

LOW

THE VIRGINIAN RAILWAY COMPANY

NEW RIVER DIVISION

TIME TABLE NO.

EFFECTIVE 12:01 A. M.

SUNDAY, JULY 17, 1955

EASTERN STANDARD TIME



For the government and information
of employes; not for the public.

R. W. HUNDLEY
Superintendent

B. MILLS
Asst. General Manager

D. C. KING
Vice President & General Manager

THE VIRGINIAN RAILWAY COMPANY

.....195...

SUPERINTENDENT:

I have this day received.....copies
of **New River Division Time Table No. 22** taking effect at 12:01
A. M., Sunday, July 17, 1955.

Name.....

Occupation.....

THE RULES OF THE OPERATING DEPARTMENT, EFFECTIVE JUNE 1, 1943, GOVERN THE OPERATION OF TRAINS ON NEW RIVER DIVISION EXCEPT AS MODIFIED HEREIN AND BY SPECIAL INSTRUCTIONS ISSUED BY PROPERT~~Y~~ AUTHORITY.

Third Sub-Division—Roanoke to Elmore									
Station Number	Miles from Norfolk	TIME TABLE No. 22 Effective 12:01 A. M., July 17, 1955	WESTWARD			EASTWARD			
			Third Class	Local Freight	Third Class	Local Freight			
STATIONS			63 Mon. Wed. Fri. Local Freight			64 Tue. Thur. Sat. Local Freight			
			AM—L.			PM—A.			
243	243.1	★ ROANOKE 3.7	7 45			3 00			
247	246.8	BELT LINE N. & W. RY. CROSSING INTERLOCKED							
251	250.9	★ SALEM 4.1	8 05			2 25			
257	256.6	WABUN 5.7	8 20			2 09			
261	260.9	KUMIS 4.3	8 30			1 59			
262	262.0	LAFAYETTE 1.1							
266	266.3	IRONTO 4.3	8 45			1 45			
270	269.6	FAGG 3.3	8 55			1 35			
272	272.4	★ ELLETT 2.8	9 02			1 25			
276	276.3	YELLOW SULPHUR 3.9							
278	278.3	★ MERRIMAC 2.0	9 20			1 04			
279	279.1	SHELBY 0.8	9 25			1 02			
284	284.2	PEPPER 5.1	9 36			12 50			
288	287.7	★ WHITEHORNE 3.5	9 50			12 40			
293	292.7	McCOY 5.0	10 25			12 25 PM			
296	296.0	GOODWINS FERRY 3.3							
298	298.2	EGGLESTON 2.2	10 40			11 35 AM			
303	303.4	★ PEMBROKE 5.2	10 52			11 24			
306	306.5	RIPPLEMEAD 3.1							
307	307.3	KLOTZ 0.8							
309	309.2	N. & W. RY. CROSSING—INTERLOCKED NORCROSS 1.9	11 20			11 00			
315	315.1	CELCO 5.9	11 35			10 40			
317	317.4	NARROWS 2.3	11 50 AM			10 20			
321	320.8	★ RICH CREEK 3.4	12 10 PM			10 00			
324	323.8	GLEN LYN 3.0							
326	325.8	HALES GAP 2.0							
328	327.8	KELLYSVILLE 2.0	12 45			9 35			
330	329.8	OAKVALE 5.4							
335	335.2	INGLESIDE 5.0	1 28			9 15			
340	340.2	★ PRINCETON 4.8	1 45			9 00			
345	345.0	KEGLEY 3.6							
349	348.6	KING 2.9							
352	351.5	ROCK 4.0							
355	355.5	M. X. TOWER 0.7							
356	356.2	★ MATOAKA 1.5							
358	357.7	WEYANOKE 2.2							
360	359.9	CLARKS GAP 1.4							
361	361.3	ALGONQUIN 2.0							
364	363.3	MICAJAH 3.1							
366	366.4	COVEL 1.4							
368	367.8	★ HERNDON 3.3							
371	371.1	BUD 0.9							
372	372.0	ALPOCA 1.9							
374	373.9	TRALEE 0.6							
375	374.5	★ ELMORE							

★ Telegraph Offices

Fourth Sub-Division—Elmore to D. B. Tower

Station Number	Miles from Norfolk	TIME TABLE No. 22 Effective 12:01 A. M., July 17, 1955	STATIONS		WESTWARD	EASTWARD
375	374.5	★ ELMORE 2.0				
	376.5	★ GULF JUNCTION 0.2				
377	376.7	MULLENS 1.4				
378	378.1	HARMCO 1.2				
379	379.3	OTSEGO 1.1				
381	380.4	VIRWEST 1.3				
382	381.7	MABEN 3.9				
386	385.6	HOTCHKISS 2.3				
388	387.9	★ SLAB FORK 2.2				
390	390.1	JENNY GAP 2.1				
392	392.2	LESTER 2.5				
395	394.7	SURVEYOR 2.2				
397	396.9	SEMOCO 2.3				
399	399.2	ECCLES 1.4				
401	400.6	★ HARPER 3.5				
404	404.1	SWEENEYBURG 2.3				
406	406.4	CIRTSVILLE 1.6				
408	408.0	WILLIS BRANCH 1.1				
409	409.1	★ PAX 0.8				
410	409.9	LONG BRANCH 1.7				
412	411.6	LIVELY 3.2				
415	414.8	DOTHAN 2.0				
417	416.8	SILVER GAP 0.9				
418	417.7	OAK HILL JUNCTION 2.2				
420	419.9	LICK FORK 1.2				
421	421.1	WRISTON 1.8				
423	422.9	INGRAM BRANCH 0.5				
424	423.4	HAMILTON 3.4				
427	426.8	★ PAGE 3.5				
430	430.3	BEARDS FORK JUNCTION 0.5				
431	430.8	ROBSON 3.3				
434	434.1	VACO JUNCTION 0.5				
	434.6	WEST DEEPWATER 0.4				
435	435	★ D. B. TOWER				

