling this car when it is not being operated to measure clearances, the following instructions will govern:

(a) The speed of the train or engine handling the car should not exceed 20 miles per hour.

(b) The car must be handled on rear of trains, immediately ahead of caboose cars.

(c) Before coupling to or moving the car, it must be ascertained that all measuring arms are secured in the "IN" position and a close check kept on them while the car is being moved.

(d) The car should be protected from rough handling at all times, it must not be used in switching nor cut off and allowed to roll, but when it is set off, it must be secured by brakes or otherwise.

E-1131.—Caboose Cars.—Kicking with caboose cars (except caboose car on head end local freight) is prohibited. When caboose cars are to be detached from engine or cars, except when cut off by road crews to be dropped into caboose track on arrival at terminals, to pick up pushers, or similar conditions, they will be shoved into the tracks and not detached while in motion.

E-1133.—Camp Cars.—(1) Camp cars must, as far as practicable, be parked on tracks on which there will be no train and engine movements and located well away from main tracks or other tracks upon which movements are frequent.

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

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

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

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

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

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

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

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

E-1134.—Postal Cars.—Before switching postal cars the postal employes in cars will be notified.

F.—JUNCTIONS AND CROSSINGS:

- Meadow Creek.....Junction of New River Subdivision and N. F. and G. R. R. (Interlocked.)
- Quinnimont..Junction of New River and Laurel Creek Subdivisions. (Interlocked.)
- Prince.....Junction of New River and Piney Creek Subdivisions. (Interlocked.)
- Thurmond...Junction of New River and Loup Creek Subdivisions.
- Bridge Jct...Junction of New River and South Side Subdivisions. (Rule 271.)
- Keeney's Creek.....Junction of New River and Keeney's Creek Subdivisions. (Rule 271.)
- Hawk's Nest..Junction of New River and Hawk's Nest Subdivisions. (Rule 271.)
- G. U. Cabin..Junction of New River and Gauley Subdivisions. (Interlocked.)
- Deepwater...Junction of New River Subdivision and Virginian Railway.
- Mt. Carbon..Junction of New River and Powellton Subdivisions.
- Blue Jay Jct..Junction of Piney Creek and Glade Creek and Raleigh Subdivisions.
- Raleigh.....Junction of Piney Creek and Raleigh & Southwestern Subdivisions.
- Beckley Jct..Junction of Piney Creek and P. R. and P. C. Subdivisions.
- Forest.....Junction of Raleigh and Southwestern and Winding Gulf Subdivisions.
- Pemberton ..Junction of Winding Gulf Subdivision and Virginian Railway.
- Stone Coal Jct.....Junction of Winding Gulf and Stone Coal Subdivisions and Virginian Railway.
- Eccles Jct...Junction of Piney Creek Subdivision and Virginian Railway.
- Marsh Fork Jct.....Junction of Piney Creek and Surveyor Subdivisions.
- South Side Jct.....Junction of Loup Creek, South Side and Rend Subdivisions.
- Glen Jean... } Junction of Loup Creek and White Oak
White Oak } Subdivisions.
Jct.....
- Carlisle.....Junction of White Oak Subdivision and Virginian Railway.

F.—Concluded.

- Price Hill Jct..Junction of Loup Creek and Price Hill Subdivisions.
- Kilsyth Jct. } Junction of Loup Creek and Glen Jean
Sugar Creek } Subdivisions.
Jct.....
- Pax.....Junction of Glen Jean Subdivision and Virginian Railway.
- Mill Creek Jct.....Junction of Glen Jean and Mill Creek Subdivisions.
- K. & M. Jct..Junction of Gauley Subdivision and N. Y. C. R. R.
- Rich Creek Jct.....Junction of Gauley and Rich Creek Subdivisions.
- Open Fork Jct.....Junction of Gauley and Open Fork Subdivisions.
- Beech Jct...Junction of Rich Creek Subdivision and connecting track with N. Y. C. R. R. at Beech Glen.
- Beech Glen..Junction of Rich Creek connecting track with N. Y. C. R. R.
- Elkridge Jct..Junction of Powellton and Elkridge Subdivisions.

