NORFOLK AND WESTERN RAILWAY CO.

NEW RIVER DIVISION

TIME TABLE No. 19

(NO. 18 OMITTED)

EFFECTIVE 12:01 A. M.
Sunday, March 25, 1962

Eastern Standard Time

General Rules, Regulating the Movement of Trains, are contained in Book of Rules for the Government of the Operating Department, a copy of which must be in possession of each employee in train service while on duty.

This Time Table is not intended for the information of the public nor as an advertisement of the time or hours of any train. The Railway Company reserves the right to vary from it at pleasure.

It is for the information of employees only.

THE STONE PRINTING & MFG. CO., ROANOKE, VA., U.S.A.

KELLYSVILLE TO ELMORE—Westward

Distance from Roanoke	Time Table No. 19 EFFECTIVE Sunday, March 25, 1962 — STATIONS	THIRD CLASS 73 Time Frt. Lv. Daily	THIRD CLASS 71 Time Frt. Lv. Daily	Telegraph Signals	Telegraph Office	Passing Siding Clearance In Feet	Siding Capacity In Cars	
84.7	Kellysville	A. M. 4.00	P. M. 2.45	K V	D N	.....	.....	.....
92.1	Ingleside	4.45	3.10	.....	.....	Spur	10	.....
97.1	Princeton O	5.30	3.20	Q	D N	8,448	211	.....
101.9	Kegley	5.45	3.30	.....	.....	Storage	131	.....
105.5	King	6.00	3.40	.....	.....	5,234	130	.....
108.4	Rock	6.15	3.45	.....	.....	Storage	153	.....
112.4	M. X. E END DT	6.30	3.55	.....	.....	.....	.....	.....
113.1	Matoaka	6.35	4.00	.....	.....	.....	.....	.....
116.8	Clarks Gap	6.45	4.10	.....	.....	.....	.....	.....
118.2	Algonquin	6.50	4.15	.....	.....	.....	.....	.....
123.3	Covel	7.05	4.25	.....	.....	.....	.....	.....
124.7	Herndon	7.10	4.30	.....	.....	.....	.....	.....
128.9	Alpoca	7.30	4.50	.....	.....	.....	.....	.....
131.4	Elmore W END DT Y	7.45 A. M.	5.10 P. M.	M O	D N	.....	Yard	.....

ELMORE TO KELLYSVILLE—Eastward

Distance from Elmore	Time Table No. 19 EFFECTIVE Sunday, March 25, 1962 STATIONS	THIRD CLASS 74 Time Freight Lv. Daily	THIRD CLASS 72 Time Freight Lv. Daily	
.0	Elmore ..... W END DT .... Y	A. M. 12.01	A. M. 11.15	
2.5	Alpoca	12.15	11.25	.....
6.7	Herndon	12.35	11.40	.....
8.1	Covel	12.40	11.45	.....
13.2	Algonquin	1.01	12.15PM	.....
14.6	Clarks Gap	1.30	12.45	.....
18.3	Matoaka	1.38	12.55	.....
19.0	M. X. ..... E END DT	1.41	12.57	.....
23.0	Rock	1.50	1.05	.....
25.9	King	1.55	1.10	.....
29.5	Kegley	2.01	1.20	.....
34.3	Princeton ..... O	2.15	1.30	.....
39.3	Ingleside	2.35	1.45	.....
46.7	Kellysville	3.00 A. M.	2.00 P. M.	.....

ELMORE TO D. B. TOWER—Westward

Distance from Elmore	Time Table No. 19 EFFECTIVE Sunday, March 25, 1962 STATIONS	Third Class 73 Time Frt. Lv. Daily	Third Class 71 Time Frt. Lv. Daily	Telegraph Signals	Telegraph Office	Passing Siding Clearance In Feet	Siding Capacity In Cars
.0	Elmore ..... Y	A. M. 11.00	P. M. 6.50	MO	DN	.....	Yard
2.0	Gulf Junction ..... Y	11.05	6.52	J	DN	.....	.....
5.9	Virwest	11.20	7.02	.....	.....	.....	.....
7.2	Maben	11.25	7.05	.....	.....	6,712	167
11.1	Hotchkiss	12.25PM	7.20	.....	.....	Spur	80
13.4	Slab Fork	12.45	7.25 74	.....	.....	5,930	138
15.6	Jenny Gap	12.55	7.30	.....	.....	Storage	80
17.7	Lester	1.05	7.35	.....	.....	Spur	10
20.2	Surveyor	1.15	7.40	.....	.....	4,147	103
26.1	Harper	2.15	7.53	HA	D	6,345	158
31.9	Cirtsville	2.30	8.05	.....	.....	Spur	12
34.6	Pax	3.00	8.11	.....	.....	5,755	143
35.4	Long Branch	3.10	8.14	.....	.....	.....	.....
37.1	Lively	3.20	8.19	.....	.....	Storage	80
42.3	Silver Gap	3.30	8.30	.....	.....	Storage	80
43.2	Oak Hill Jct.	3.35	8.35	.....	.....	3,495	87
48.4	Ingram Branch	3.50	8.46	.....	.....	.....	.....
48.9	Hamilton	3.55	8.50	.....	.....	.....	.....
52.3	Page	5.15	9.00	D	D	10,230	255
55.8	Beard's Fork Jct.	5.30	9.10	.....	.....	.....	.....
56.3	Robson	5.35	9.12	.....	.....	Spur	15
59.6	Vaco Junction	5.45	9.23	.....	.....	.....	.....
60.1	Deepwater	6.00	.....	.....	.....	.....	Yard
60.5	D. B. Tower	..... P. M.	9.30 P. M.	DB	DN	.....	.....