★Telegraph Offices

Third Sub-Division—Guyandot River Branch—Elmore to Gilbert

Station Number	Miles from Norfolk	TIME TABLE No. 22 Effective 12:01 A. M., July 17, 1955	STATIONS		WESTWARD	EASTWARD
375	374.5	★ ELMORE 4.0				
L379	378.5	ITMAN 2.7				
L381	381.2	JAZBO 5.3				
L387	386.5	PINEVILLE 6.1				
L393	392.6	MADA 5.9				
L399	398.5	ALIFF 3.5				
L402	402.0	SHANNON 3.1				
L405	405.1	SIMON 0.3				
L406	405.4	SIMON JUNCTION 5.6				
L411	411.0	CUB CREEK JUNCTION 3.0				
L414	414.0	JUSTICE 1.9				
L416	415.9	GILBERT YARD 2.1				
L418	418.0	GILBERT 0.3				
	418.3	WEST GILBERT				

Third Sub-Division—Morri Branch—Simon Junction to Kopperston

Station Number	Miles from Norfolk	TIME TABLE No. 22 Effective 12:01 A. M., July 17, 1955	STATIONS		WESTWARD	EASTWARD
L406	405.4	SIMON JUNCTION 7.6				
M413	413.0	PLUNKETT 2.2				
M415	415.2	HUFF CREEK JUNCTION 1.8				
M417	417.0	OCEANA 2.4				
M419	419.4	HATCHEE 5.3				
M425	424.7	KOPPERSTON				

Third Sub-Division—Huff Creek Branch—Huff Creek Junction to Lynco

Station Number	Miles from Norfolk	TIME TABLE No. 22 Effective 12:01 A. M., July 17, 1955	STATIONS		WESTWARD	EASTWARD
M415	415.2	HUFF CREEK JUNCTION 1.4				
HC416	416.6	LYNCO				

Third Sub-Division—Cub Creek Branch—Cub Creek Junction to Coal Mountain

Station Number	Miles from Norfolk	TIME TABLE No. 22 Effective 12:01 A. M., July 17, 1955	STATIONS		WESTWARD	EASTWARD
L411	411.0	CUB CREEK JUNCTION 5.0				
R416	416.0	BRADLEY 2.4				
R418	418.4	COAL MOUNTAIN				

★Telegraph Offices

Fourth Sub-Division—Winding Gulf Branch—Elmore to Willabet

Station Number	Miles from Norfolk	TIME TABLE No. 22 Effective 12:01 A. M., July 17, 1955 STATIONS	WESTWARD		EASTWARD	
375	374.5	★ ELMORE				
	376.5	★ GULF JUNCTION 0.4				
	376.9	WYE JUNCTION 1.3				
B378	378.2	BLACK EAGLE 1.9				
B380	380.1	ALLEN JUNCTION 2.3				
B382	382.4	STEPHENSON 1.7				
B384	384.1	★ AMIGO 3.0				
B387	387.1	HELEN 2.2				
B389	389.3	★ TAMS 1.8				
B391	391.1	STOTESBURY 1.1				
B392	392.2	WOODBAY 1.2				
B393	393.4	BIG STICK 0.5				
B394	393.9	HOT COAL 1.0				
B395	394.9	LOOP JUNCTION 2.7				
B398	397.6	★ SOPHIA 1.5				
B399	399.1	AFFINITY 1.0				
B400	400.1	★ PEMBERTON C. & O. RY. CROSSING 2.0				
B402	402.1	SULLIVAN 2.8				
B405	404.9	BOWYER 0.3				
B405.5	405.2	WHITBY 0.6				
B406	405.8	BOWYER CREEK JUNCTION 0.5				
B406.5	406.3	JONBEN 0.7				
B407	407.0	FIRECO 3.0				
B410	410.0	WILLABET				

★Telegraph Offices

Fourth Sub-Division—Allen Branch—Allen Junction to Lane

Station Number	Miles from Norfolk	TIME TABLE No. 22 Effective 12:01 A. M., July 17, 1955 STATIONS	WESTWARD		EASTWARD	
B380	380.1	ALLEN JUNCTION 1.1				
C381	381.2	WYCO 1.7				
C383	382.9	LANE				

Fourth Sub-Division—Stone Coal Branch—Amigo to Lillybrook

Station Number	Miles from Norfolk	TIME TABLE No. 22 Effective 12:01 A. M., July 17, 1955 STATIONS	WESTWARD		EASTWARD	
B384	384.1	★ AMIGO 0.5				
D385	384.6	STONE COAL JUNCTION 0.9				
D386	385.5	RHODELL 0.6				
D386.5	386.1	FRANCIS 1.4				
D387.5	387.5	EAST GULF 1.0				
D389	388.5	KILLARNEY 0.9				
D389.5	389.4	MEAD 1.2				
D390	390.6	★ BESOCO 2.2				
D393	392.8	LILLYBROOK				

Fourth Sub-Division—Devils Fork Branch—Amigo to End of Line

Station Number	Miles from Norfolk	TIME TABLE No. 22 Effective 12:01 A. M., July 17, 1955 STATIONS	WESTWARD		EASTWARD	
B384	384.1	★ AMIGO 1.5				
	385.6	END OF LINE				

★Telegraph Offices

Fourth Sub-Division—Bowyer Creek Branch—Bowyer Creek Junction to Burma

Station Number	Miles from Norfolk	TIME TABLE No. 22 Effective 12:01 A. M., July 17, 1955 STATIONS	WESTWARD		EASTWARD	
B406	405.8	BOWYER CREEK JUNCTION 1.8				
BC407	407.6	HUNTER 0.3				
BC408	407.9	TRICO 0.6				
BC409	408.5	BURMA				

Fourth Sub-Division—V. & W. Branch—Virwest to Glen Rogers

Station Number	Miles from Norfolk	TIME TABLE No. 22 Effective 12:01 A. M., July 17, 1955 STATIONS	WESTWARD		EASTWARD	
381	380.4	VIRWEST 4.7				
V385	385.1	POLK GAP 4.3				
V390	389.4	MILAM 0.3				
V390.5	389.7	MILAM JUNCTION 5.5				
V395	395.2	GLEN ROGERS				

Fourth Sub-Division—Laurel Fork Branch—Milam Junction to Sabine

Station Number	Miles from Norfolk	TIME TABLE No. 22 Effective 12:01 A. M., July 17, 1955 STATIONS	WESTWARD		EASTWARD	
V390.5	389.7	MILAM JUNCTION 2.4				
X392	392.1	SABINE				

Fourth Sub-Division—White Oak Branch—Oak Hill Junction to Lochgelly

Station Number	Miles from Norfolk	TIME TABLE No. 22 Effective 12:01 A. M., July 17, 1955 STATIONS	WESTWARD		EASTWARD	
418	417.7	OAK HILL JUNCTION 1.6				
H419	419.3	OAK HILL 2.4				
H422	421.7	SUMMERLEE 1.7				
H423	423.4	LOCHGELLY				