G.—DESIGNATION AND USE OF TRACKS:

G-1.—Single Track:

SUBDIVISION		TRACK SECTION BETWEEN
Laurel Creek	South Side	On entire Subdivisions.
Piney Creek	Glen Jean	
Glade Creek and Raleigh	White Oak	
Raleigh and South-western	Mill Creek	
Piney River and Paint Creek	Rend	
Winding Gulf	Keeney's Creek	
Surveyor	Hawk's Nest	
Loup Creek	Gauley	
Price Hill	Rich Creek	
	Open Fork	
	Powellton	
	Elkridge	

G-2.—Two Tracks:

SUBDIVISION	TRACK SECTION BETWEEN
New River.....	M. X. Cabin and Handley

H.—CURRENT OF TRAFFIC AND BLOCK SIGNAL RULES:

H-1.—Rules D-151, D-152, and Rules Governing the Movement of Trains with the Current of Traffic on Two or More Tracks by Block Signals, D-251 to D-254, inclusive, are in effect:

SUBDIVISION	BETWEEN
New River.....	M. X. Cabin and Sewell
	G. U. Cabin and Handley

Manual Block System

H-15.—Manual Block System Rules 305 to 373, inclusive, except as modified hereinafter, are in effect:

SUBDIVISION		BETWEEN
Laurel Creek	South Side	On entire Subdivisions.
Piney Creek	Glen Jean	
Glade Creek and Raleigh	White Oak	
Raleigh and South-western	Mill Creek	
Piney River and Paint Creek	Rend	
Winding Gulf	Keeney's Creek	
Surveyor	Hawk's Nest	
Loup Creek	Gauley	
Price Hill	Rich Creek	
	Open Fork	
	Powellton	
	Elkridge	

H-17.—Rule 317-B is modified to permit another train to meet a passenger train per Rule 317-C, and to follow a passenger train in block on subdivisions designated by Special Instruction H-15, except absolute block must be operated between stations as shown below:

SUBDIVISION	STATIONS	DIRECTION
Laurel Creek.	Hemlock Hollow and Quinnimont..	Westward
Piney Creek..	Beckley Jct. and Prince.....	Eastward
P. R. & P. C..	Beckley and Beckley Jct.....	Eastward
Loup Creek..	Mt. Hope and Thurmond.....	Westward
Rend.....	Minden and South Side Jct.....	Westward
White Oak...	Carlisle and White Oak Jct. or Glen Jean.....	Westward
Keeney's Creek....	Lookout and Keeney's Creek.....	Westward
Hawk's Nest.	Ansted and Hawk's Nest.....	Westward

H-20.—Rule 365 is modified to require trains to be reported clear at open block stations only, and unless otherwise provided at junctions on subdivisions designated by Special Instruction H-15.

Automatic Block System

H-23.—Rules 281 to 288, 290 to 296, and 501 to 521, inclusive, are in effect:

SUBDIVISION	BETWEEN
New River.....	M. X. Cabin and Handley

Automatic block signals located east of No. 1 Tunnel and west of No. 2 Tunnel, Winding Gulf Subdivision, indicate block conditions between Tunnel Siding and Winding Gulf No. 2 Coal Track only.

When Stop-indication is displayed trains or engines must be preceded by flagman to opposing block signal.

H-28.—Stretchers Neck Tunnel.—When Eastward Absolute Block Signal No. 3810, located 595 feet west of Mile Post 381, governing eastward movement through Stretchers Neck Tunnel displays Stop-indication trains must not proceed until authorized by train dispatcher through operator at Prince, or an authorized employe has preceded the train to the next signal and it is known the route is clear.

Slide Detector Fence.—When the eastward or westward absolute block signal, located on either side of the slide detector fence at Mile Post 375, displays

H-4.—(e) Rule D-252 (c) does not apply to eastward trains leaving east end of Rush Run Passing Siding, nor to eastward trains leaving east end of eastward Passing Siding at Quinnimont, where signals governing movement to main track are controlled by operator.

Rules Governing the Movement of Trains in Either Direction on One or More Tracks by Block Signals:

H-9.—Rules 271 to 278, inclusive, are in effect on portions of the road as specified below:

SUBDIVISION	BETWEEN	TRACK
New River...	Sewell and G. U. Cabin.....	No. 1 and 2

Main tracks are numbered from north to south.