Fourth Sub-Division—White Oak Branch—Oak Hill to Carlisle

Station Number	Miles from Norfolk	TIME TABLE No. 22 Effective 12:01 A. M., July 17, 1955 STATIONS	WESTWARD		EASTWARD	
H419	419.3	OAK HILL 2.3				
J422	421.6	CARLISLE				

Fourth Sub-Division—Beards Fork Branch—Beards Fork Junction to Beards Fork

Station Number	Miles from Norfolk	TIME TABLE No. 22 Effective 12:01 A. M., July 17, 1955 STATIONS	WESTWARD		EASTWARD	
430	430.3	BEARDS FORK JUNCTION 2.6				
K433	432.9	BEARDS FORK				

Fourth Sub-Division—Vaco Branch—Vaco Junction to Deepwater

Station Number	Miles from Norfolk	TIME TABLE No. 22 Effective 12:01 A. M., July 17, 1955 STATIONS	WESTWARD		EASTWARD	
434	434.1	VACO JUNCTION 1.0				
Va. 1	435.1	DEEPWATER				

GENERAL INSTRUCTIONS

1. Eastward trains are superior to Westward trains of the same class.

2. YARD LIMITS

Roanoke	Oak Hill Junction on White
Princeton	Oak Branch Only
Elmore	Ingram Branch Mine Track
Page	Johnson Fork Mine Track
Gilbert Yard	Beards Fork Branch
Pemberton	Vaco Branch

3. INTERLOCKED RAILROAD GRADE CROSSINGS

(a) ROANOKE BELT LINE—NORFOLK AND WESTERN RAILWAY:

(b) NORCROSS—NORFOLK AND WESTERN RAILWAY:

Trains will be governed by signal indications, Rules Nos. 281 to 292, inclusive; Automatic Block System Rules Nos. 800 to 810, inclusive; and Interlocking Rules Nos. 900 to 956, inclusive.

4. NON AND PARTIALLY INTERLOCKED RAILROAD CROSSINGS

(a) HELEN—CHESAPEAKE AND OHIO RAILWAY (Crossing of Virginian Railway connection track to Helen Nos. 3 and 9 mines over C. & O. main track):

Permission to operate interlocking must be secured from C. & O. dispatcher. When permission is granted to operate interlocking and no trains are approaching on C. & O. main track, Virginian crews will set semaphore signal at danger position, then remove derails on Virginian track and proceed over crossing. Derails and signal must be restored to normal (clear for C. & O.) when use of crossing is completed.

(b) 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.

5. Posts are located 100 car lengths beyond passing siding switches between Roanoke and Elmore, on engine-man's side in each direction, for the purpose of assisting him in knowing when the rear of his train has passed the switch.

6. At certain places on The Virginian Railway other railroads have trackage rights and at certain places on other railroads The Virginian Railway has trackage rights. These places are listed below and there is set out in each case the name of the railway company whose Time Table, Rules and Instructions shall govern, as follows:

- Between Stone Coal Junction and Lillybrook: The Virginian Railway Company.
- Between Pemberton, Westwood, and Prosperity: The Chesapeake and Ohio Railway Company.
- Between Oak Hill Junction, Carlisle and Lochgelly: The Virginian Railway Company.
- Between D. B. Tower and Dickinson: The New York Central Railroad Company.

7. At the following locations on The Virginian Railway interchange with others roads is performed. Crews using these facilities must move at yard speed expecting tracks to be occupied by cars or trains moving in either direction:

Salem interchange track	Salem Va.
Merrimac interchange track	Merrimac, Va.
Norcross passing siding east of crossover	Norcross, Va.
Interchange track	Matoaka, W. Va.
Deepwater Yard	Deepwater, W. Va.
D. B. Tower	D. B. Tower, W. Va.
Gilbert Yard	Gilbert, W. Va.
Pemberton Yard	Pemberton, W. Va.
Stone Coal Yard	Stone Coal Junction, W. Va.
Carlisle Yard	Carlisle, W. Va.

8. Norfolk Division Train No. 4, first class train, is scheduled to depart Roanoke 8:00 A. M. Norfolk Division Train No. 3, first class train, is scheduled to arrive Roanoke 3:30 P. M. The Time for both trains applies at Passenger Station, Roanoke.

9. Chesapeake and Ohio crews will not operate on Virginian tracks between Stone Coal Junction and Lillybrook and between Oak Hill Junction, Carlisle and Lochgelly, unless accompanied by Virginian pilots or previously qualified; and in like manner Virginian crews will not operate on Chesapeake and Ohio tracks between Pemberton, Westwood and Prosperity unless accompanied by Chesapeake and Ohio pilots or previously qualified.

10. RAILROAD JUNCTIONS

Trains must approach railroad junctions prepared to stop. Where required by rule or law, trains must stop.

Elmore	Guyandot River and Winding Gulf Branches.
Virwest	V. & W. Branch.
Oak Hill Jct	White Oak Branch.
Beards Fork Jct.	Beards Fork Branch.
Vaco Jct.	Vaco Branch.
D. B. Tower	N. Y. C. Railroad.
Simon Jct.	Morri Branch.
Cub Creek Jct.	Cub Creek Branch.
Huff Creek Jct.	Huff Creek Branch.
Allen Jct.	Allen Branch.
Amigo	Stone Coal and Devils Fork Branches.
Bowyer Creek Jct.	Bowyer Creek Branch.
Milam Jct.	Laurel Fork Branch.

11. STANDARD CLOCKS

Roanoke	Yard Office, Walnut Avenue Tower and Enginehouse.
Princeton	Dispatcher's Office.
Elmore	Telegraph Office and Enginehouse.
Page	Telegraph Office.

12. WATCH INSPECTORS

National Railway Time Service Co.	Chicago, Ill.
Harrison Jewelry Co., Inc.	Roanoke, Va.
Whittaker Jewelry	Princeton, W. Va.
H. L. Wikel	Mullens, W. Va.
Hannah's Jewelry Store	Oak Hill, W. Va.
Polan Bros. and Siegel	Charleston, W. Va.