Rules 725, 726 to 736 and 750, inclusive, are in effect within the territory listed above.

H-14.—Location of Electrically-Locked Switches:

SUBDIVISION	TRACKS	
	LOCATION	TRACKS
New River.....	Tracks equipped with electrically-locked switches which must not be used to clear for other trains or engines	
	Caperton (No. 1 Track).....	Spur Track.
	Fayette (No. 1 Track).....	Mine Track.
	South Nuttall (No. 2 Track).....	Mine Track.
	Ames (No. 1 Track)..	East Crossover.
	Hawk's Nest (No. 1 Track).....	East Crossover.
	Cotton Hill (No. 2 Track).....	House Track.
	South Fayette (No. 2 Track).....	House Track.
	Kaymoor (No. 2 Track).....	Coke Track.
	Kaymoor (No. 2 Track).....	House Track.
	South Caperton (No. 2 Track).....	Mine Track.
	New River.....	Tracks equipped with electrically-locked switches which may be used for meeting or passing trains or engines per Rule 273-B
Keeney's Creek (No. 1 Track).....		East Crossover.
Keeney's Creek (No. 1 Track).....		Center Crossover.
Nuttall (No. 1 Track)		Mine Track.
Ames (No. 1 Track)..		West Crossover.
Hawk's Nest (No. 1 Track).....		West Crossover.
Gauley (No. 1 Track)		Blue Hole Spur.
Bachman (No. 2 Track).....		Spur Track.
Kaymoor (No. 2 Track).....		Mine Tracks.
Elverton (No. 2 Track).....		Mine Tracks.

(Rules 752 (a) to 752 (g), inclusive, are in effect at above switches).

H-28.—Concluded.

Stop-indication a member of the crew will operate push button located on side of telephone box at the absolute block signal and if signal then displays an indication permitting the train to proceed, train will then proceed at restricted speed through the limits of the slide detector fence expecting to find track obstructed, and may then proceed in compliance with the indication which permitted the train to proceed, reporting track condition to train dispatcher at next open block station.

If signal indication more favorable than "Stop" is not displayed after operating the push button, Rule 509 governs.

Avis.—When eastward absolute block signal at Avis displays stop-indication eastward trains will stop and then after securing authority of Yardmaster to pass stop-indication, over telephone, must proceed at restricted speed and be governed by the indication displayed by next signal.

I.—INTERLOCKING RULES:

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

- M. X. Cabin
- C. W. Cabin
- M. D. Cabin (Meadow Creek)
- Q. N. Cabin (Quinnimont)
- N. I. Cabin (Prince)
- C. S. Cabin
- M. A. Cabin
- G. U. Cabin

J.—MOVEMENT OF TRAINS:

J-1.—Trains may be started without orders and will run as extras from following stations:

SUBDIVISION	STATIONS	DIRECTION
New River...	Hinton.....	Westward
	C. W. Cabin....	Westward
	Quinnimont....	Eastward and Westward
	Prince.....	Eastward
	Thurmond.....	Eastward and Westward
	Sewell.....	Eastward
	G. U. Cabin....	Eastward and Westward
	Handley.....	Eastward

J-7.—New River Subdivision shifting engines will work as extras between Quinnimont and Cotton Hill.

Kanawha Subdivision shifting engines will work as extras between Handley and Gauley.

J-8.—Shifting engines will work as extras as directed by train orders within the limits shown below:

SUBDIVISION	INITIAL STATION	SERVICE	WORKING LIMITS
Laurel Creek.....	Quinnimont..	Shifter....	Quinnimont and Layland
Keeney's Creek.....	Thurmond...	Shifter....	Between Keeney's Creek and Lookout
Hawk's Nest...	Thurmond...	Shifter....	Between Hawk's Nest and Ansted
Gauley.....	G. U. Cabin..	Shifter....	On Gauley, Rich Creek and Open Fork Subdivisions

J-8.—Concluded.

SUBDIVISION	INITIAL STATION	SERVICE	WORKING LIMITS
Powellton.....	Handley.....	Shifter....	Between Mt. Carbon and Powellton Between Elkridge Jct. and Elkridge Mine No. 2

Powellton Subdivision shifting extras must not re-enter or foul New River Subdivision main track without authority of the train dispatcher, obtained through the operator.