13. BULLETIN BOOKS

Roanoke	Yard Office, Walnut Avenue Tower and Enginehouse.
Princeton	Telegraph Office.
Elmore	Yard Office and Enginehouse.
Page	Telegraph Office and Enginehouse.
Oak Hill	Trainmaster's Office.

14. REGISTER STATIONS

Roanoke	Yard Office, Walnut Avenue Tower and West Roanoke.
Elmore	Telegraph Office.
Page	Telegraph Office.
Simon Junction	Telephone Booth—Train Register for Morri Branch and Huff Creek Branch trains only.
Cub Creek Junction	Telephone Booth—Train Register for Cub Creek Branch trains only.
Allen Junction	Telephone Booth—Train Register for Allen Branch trains only.
Amigo	Telegraph Office—Train Register for Stone Coal Branch trains only.
Pemberton	Telegraph Office—Train Register for Winding Gulf Branch trains west of Pemberton and Bowyer Creek Branch trains only.
Virwest	Telephone Booth—Train Register for V. & W. and Laurel Fork Branch trains only.

15 (a) THE LOCATIONS OF SPRING SWITCHES ARE AS FOLLOWS:

Roanoke Yard	Main Line Switch to West Lead
Kumis	West Switch to Passing Siding.
Fagg	West Switch to Passing Siding.
Kellysville	West Switch to Passing Siding.
Princeton	Main Line Switch West End of Yard.
M. X. Tower	East End Double Track.
Elmore	Main Line Switch East End Classification Yard.
Elmore	West End Double Track.
Elmore	West Switch East Wye.
Elmore	Gilbert pull out track switch to Guyandot River Branch lead track.

15 (b) THE LOCATIONS OF NO. 15 TURNOUTS IN MAIN LINE ARE AS FOLLOWS:

Kumis	West Switch Passing Siding.
Fagg	West Switch Passing Siding.
Shelby	West Switch Passing Siding.
Whitethorne	East Switch Passing Siding.
Whitethorne	West Switch Passing Siding.
McCoy	West Switch Passing Siding.
Eggleston	West Switch Passing Siding.
Pembroke	West Switch Passing Siding.
Kellysville	West Switch Passing Siding.
M. X. Tower	East End Double Track.
M. P. 374.1	Main Line Switch to Guyandot River Branch.
M. P. 377.3	West Switch to Switching Lead West of Mullens.
Slab Fork	East Switch Passing Siding.
Slab Fork	West Switch Passing Siding.
Harper	East Switch Passing Siding.
Hamilton	West Switch Passing Siding.

GUYANDOT RIVER BRANCH

Itman	West End Switching Lead.
Jazbo	East Switch Passing Siding.
Jazbo	West Switch Passing Siding.
Pineville	East Switch Passing Siding.
Pineville	West Switch Passing Siding.
Mada	East Switch Passing Siding.
Mada	West Switch Passing Siding.
Aliff	East Switch Passing Siding.
Aliff	West Switch Passing Siding.
Simon	East Switch Passing Siding.
Simon	West Switch Passing Siding.

16. PASSING SIDINGS:

Main Line	Cap. 40 ft. Cars	Length in Feet
Salem	141	5674
Wabun	129	5180
Kumis	169	6793
Fagg	171	6861
Shelby	144	5794
Pepper	141	5667
Whitethorne	134	5372
McCoy	143	5728
Eggleston	127	5104
Pembroke	135	5431
Norcross	162	6501
Celco	174	6991
Rich Creek	128	5149
Kellysville	169	6789
Ingleside	54	2197
Kegley	131	5245
King	130	5234
Rock	153	6135
Maben	167	6712
Slab Fork	138	5930
Surveyor	103	4147
Harper	158	6345
Pax	143	5755
Oak Hill Junction	87	3495
Hamilton	121	4846
Page	276	11075

Winding Gulf Branch

Amigo	120	4831
Tams	158	6345
Woodbay	97	3919
Sophia	62	2493
Bowyer	53	2155

Stone Coal Branch

Rhodell	92	3704
East Gulf	102	4084
Besoco	83	3358

Guyandot River Branch

Itman	96	3877
Jazbo	133	5351
Pineville	153	6126
Mada	144	5764
Aliff	144	5767
Simon	162	6494
Cub Creek Junction	59	2368

Morri Branch

Plunkett	116	4675
Hatcher	120	4838

Cub Creek Branch

Bradley	61	2463
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NOTE: Capacities shown in 40-foot cars for passing sidings do not include locomotive and caboose. Lengths shown in feet for passing sidings are from clearance point to clearance point.

17. MAXIMUM PERMISSIBLE SPEED

GENERAL LOCATIONS AND CONDITIONS	Passenger Trains	Freight Trains
Roanoke to M. P. 271.0 East of Ellett	50	35
M. P. 271.0 East of Ellett to M. P. 327.6 Kellysville	40	35
M. P. 327.6 Kellysville to M. P. 338.3 Oney Gap Tunnel	35	30
M. P. 338.3 Oney Gap Tunnel to M. P. 347.6 East of King	40	35
M. P. 347.6 East of King to Algonquin	30	30
Algonquin to Elmore Westward Track	30	30
Algonquin to Elmore Eastward Track	20	20
Elmore to M. P. 428 West of Page	30	25
M. P. 428 West of Page to D. B. Tower	20	15
Elmore to Gilbert	25	25
Simon Junction to Hatcher	25	25
Hatcher to Kopperston	25	10
Cub Creek Junction to M. P. 5, Cub Creek Branch	25	15
M. P. 5, Cub Creek Branch to Coal Mountain	25	10
Elmore to M. P. 9 West of Amigo	25	20
M. P. 9 West of Amigo to Fireco	30	25
Fireco to Willabet	10	10
Allen Junction to Lane	15	15
Amigo to Lillybrook	25	20
Devils Fork Branch	15	15
Bowyer Creek Junction to Burma	15	10
Virwest to Polk Gap	20	15
Polk Gap to Glen Rogers	25	20
Milam Junction to Sabine	20	15
Oak Hill Junction to Oak Hill (Duncan's Crossing)	15	10
Oak Hill (Duncan's Crossing) to Lochgelly	20	15
Oak Hill (Duncan's Crossing) to Carlisle	15	10
Beards Fork Junction to Beards Fork	15	10
Vaco Junction to Deepwater	15	10
Mallet Type Engines	30	30
Steam Engines backing up	20	20
Mikado Type Engines—Class MC	40	35
Mikado Type Engines—Classes MB, MCA, MD	50	35
Engines Class PA	50	35
Electric Engines—Class EL-3A	28	28
Electric Engines—Class EL-2B	35	35
Diesel Engines—Class DE-S	50	35
Diesel Engines—Class DE-RS	50	35
Light Engines or with caboose only	30	30
Steam Engines without engine trucks	15	15
Trains handling dead engines	28	28
Trains handling scale test cars	28	28
Trains handling steam derricks, locomotive cranes, steam shovels, etc. (Booms must trail)	30	
All trains entering or leaving sidings or yards or through crossovers, except as otherwise provided	10	10
All trains leaving sidings through switches equipped with No. 15 turnouts. (See Section 15 (b) of General Instructions)	25	25

MAXIMUM PERMISSIBLE SPEED—Continued

SPECIFIC LOCATIONS AND CONDITIONS	Passenger Trains	Freight Trains
Curve M. P. 247.2 to M. P. 247.6	45	35
Curves M. P. 255.6 West of Salem to M. P. 264.6 East of Ironto	40	35
Curves M. P. 267.4 to M. P. 268.4	45	35
Glen Lyn Power Plant Track		5
M. X. Tower—Entrance to Double Track—Westward	30	30
Elmore—Entrance to Double Track—Eastward	10	10
Curves M. P. 393.6 to M. P. 394.5	20	20
Loop Junction on W. G. Branch	10	10
Between easterly limits of C. T. C. territory at Elmore and M. P. 2.3 Guyandot River Branch	20	20
Between M. P. 39.7, Guyandot River Branch and westerly limits of C. T. C. territory at Gilbert Yard	20	20

The operation of trains handled by type MG electric locomotives, numbered 125 to 128, inclusive, between Elmore, W. Va. and Roanoke, Va. will be governed by the following speed restrictions:

Eastward trains, of more than 6,000 tons, will not exceed a speed of 20 M. P. H. Princeton to Kellysville.

Eastward trains, of more than 6,000 tons, will not exceed a speed of 20 M. P. H. Merrimac to Fagg.

Trains handled by two engines, when second engine is of constant speed type, road numbers 100 to 111, inclusive, will be governed by the following instructions:

The following instructions will govern the speed of electric trains between Roanoke and Elmore, handled by constant speed engines, road numbers 100 to 111, inclusive:

Eastward Trains

	14 MPH	28 MPH
Elmore to Clarks Gap	3,000 tons	1,500 tons
Clarks Gap to Princeton	9,000 tons	6,500 tons
Princeton to Kellysville	9,000 tons	6,000 tons
Kellysville to Whitethorne		9,000 tons
Whitethorne to Fagg	9,000 tons	6,000 tons
Fagg to Roanoke		9,000 tons

Trains of more than 6,500 tons must not exceed speed of 14 M. P. H. on grade Rock to Princeton, and trains of more than 6,000 tons must not exceed speed of 14 M. P. H. on grade Whitethorne to Merrimac.

MAXIMUM PERMISSIBLE SPEED—Continued

SPECIFIC LOCATIONS AND CONDITIONS—Continued	Passenger Trains	Freight Trains
If an eastbound train with more than 5,400 tons is stopped or reduces speed below 20 M. P. H. on the grade Rock to Oney Gap, and Whitethorne to Merrimac, no attempt will be made to increase the speed from 14 to 28 M.P.H. until after train has passed over grade.		
The change-over from 28 to 14 miles an hour must be made before starting on the grade.		
Westward Trains		
14 MPH 28 MPH		
Roanoke to Fagg	3,000 tons	
Fagg to Merrimac	3,000 tons	2,000 tons
Merrimac to Kellysville		3,600 tons
Kellysville to Princeton	3,000 tons	2,000 tons
Princeton to Rock		3,000 tons
Rock to M. X. Tower	3,000 tons	3,000 tons
M. X. Tower to Elmore		3,000 tons

Trains of more than 2,000 tons must not exceed speed of 14 M. P. H. on grades between Fagg and Merrimac, and Kellysville to Princeton. The change-over to 14 M. P. H. must be made before starting on these grades.

Trains of more than 3,000 tons must not exceed speed of 14 M. P. H. on grade Rock to M. X. Tower, the change-over to be made before starting on this grade.

Engineers will reduce speed below the maximum limit at any point where, in their judgment, the maximum is too high, whether covered by speed restrictions or not, and will promptly report such conditions to Superintendent.

18. SPEED TABLE

TIME PER MILE	Miles per Hour	TIME PER MILE	Miles per Hour
0 min. 51 sec.	70.6	2 min. 35 sec.	23.2
0 " 52 "	69.2	2 " 40 "	22.5
0 " 53 "	67.9	2 " 45 "	21.8
0 " 54 "	66.6	2 " 50 "	21.1
0 " 55 "	65.4	2 " 55 "	20.6
0 " 56 "	64.3	3 " 0 "	20.0
0 " 57 "	63.2	3 " 5 "	19.4
0 " 58 "	62.1	3 " 10 "	18.9
0 " 59 "	61.0	3 " 15 "	18.4
1 " 0 "	60.0	3 " 20 "	18.0
1 " 5 "	55.4	3 " 25 "	17.5
1 " 10 "	51.4	3 " 30 "	17.1
1 " 15 "	48.0	3 " 35 "	16.7
1 " 20 "	45.0	3 " 40 "	16.3
1 " 25 "	42.3	3 " 45 "	16.0
1 " 30 "	40.0	3 " 50 "	15.6
1 " 35 "	37.9	3 " 55 "	15.3
1 " 40 "	36.0	4 " 0 "	15.0
1 " 45 "	34.3	4 " 17 "	14.0
1 " 50 "	32.7	4 " 36 "	13.0
1 " 55 "	31.3	5 " 0 "	12.0
2 " 0 "	30.0	5 " 27 "	11.0
2 " 5 "	28.8	6 " 0 "	10.0
2 " 10 "	27.7	6 " 40 "	9.0
2 " 15 "	26.6	7 " 30 "	8.0
2 " 20 "	25.7	8 " 34 "	7.0
2 " 25 "	24.8	10 " 0 "	6.0
2 " 30 "	24.0	12 " 0 "	5.0