J-10.—The timetable authority for the movement of work extras without train orders does not establish assigned territory for train and engine crews.

J-11.—Stone Coal Jct.—The main track between east switch Stone Coal Jct. Interchange Track and Stone Coal Jct. switch may be used without train orders, at restricted speed, expecting to find the main track occupied.

K.—TRAIN ORDER CLEARANCE:

K-1.—Trains are required to get Clearance Form A before leaving stations designated below:

STATION	TRAINS AND CONDITIONS
Hinton.....	Westward passenger
C. W. Cabin.....	Westward freight
Quinnimont.....	Eastward Laurel Creek Subdivision
Prince.....	Westward Piney Creek Subdivision
Thurmond.....	Eastward Loup Creek, South Side, and Rend Subdivisions New River, Keeney's Creek and Hawk's Nest Subdivision shifter extras. Extra trains originating at Thurmond
G. U. Cabin.....	Gauley, Rich Creek and Open Fork Subdivision shifter extras. Extra trains originating at Gauley.
Handley.....	Eastward trains originating at Handley

M.—LOCATION AND LENGTH OF TURN-TABLES AND WYE TRACKS:

M-1.—Turntables:

Location	Length
Hinton.....	115 feet
C. S. Cabin.....	100 feet
Handley.....	115 feet

M-2.—Wye Tracks:

Location	Length of Tail Track
Quinnimont.....	Any
Raleigh.....	Any
Lester.....	410 feet
White Oak Jct.....	Any

N.—TRAIN SIGNALS.—(See Rules 19, 20, 21, 22, 23 and notes to Rules 19, 20, and 21):

Markers:

Note.—Budd Built Passenger Cars have marker light brackets mounted on outer diaphragm face plates. These brackets must be folded and pinned in closed position when not in use, as loose brackets between cars may cause derailments.

Office Cars.—Several office cars are provided with double angle brackets for electric and oil markers. Where there are close clearances, care must be exercised to see that markers are placed on the inside brackets, so they will not be fouled.

O.—LOCATION AND USE OF SPRING SWITCHES:





O-1.—The use of Spring Switches is governed by Rules 104, 104 (a), 505 (b), 751 (a), 751 (b), Interlocking and Block Signal indications and the following instructions:

SUBDIVISION	LOCATION	NORMAL POSITION	ROUTE FOR WHICH SPRUNG	DESIGNATED SPEED IN NORMAL POSITION	
				FACING	TRAILING (when springing switch)
PINEY CREEK | NEW RIVER	Quinnimont—East Switch of Eastward Passing Siding.....	Eastward Main Track....	Passing Siding to Main Track.....	25 mph....	15 mph
	Thurmond—East Switch of Eastward Passing Siding.....	Eastward Main Track....	Passing Siding to Main Track.....	25 mph....	15 mph
	Stonewall—West Switch of Passing Siding.....	Main Track.....	Passing Siding to Main Track.....	Maximum Authorized	15 mph



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

O-3.—When moving against the current of traffic and on subdivisions where Manual Block System Rules are in effect fixed signals governing movement over spring switches will not indicate block condition, unless otherwise provided.

Spring switch signal aspects and indications, not in conformity with the Book of Rules, are shown below:





SUBDIVISION	ASPECT	INDICATION	IN EFFECT
New River....		Proceed over spring switch not exceeding designated speed.	At dwarf signals on main track just ahead of spring switches: Quinnimont Thurmond (See Rule D-151)
		Stop. Facing movement must not be made over spring switch until it has been examined to insure that switch is lined and facing properly.	
Piney Creek..		Proceed over spring switch not exceeding designated speed.	West end siding Stonewall
			

O-3.—Concluded.

SUBDIVISION	ASPECT	INDICATION	IN EFFECT
Piney Creek..		Stop; Facing movement must not be made over spring switch until it has been examined to insure that switch is lined and facing properly. Reverse or trailing movement must not be made until switch has been operated by hand to proper position.	West end siding Stonewall
			

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

O-4.—Distant spring switch signal aspects and indications, not in conformity with the Book of Rules, indicating condition of track and spring switches in route, are in effect as shown below:

SUBDIVISION	ASPECT	INDICATION	IN EFFECT
Piney Creek..		Proceed approaching next signal not exceeding designated speed. Spring switch signals and track in route clear.	
			