19. MEDICAL STAFF

Name	Place
Dr. C. M. Irvin, Surgeon	Roanoke, Va.
Dr. W. H. Saunders, Assistant Surgeon	Roanoke, Va.
Dr. H. B. Stone, Oculist	Roanoke, Va.
Dr. H. B. Stone, Jr., Assistant Oculist	Roanoke, Va.
Dr. Russell B. Smiley, Local Surgeon	Salem, Va.
Dr. A. M. Showalter, Local Surgeon	Christiansburg, Va.
Dr. W. C. Caudell, Local Surgeon	Pearisburg, Va.
Dr. E. S. Carr, Local Surgeon	Narrows, Va.
Dr. M. C. Newton, Local Surgeon	Narrows, Va.
Dr. Frank J. Holroyd, Surgeon	Princeton, W. Va.
Dr. B. S. Clements, Local Surgeon	Matoaka, W. Va.
Dr. B. W. Steele, Surgeon	Mullens, W. Va.
Dr. Ross E. Newman, Local Surgeon	Mullens, W. Va.
Dr. W. F. Pomputious, Local Surgeon	Helen, W. Va.
Dr. A. L. Hunter, Local Surgeon	Pax, W. Va.
Dr. C. G. Merriman, Surgeon	Page, W. Va.
Dr. Ralph Hogshead, Local Surgeon	Montgomery, W. Va.
Dr. A. U. McClure, Local Surgeon	Charleston, W. Va.
Dr. Randolph L. Anderson, Consulting Traumatic Surgeon	Charleston, W. Va.
Dr. E. M. Wilkinson, Local Surgeon	Pineville, W. Va.
Dr. R. C. Hatfield, Local Surgeon	Oceana, W. Va.
Dr. G. W. Johnson, Local Surgeon	McAlpin, W. Va.
Dr. W. C. Covey, Local Surgeon	Winding Gulf, W. Va.
Dr. F. J. Moore, Local Surgeon	East Gulf, W. Va.
Dr. R. P. Daniel, Local Surgeon	Beckley, W. Va.
Dr. W. M. Riley, Local Surgeon	Fireco, W. Va.
Dr. A. U. Tieche, Local Surgeon	Beckley, W. Va.
Dr. D. D. Daniel, Local Surgeon	Beckley, W. Va.
Dr. A. G. Bowles, Local Surgeon	Beckley, W. Va.

20. LIST OF DIVISION OFFICIALS

M. M. Shumate, Asst. Superintendent	Princeton, W. Va.
T. J. Nichols, Trainmaster	Mullens, W. Va.
E. B. Lefler, Jr., Asst. Trainmaster	Mullens, W. Va.
J. W. Fox, Asst. Trainmaster	Mullens, W. Va.
L. C. Stewart, Asst. Trainmaster	Mullens, W. Va.
J. G. Baker, Asst. Trainmaster	Oak Hill, W. Va.
W. D. Davis, Road Foreman of Engines	Mullens, W. Va.
Eugene Newsome, Asst. Road Foreman of Engines	Mullens, W. Va.
H. M. Strong, Chief Dispatcher	Princeton, W. Va.
B. B. Coleman, Asst. Chief Dispatcher	Princeton, W. Va.
G. T. Strong, Jr., Master Mechanic	Mullens, W. Va.

SPECIAL INSTRUCTIONS

1. Employes using No. 9 track switch, Roanoke yard (lead for shop and roundhouse tracks), must leave same set for the lead.
2. Between Roanoke and Mullens there are certain zones defined as "Low Wire Zones." All tunnels, including one thousand (1,000) feet on each side thereof, are to be considered as Low Wire Zones. Low Wire Zones will be indicated by Circular Signs marked "DANGER—LOW WIRE," being lighted with electric lamps.

3. Whenever it becomes necessary for trainmen to go on top of cars, or an engineman on top of a locomotive in Low Wire Zones, the conductor or engineman shall call the Power Director from the nearest phone, advising him of the circumstances and giving the position and direction of the train.

He shall request the Power Director to de-energize the section or sections of trolley under which the train is standing and shall wait on the wire until advised by the Power Director that the trolley is de-energized.

After the trolley is de-energized and both the Power Director and engineman are satisfied that the locomotive is under the de-energized trolley, the engineman will open all circuit breakers and on direction from the Power Director will put one ground switch in on the locomotive. This will ground the trolley and provide the necessary ground protection.

When the train is ready to proceed and all men are in the clear, the engineman will open the ground switch and call the Power Director or have the conductor call (whoever requested the clearance in the first instance), advising him that the ground switch is open, requesting the trolley be energized.

Employes are cautioned at all times to exercise great care to protect themselves from coming closer than eighteen (18) inches to the overhead electrical construction and they are further cautioned that when using fire hooks, water from sprinkler hose, tools or appliances on locomotives or tenders, contact of these devices with the overhead electrical construction may be fatal. When giving signals in the Low Wire Zones, it must not be done directly under trolley wire or within eighteen (18) inches of the overhead electrical construction.

When operating roadway or wrecking equipment, employes must remove or adjust any obstruction on the top thereof that may come in contact with the overhead electrical construction. Booms must always be lowered to clear the overhead electrical construction.

Ditching machines, locomotive cranes and power derricks must not, under any circumstances, in the electrified territory between Mullens and Roanoke, work in the Low Wire Zones while the line is energized, and must not work anywhere in the electrified territory unless the booms of the machines are properly insulated.

Employes are hereby notified that the overhead electrical construction is energized at all times except when notified in writing to the contrary over the signature of Power Director.

In the Electrified Zone, in case of power interruption lasting more than three minutes, it will be the duty of the Engineer or Helper to report to the Power Director or the Train Dispatcher personally or through the Conductor, giving any symptoms that may be observed which will enable the Power Director to get in touch with the engine crew for the purpose of having the pantograph lowered for testing purposes if necessary in order that it may be definitely determined whether or not the trouble is in the locomotive.

4. Between 9:00 A. M. and 6:00 P. M. daily the track between Merrimac and Ellett will be operated under Manual Block Rules, see Rules 760 to 771 of the Book of Rules, dated June 1, 1943.

No train will be allowed to enter Alleghany Tunnel unless it is known that a preceding train has cleared the tunnel between these hours.

Between the hours of 6:00 P. M. and 9:00 A. M. daily trains in either direction will drop a red fusee when the rear of train enters the tunnel.

5. At Princeton, after picking up or setting off cars, and after train is coupled up, the head brakeman should go towards the rear and place himself in position to receive a signal to proceed from some member of the crew at the rear, and this proceed signal must not be given from the rear until the air gauge in the caboose indicates that the train line has the required pressure.

6. Eastward trains picking up at Clarks Gap will make a brake test of the cars to be picked up before pulling out on the main line to couple to train. After this test is made and train is coupled up, it must not proceed until a signal is received from some member of the crew at the rear indicating that the train line has the required pressure and the rear brakes are released.

7. Westward extra trains will run between Clarks Gap and Algonquin expecting to find Westward track or crossovers occupied by trains or engines not protected.

8. Centralized Traffic Control is in service, subject to Rules contained in Book of Rules dated June 1, 1943, between Centralized Traffic Control limit signs near Elmore, W. Va., and D. B. Tower, W. Va. This system is equipped with an automatic signal system of the Absolute Permissive Type with color light signals.

In this territory, controlled sidings have been established at the following points:

Maben	Pax
Slab Fork	Oak Hill Junction
Surveyor	Hamilton
Harper	Page

The switch at each end of these controlled sidings is equipped with an electric power-operated switch machine controlled by the Dispatcher at Princeton, W. Va., together with the associated signals governing movements over the switch. The territory between the two home signals at each of these switches is an interlocking and operation through this territory is governed by interlocking rules.

Between the ends of Centralized Traffic Control territory and the first controlled sidings, also between the controlled sidings, intermediate automatic signals are provided and operation in these territories will be governed by automatic signal rules.

The controlled sidings are not protected by signals between clearance points, and the rails are not bonded. Trains and engines must move at yard speed through the sidings expecting to find them occupied.

In this territory at the following places:

Slab Fork Mine Track
Willis Branch Mine Track
White Oak Branch

switches are equipped with electric locks which are controlled by the Dispatcher.

The entire operation is governed by Rules covering Centralized Traffic Control.

9. A remotely controlled signal system is in operation between the easterly end of the C. T. C. territory at Mile Post 377.3 and the westerly end of double track at Mile Post 374.5 at Elmore, W. Va.

Within the above limits there are 3 Interlockings.

(1) At West End of Switching Lead M. P. 377.3. The signals are controlled by the Dispatcher. The switch is operated by an electric switch machine controlled by the Dispatcher. See Interlocking Rules 900 to 956, inclusive.

(2) At Gulf Junction. The signals are controlled by the Dispatcher. The Winding Gulf switch and the crossover switches are operated by electric switch machines controlled by the Dispatcher. See Interlocking Rules 900 to 956, inclusive.

(3) At the double crossover M. P. 375.2 Elmore, W. Va. The signals are controlled by the Dispatcher. The switches are operated by electric switch machines controlled by the Dispatcher. See Interlocking Rules 900 to 956, inclusive.

The territory covered by the signal system is divided into three (3) absolute blocks as follows:

(1) Easterly end of C. T. C. Territory at Mile Post 377.3 to eastbound home signal at Gulf Junction.

(2) The westbound home signal at Gulf Junction to the eastbound home signal at the double crossover Mile Post 375.2 Elmore, W. Va.

(3) The westbound home signal at the double crossover Mile Post 375.2 Elmore, W. Va. to the west end of double track at Mile Post 374.5 at Elmore, W. Va.

Operation through the absolute blocks is governed by Rules 800 to 810, inclusive. The signals of the Interlocking, the signal at Mile Post 377.3 and the signal at the west end of double track at Mile Post 374.5 at Elmore, W. Va., are semi-automatic signals and in addition are under the control of the Dispatcher and govern the use of the absolute blocks.

The signals are of the Color Light type.

In this territory, trains are operated by signal indication under the direction of the Dispatcher and signal indications will supersede superiority of trains, but do not dispense with the use or the observance of other signals whenever and wherever they may be required.

Where west leg of the east wye at Elmore connects to the main track it is equipped with a spring switch stand. Its normal position is set for movement via the main track. Westbound trains from Departure Yard will pull through this switch when dwarf signal at this location indicates "Proceed." Trains or engines using the switch to leave main track will throw by hand and restore to normal position after use.

The end of double track at Mile Post 374.5 at Elmore is equipped with a spring switch stand. Its normal position is set for movement to eastbound main track. Westbound trains from double to single track will pull through switch when the home or dwarf signal indicates "Proceed." For movement from the single main to westbound track the switch will be thrown by hand and restored to normal position after use. See Spring Switch Rules Nos. 980 to 987, inclusive.

Verbal permission must be obtained from the Dispatcher before entering the absolute block from the west leg of the west wye. Entrance to the three (3) absolute blocks at other places will be governed by signal indications.

All references to Rules by number refer to Rules of the Operating Department, effective June 1, 1943.

10. Centralized Traffic Control is in service, subject to Rules contained in Book of Rules dated June 1, 1943, between Centralized Traffic Control limit signs at Elmore, W. Va., and Gilbert Yard, W. Va., on the Guyandot River Branch. This system is equipped with an automatic signal system of the Absolute Permissive Type with color light signals.

In this territory, controlled sidings have been established at the following points:

Itman	Aliff
Jazbo	Simon
Pineville	Cub Creek Junction
Mada	

The switch at each end of these controlled sidings is equipped with an electric power-operated switch machine controlled by the Dispatcher at Princeton, W. Va., together with the associated signals governing movements over the switch. The territory between the two home signals at each of these switches is an interlocking and operation through this territory is governed by interlocking rules.

The controlled sidings are not protected by signals between clearance points, and the rails are not bonded. Trains and engines must move at yard speed through the sidings expecting to find them occupied.

Electric power-operated switch machines, controlled by the Dispatcher at Princeton, together with associated signals governing movements over the switch, are located at the following points:

Elmore
M. P. 2.3—Guyandot River Branch.
West switch to storage track.

Simon Junction
M. P. 31.1—Guyandot River Branch.
Morri Branch switch to passing track. Switches to crossover between Morri Branch and main track.

In this territory switches, equipped with automatic electric locks, are located at the following places:

M. P. 4.1—Guyandot River Branch.

Itman house track.

M. P. 4.2—Guyandot River Branch.

Itman crossover between main track and passing siding.

M. P. 9.2—Guyandot River Branch.

Callaway spur track.

M. P. 11.6—Guyandot River Branch.

Pinnacle spur track.