Piney Creek..		Spring switch signal displayed at Stop, track clear to next signal.	At eastward distant signal approaching Stonewall.
			

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

R.—COMMUNICATING SIGNAL:

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

T.—REPORTS:

T-1.—**Personal Injury Report.**—Whenever employees are injured in a non-train accident the tools, instrument, particular equipment or machinery involved must be given an immediate special inspection by the officer or employee in charge to ascertain condition.

In cases of injuries to employees in train or train service accidents, where the condition or operation of locomotives and/or cars is or may be involved, there must be an immediate special inspection made of such equipment, including, where indicated, a coupling and uncoupling test, or brake test; also an inspection of the track and roadbed and/or such other inspection as might be indicated. If it is not practical to make such inspections and tests of equipment at point of accident, same should be made at the next available point. Such special inspection must be made by two qualified persons unless otherwise directed. Inspectors must make a separate report to the superior officer covering such special inspection.

If any employee furnishes to a person, other than an official of the Railway Company, any written statement concerning an accident, or injury, such employee shall promptly furnish an exact copy of such statement to his immediate superior.

In all highway crossing accidents the conductor of the train involved will make report on Form CJ-8 to the Superintendent. He should include, in space Z, under "REMARKS" the names and addresses of all outside witnesses at the scene, together with the license numbers of all automobiles that were stopped at the crossing at time of accident.

In the event a passenger train is involved in an accident and such accident is of such a nature that passengers might possibly have been subjected to injury, the conductor in charge of such train will have such passengers complete and sign Form CJ-99, regardless of whether or not such passengers claim to have been injured, as provided for in printed instructions accompanying Form CJ-99. (See General Rule M, Book of Rules.)

U.—HIGH VOLTAGE WIRES:

U-1.—In the event there is a break or for any reason any wires carrying high voltage in connection with power lines or Automatic Block System are found swinging or on the ground, employes will immediately communicate the information to the train dispatcher and signal maintainer. If any wires are in such position that they interfere with traffic or are liable to cause injury to persons, arrangements should be made to place watchmen at the point until relief can be obtained.

1.—APPLICATION OF TIMETABLE:

1 (a)—The timetable of any division applies to the movement of any trains or engines operated on that division or subdivision thereof.

1 (b)—Trains and engines will use the tracks of other railroads in accordance with their timetables, rules, and regulations as follows:

BETWEEN	RAILROAD
Junction switches and Yard tracks, Pemberton.....	Virginian

Tracks of other railroads must not be used without proper authority.

1 (d)—**Between Beech Glen and Swiss.**—Chesapeake and Ohio trains operating on N. Y. C. R. R. between Beech Glen and Swiss are governed by the following instructions:

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

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

Maximum Speed.—15 miles per hour.

Classification Signals.—Extra trains will display two white flags by day and, in addition, two white lights by night, in the place provided on the front of the engine while on N. Y. C. tracks.

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

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

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

Turntable.—C. & O. engines must not use N. Y. C. turntable at Swiss.

1 (e)—**N. F. & G. R. R.**—**Swiss:** After securing permission of the train dispatcher at Rainelle, the N. F. & G. main track between Swiss Junction Switch and Omega may be used under full control expecting to find main track occupied. Trains or engines using this track must report when clear of main track at Swiss Junction.

Meadow Creek.—All trains will move between the New Yard switch and the Old Yard switch on tracks of the N. F. & G. R. R. under full control, expecting to find the main track occupied.

2.—AIR BRAKES:

2 (d)—**Pusher Engines.**—When pusher engines are used on rear of trains, the air brakes will be coupled and working on pusher engines.

3.—HANDLING TRAINS ON GRADES:

3 (a)—**Speed and Car Limit.**—Trains will not exceed the following speed, nor handle more loaded cars, on descending grades between stations, than shown below:

SUBDIVISION	BETWEEN	MAXIMUM LOADED CARS	SPEED LIMIT
Keeney's Creek....	Lookout and Keeney's Creek.....	26	10 mph
Hawk's Nest	Ansted and Hawk's Nest.	26	10 mph
P. R. & P. C.	Beckley and Beckley Jct..	60	15 mph
Piney Creek	Beckley Jct. and Prince..	100	15 mph
Laurel Creek....	Layland and Quinnimont.	50	10 mph
Loup Creek.	Glen Jean and South Side Jct.....	75	12 mph
Mill Creek..	Garden Ground and Mill Creek Jct.....	75	12 mph
Rend.....	Minden and South Side Jct.....	55	12 mph

3 (b)—**Hinton.**—Cars must not be handled in "Hole Track", No. 2 yard, without air brakes cut in and working on all cars. Cars must be at rest before uncoupled.

5.—ENGINE RESTRICTIONS:

5 (g)—**Bridges and Trestles.**—Engines must not use tracks on bridges or trestles as designated below:

Engines or equipment heavier than Class G-9 over Gauley Subdivision bridge over New River at Gauley.

Class H-8 engines must not move over Bridge No. 01, Loup Creek Subdivision at Thurmond.

Engines heavier than Class H-6 with 16,000 gal. tanks over Piney Creek Subdivision bridge over New River at Prince. Mallet engines must not be double-headed over this bridge.

Hinton.—Engines with or without cars must not be operated on any part of the Greenbrier River Bridge serving Bluestone Dam.

All Engines:

Avis.—Bush Coal Trestle.

Hinton.—Bush Coal Trestle.

Layland.—Coal unloading pit.

Glade Creek and Raleigh Subdivision.—Lilly's Trestle.

Beckley.—Quality Lumber Co.
Hedrick and McNabb.
Beckley Lumber & Supply Co.

5.—Continued.

Tams.—No. 2 and No. 3 supply tracks, Tams Mine.

Kaymoor.—House coal track.

5 (h)—**Track Restrictions.**—Engines must not use tracks as designated below:

Dunfee.—New River Silica Co. track east of east storage bin.

Stone Cliff.—Mine track under or east of tipple.

Beury.—Old Beury mine track under or east of tipple.

Fayette.—Mine track under or east of tipple.

Ames.—West of drop in switch.

South Nuttall.—Mine track under or west of tipple.

Kaymoor.—Through crossovers west of tipple.

Wright No. 1 Mine.—Supply track, from tipple to end of supply track.

Raleigh.—Raleigh No. 3 mine from upper end No. 1 switch to end of supply track.

South End Wye.—Raleigh No. 6 mine supply track, from drop in switch to end of supply track.

Helen.—Supply track, from drop in switch to end of supply track.

Skelton.—Through all turnouts west of tipple.

Greenwood Mine.—Supply track, from drop in switch to end of supply track.

Minden.—Old No. 2 mine track, from road crossing at power house to end of track.

Vaughan.—Mine track under or west of tipple.

CLASS H-8 ENGINES must not use tracks as designated below:

Avis.—Lead to Dravo Yard beyond lime track switch; Hole Track to Hinton Builders Supply Company.

Hinton.—Fuel track at coal dock; Hill track to freight house; Scale track over scales at yard office.

Meadow Creek.—House track; Scale track over N. F. & G. scales.

Camp Branch.—Spur track.

Quinnimont.—Cinder pit track; Engine tracks west of Boilerhouse.

Thayer.—Ridgeview (Slater) spur.

Dunfee.—Sun sand spur.

Beechwood.—Spur track.

C. S. Cabin.—Turntable track.

Stone Cliff.—Mine Tracks.

5.—Concluded.

Thurmond.—Engine terminal tracks in engine house and east of engine house; Freight house tracks; Fuel track at coal dock.

Beury.—Mine track.

Fire Creek.—Mine tracks west of station.

East Sewell.—Mine tracks.

Sewell.—Coke track; House track.

Keeney's Creek.—Keeney's Creek Branch west of Junction Switch.

Nuttall.—Mine tracks west of station.

Fayette.—Mine track.

Hawks Nest.—Hole tracks; Hawk's Nest Branch west of west crossover.

South Caperton.—Mine tracks.

Kaymoor.—Mine track; House track; Coke track west of derail.

South Fayette.—House track.

Cotton Hill.—House track.