M. P. 12.2—Guyandot River Branch.

Pineville house track.

M. P. 20.2—Guyandot River Branch.

East switch Marianna mine track.

M. P. 20.7—Guyandot River Branch.

West switch Marianna mine track.

M. P. 26.2—Guyandot River Branch.

Baileysville house track.

M. P. 27.0—Guyandot River Branch.

East switch Shannon storage track.

M. P. 27.6—Guyandot River Branch.

West switch Shannon storage track.

Trains occupying the main track can use these switches by occupying a short track circuit immediately ahead of the switch points which will release the electric lock.

Trains occupying the auxiliary track and wishing to reverse the switch to come out on the main track must contact the train dispatcher by telephone and he will give permission to release the lock so the switch can be thrown. No part of the fouling circuit on the auxiliary track should be occupied or derail thrown without the Dispatcher's permission when making a move from auxiliary track to the main track.

At the following locations switches are equipped with electric locks which can be hand-operated only after securing permission from the Train Dispatcher:

M. P. 40.2—Guyandot River Branch.

Main line switch to N. & W. interchange tracks.

M. P. 40.3—Guyandot River Branch.

Main line switch VGN. yard tracks.

In this Centralized Traffic Controlled territory speed of trains and engines is restricted to 20 M. P. H. at the following locations:

Between easterly limits of C. T. C. territory at Elmore and M. P. 2.3—Guyandot River Branch.

Between M. P. 39.7—Guyandot River Branch and westerly limits of C. T. C. territory at Gilbert Yard.

This entire operation is governed by Rules covering Centralized Traffic Control.

11. The operation of track motor cars in Centralized Traffic Control territory will be governed by the following instructions:

Employees operating track motor cars, before placing car on main track, or controlled siding, will obtain authority from the Train Dispatcher through an Operator, if one is on duty. Dispatcher will be furnished name of Motor Car Operator, occupation, and motor car identification, and a brief description of the move desired to be made, or work to be done, the working limits, and amount of time needed. Dispatcher will grant such authority as may be permissible under existing traffic or other conditions giving the Motor Car Operator, through the Telegraph Operator, if one is on duty, necessary instructions, including both time limit and working limits. Motor Car Operator or Telegraph Operator will write these instructions on Form 1643 and will repeat them back to Dispatcher to avoid misunderstanding. Motor car must be clear of main track and controlled sidings before the time given has expired, or protected in accordance with Rule 99.

Before granting authority to Motor Car Operator, Dispatcher will record the motor car number, the time allowed, and working limits, in the space provided on train sheet and will hang "block" tags on the 'start' button of signal levers that control protecting signals for the territory involved after setting these signals at STOP. Block tags must not be removed, or signals, or switch levers in the territory involved, changed to permit trains to enter the prescribed working limits until time limit has expired. Authority for movement of motor cars will not be given until the track between the protecting signals has been cleared of all trains, except that when all trains occupying such track are moving in the same direction authority may be given when it is known that all trains have passed the point where the motor car is to be placed on the track. In all other respects the operation of motor cars is governed by Rules 695 to 727, inclusive, of Book of Rules of the Operating Department, effective June 1, 1943.

12. Trains on:

Morri Branch and Huff Creek Branch
Cub Creek Branch
Allen Branch
Stone Coal Branch
Winding Gulf Branch west of Pemberton and Bowyer Creek Branch
V. & W. and Laurel Fork Branch

will be registered at Register Stations shown in General Instruction No. 14. The first train registered on the respective branch or branches may operate on such branch or branches in either direction without train order and without protecting. A second or succeeding train must protect against other trains registered on the branch or branches unless otherwise provided.

13. Before descending grades the Engineer may require a designated number of retainers, or hand brakes, or both, be set up when in his judgment they are needed to properly control the speed of the train.

14. When crews use the N. & W. tracks at Gilbert Yard they must be protected in accordance with Rule 99.

15. Tracks in C. & O. Yard at Stone Coal Junction are laid at close centers. To avoid personal injuries, employees are warned not to ride on sides of cars.

16. The White Oak Branch between Carlisle and Lochgelly and between Oak Hill Junction and Oak Hill is operated over by the mine run engine without train orders. Trains will not use this track without first securing permission of the Conductor in charge of the mine run.

17. The tipples at a number of coal mines are equipped with automatic car droppers and loading booms. Train and enginemen should use care to avoid striking cars connected to automatic car droppers to avoid damage to mechanism, and see that the loading booms are elevated to proper clearance above track before placing cars at such tipples.

18. Close side and overhead clearance exists at and about all coal tipples, loading ramps and platforms. Employees must exercise extreme caution to avoid personal injury.

19. The ladder on tank of engines, fitted on edge of coal bunker for convenience of fireman in passing over tank at water stations, must not be used in electrified zone as there is not sufficient clearance under the trolley wire.

20. When a helper engine is used in a train, if, for any reason, the leading engine is detached from the train and again recoupled, the engineer of the leading engine should, before starting the train, make a 20-pound reduction of his brake pipe pressure with the automatic brake valve, returning the brake valve handle to lap position, to determine whether or not the brake valves of additional engines are cut out.

Before train is started after the leading engine has been detached and recoupled, the engineer of each helper engine must register with the fireman the position of the cut-out valve on their engine.

21. Locomotives not equipped with engine trucks being moved in trains must be headed in the opposite direction from which the train is moving when practicable.

22. All freight trains when arriving at terminal must make a 20-pound service application of the brakes before detaching engine from train. Brakeman will be required to wait for signal from engineer before detaching engine.

23. The use of colored glasses or goggles by employees whose duties require them to observe signals is prohibited.

24. If one wheel of a truck of Diesel locomotive is derailed, it may be retracked by use of proper retracker or suitable blocking. If more than one wheel is derailed, Mechanical Department representatives must be consulted as to proper method and procedure for retracking. Care must be exercised in retracking Diesels to avoid damaging traction motors or gear housings.

25. Extra trains operating west of Elmore on the New River Division will not display white signals.

26. Clearance and Block Card Form 1166 will not be issued to trains at Page and Gilbert Yard.

27. Engineman's train register clearance, Form 390, will not be issued to trains at Elmore or Gulf Junction.

28. When light engines are operated in signal territory sand must not be used except in case of emergency. If stopped on sand they must immediately be moved forward or backward far enough to get one truck off of sanded rail to insure proper operation of automatic signals.