Gauley.—House track; Gauley Branch connection.

Kanawha Falls.—Spur track.

Engines other than G-7, G-9, K-1, K-2 and K-3 must not use house tracks at South Fayette and Cotton Hill.

Reachers must be used in switching tracks or portion of tracks not safe for engines.

6.—CAR AND EQUIPMENT RESTRICTIONS:

6 (a)—Ditcher-Spreader Cars.—Ditcher Spreader Cars BS-2 and BS-3 must be moved with caution past all station platforms, on industrial side tracks, and within yard limits.

6 (c)—70 and 90 ton and Heavier Cars.—Virginian Railway 116-ton cars, series 19,000 to 21,024, with gross weight exceeding 312,832 lbs., must not be operated over the Keeney's Creek, Gauley and Open Fork Subdivisions.

N&W 90-ton cars, series 100,000 to 101,749, with gross weight exceeding 253,500 lbs., must not be operated over the Gauley and Open Fork Subdivisions.

All other cars having a capacity greater than 70 tons when gross weight exceeds 210,000 lbs., must not be operated on the above territory except when authorized by the Superintendent.

12.—USE OF ENGINE WHISTLE AND BELL:

12 (b)—Enginemen will sound whistle at frequent intervals and ring locomotive bell continuously when approaching and passing standing trains, except when prohibited by special instructions, rule or law.

12 (d)—Thurmond.—Eastward trains will sound engine whistle when approaching east end Thurmond Yard as warning to employes working between switching lead and eastward main track.

14.—HIGHWAY AND STREET CROSSINGS:

14 (a)—Glade Creek and Raleigh Subdivisions.—All trains will stop clear of and protect traffic before proceeding over J. Lilly crossing.

14 (b)—Belva.—Eastward trains on Gauley Subdivision will stop before passing over the highway grade crossing.

14 (c)—Freight trains shoving cars or caboose ahead of engine will stop and protect traffic before proceeding over highway grade crossings below:

Whipple, on White Oak Subdivision.

Mabscott, on Piney Creek Subdivision.

Sprague, on Piney River and Paint Creek Subdivision.

Beckley, Clay St., on Piney River and Paint Creek Subdivision.

14 (d)—Mabscott, Beckley.—Passenger trains running forward will reduce speed to four miles per hour over highway grade crossing and when running backward, stop and protect traffic before proceeding.

14 (e)—Meadow Creek.—The main highway crossing must not be blocked when picking up or setting off cars.

15.—SWITCHING SIGNALS:

15 (a)—Skelton.—The aspects and indications of switching signals at Cranberry Mine No. 2 are as follows:

Table with 2 columns: Aspects, Indications. Green Light... Eastward Movement, Yellow Light... Westward Movement, Red Light... "STOP"

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

19.—MAIL:

19 (a)—Reducing Speed.—No. 1 or section carrying this schedule's postal car, reduce speed to fifteen miles per hour passing Thurmond passenger station, to permit safe discharge of mail.

19.—Concluded.

(b)—No. 46 or section carrying this schedule's postal car reduce speed to fifteen miles per hour passing Thurmond Passenger Station, to permit safe discharge of mail.

20.—STATION STOPS NOT SHOWN ON SCHEDULE:

20 (a)—Regular Stops—

20 (b)—Flag Stops—

Brooks... } fl3, 16 and 104. Glade... } Thayer... }

Dunfee... fl6 and 104.

Claremont... } fl3, 16 and 104. Stone Cliff... } Beury... } Fire Creek... } East Sewell... }

Caperton... } fl3. Nuttall... } Ames... } Hawk's Nest... }

Kaymoor... } fl6 and 104. South Nuttall... } Elverton... } South Caperton... } Macdougall... }

Kanawha Falls... fl3, 16 and 104.

Eagle... fl3.

Flag Stops.—When local flag stations are closed on Saturdays and Holidays, the enginemen of passenger trains will be alert for signals from passengers endeavoring to stop the train.

20 (c)—Local freight trains will stop on signal at all stations to do work.

20 (d)—Conditional Stops—

No. 1.—Thurmond { To discharge revenue passengers from Richmond, Washington or beyond.

No. 46.—Thurmond { To discharge revenue passengers from points west of Ashland.

No. 5.—Sandstone. } Glade... } Quinni- } mont... } McKendree } Thayer... } Fire Creek. } Sewell... } Caperton } Keeney's } Creek... } Nuttall... } Fayette... } Hawk's } Nest... } Deepwater. } Mt. } Carbon... }

Dunfee... { Sunday only—To discharge revenue passengers.

No. 47.—Cotton } Hill... } To receive revenue passengers for Columbus, Pittsburgh or beyond. } To discharge revenue passengers from White Sulphur Springs or beyond.

No. 104.—West Deep- } water... } Eagle... } To receive or discharge revenue passengers.

SPEED SCHEDULE

Table with 6 columns: TIME PER MILE (Min. Sec.), Miles per Hour, TIME PER MILE (Min. Sec.), Miles per Hour, TIME PER MILE (Min. Sec.), Miles per Hour. Lists various train numbers and their corresponding speeds.

SURGICAL STAFF

STATION	SURGON'S NAME	OFFICE ADDRESS	TELEPHONE No.
Hinton	*W. L. Van Sant	Big 4 Bldg.	406
	*C. L. Howard		
Oak Hill, W. Va.	*J. W. Stokes	115 Temple St.	47—Res. 105
	*E. S. Hamilton	Hamilton Bldg.	119
Mt. Hope, W. Va.	*G. G. Hodges	Mt. Hope, W. Va.	Res. 57—Office Kilsyth 186
Raleigh, W. Va.	*M. C. Banks	Raleigh, W. Va.	196M
Blue Jay, W. Va.	*W. H. Cunningham	Blue Jay, W. Va.	Res. 1114
	*Robt. Wriston	Raleigh County Bank Bldg.	Office 462—Res. 564
Beckley, W. Va.	*J. E. McKenzie	110 No. Heber St.	524
	*Wade H. Rardin	Raleigh General Hospital	442
	*R. G. Broaddus	Raleigh General Hospital	442
	*A. U. Tieche	Beckley Hospital	492
	*F. S. Harkleroad	117½ Heber St.	Res. 5839—Office 3962
	G. E. Gwinn	Pine Crest Sanitorium	4225
MacAlpin, W. Va.	*L. M. Halloran	Raleigh General Hospital	Res. 1566—Office 443
Pemberton, W. Va.	*G. W. Johnson	MacAlpin, W. Va.	15
Fayetteville, W. Va.	*R. P. Daniel	Pemberton, W. Va.	10-F-4
	*Ralph Frazier	Fayetteville, W. Va.	70
Montgomery, W. Va.	*W. L. Claiborne	Laird Memorial Hospital	
	*H. C. Skaggs	602 3rd Ave.	41
	*A. E. Bays	30½ Ferry St.	Res. 435—Office 932
	*G. A. Smith	219½ Fourth Ave.	547

*Asterisk indicates doctors who will respond to emergency call.

E. E. Briers.....Asst. General Freight Agent.....Huntington, W. Va.

DIVISION OFFICERS

C. C. MADISON.....Assistant Superintendent.....Hinton W. Va.
G. S. LIVELY.....Trainmaster, New River Subdivision (Main Line).....Hinton, W. Va.
H. R. CALLAHAM...Terminal Trainmaster.....Hinton, W. Va.
W. L. GLASS.....Road Foreman of Engines.....Hinton, W. Va.
N. O. WRIGHT.....Assistant Trainmaster and Assistant Road Foreman of
Engines.....Hinton, W. Va.
H. G. HUFFMAN...Trainmaster, New River Subdivision (Coal Subdivision).Thurmond, W. Va.
S. F. ANDREWS....Assistant Trainmaster, Piney Creek and Laurel Creek
Subdivisions.....Raleigh, W. Va.
M. C. CLARK.....Chief Train Dispatcher.....Hinton, W. Va.
W. G. JOHNSON....Assistant Trainmaster and Assistant R. F. of E., Coal
Subdivisions.....Raleigh, W. Va.
C. H. MANNING....Assistant Trainmaster, Gauley Subdivision.....Gauley, W. Va.
H. S. TALMAN.....Division Engineer.....Hinton, W. Va.
A. O. JONES.....Assistant Division Engineer.....Hinton, W. Va.