D. B. TOWER TO ELMORE—Eastward

Distance from D. B. Tower	Time Table No. 19 EFFECTIVE Sunday, March 25, 1962 STATIONS	THIRD CLASS 72 Time Freight Lv. Daily	74 Time Freight Lv. Daily
		A. M.	P. M.
.0	D. B. Tower	6.00	.....
.....	Deepwater	.....	2.00
0.9	Vaco Junction	6.05	2.03
4.2	Robson	6.20	2.15
4.7	Beard's Fork Jct.	6.23	2.17
8.2	Page	6.35	3.46
11.6	Hamilton	6.45	4.01
12.1	Ingram Branch	6.50	4.10
17.3	Oak Hill Jct.	7.20	4.45
18.2	Silver Gap	7.25	4.55
23.4	Lively	7.35	5.05
25.1	Long Branch	7.40	5.10
25.9	Pax	7.45	5.15
28.6	Cirtsville	7.55	5.30
34.4	Harper	8.20	6.15
40.3	Surveyor	8.35	6.25
42.8	Lester	8.40	6.40
44.9	Jenny Gap	8.45	6.50
47.1	Slab Fork	8.50	7.25[71]
49.4	Hotchkiss	8.59	7.35
53.3	Maben	9.10	7.45
54.6	Virwest	9.13	7.50
58.5	Gulf Junction Y	9.25	8.00
60.5	Elmore Y	9.30 A. M.	9.00 P. M.

NEW RIVER DIVISION

SPECIAL INSTRUCTIONS

STANDARD TIME

1. Clocks showing Standard Time are located as follows:

Princeton—Dispatchers' office
Elmore—Telegraph office, West Yard office, and Enginehouse
Page—Telegraph office

REGISTERING

2. Extra trains using Glen Rogers, Beard's Fork, Morri, Cub Creek, Allen, Stone Coal, and Winding Gulf west of Pemberton branches will be governed by registers listed below:

(a) Glen Rogers Branch trains will register at Virwest—Telephone Booth.

(b) Beard's Fork Branch trains will register at Beard's Fork Junction—Telephone Booth.

(c) Morri Branch trains will register at Simon Junction—Telephone Booth.

(d) Cub Creek Branch trains will register at Cub Creek Junction—Telephone Booth.

(e) Allen Branch trains will register at Allen Junction—Telephone Booth.

(f) Stone Coal Branch trains will register at Amigo telegraph office.

(g) Winding Gulf Branch trains west of Pemberton will register at Pemberton telegraph office.

First extra train registered on any of the above referred to branches has right thereto, without protecting. Other extra trains must protect against trains registered on those branches.

The White Oak Mine Run will be operated without train orders over White Oak Branch between Carlisle and Lochgelly and between Oak Hill Junction and Oak Hill. Other trains will not use this track without first obtaining permission of Conductor in charge of the Oak Hill mine run.

BULLETIN BOARDS

3. Bulletin Boards are located at the following points:

Roanoke:
North Yard—
"DO" Telegraph Office—Shaffers Crossing
Enginemen's register room, Shaffers Crossing
South Yard—
Yard office

Princeton:
Telegraph office and Register Room M. P. Building

Elmore:
East Yard office, West Yard office and Enginehouse

Page:
Telegraph office

Oak Hill:
Trainmaster's office

Dickinson:
Yard office and Engine House

Peach Creek:
Y. M. C. A., Terminal Office Building, and Dispatcher's office

SPEED RESTRICTIONS

Location and Conditions	Class of Service and Miles Per Hour	
	Passenger Extras	Freight Trains
4. **Main Lines:**		
(a) Between Kellysville and D. B. Tower..	40	35
Except:		
Between Kellysville and M. P. 338.3.....	30	25
Between M. P. 347.6 and M. P. 353.....	35	30
Between M. P. 353 and M. P. 355.3	30	25
Between M. P. 355.3 and M. P. 372, westbound track.....	30	25
Between M. P. 372 and M. P. 374.5, westbound track.....	20	20
Between M. P. 355.3 and M. P. 361.3, eastbound track.....	30	25
Between M. P. 361.3 and M. P. 374.5, eastbound track.....	20	20
Between M. P. 374.5 and M. P. 382.5.....	30	25
Between M. P. 382.5 and M. P. 407.....	35	30
Between M. P. 415 and M. P. 432.....	30	25
Between M. P. 432 and M. P. 435.....	25	20
Branch Lines:		
(b) Guyandot River Branch	35	30
Except:		
Between M. P. 0.5 and M. P. 2.3.....	20	20
Between M. P. 2.3 and M. P. 12.5.....	30	25
Between M. P. 37.4 and M. P. 41.6.....	20	20
(c) Morri Branch.....	30	25
(d) Cub Creek Branch	30	25
Except:		
Between M. P. 5.0 and end of line	25	20
(e) Winding Gulf Branch	30	25
Except:		
Between Gulf Junction and M. P. 9	25	20
Between M. P. 23 and M. P. 32	20	15
Between M. P. 32 and end of line	15	10
(f) Allen Branch	20	15
(g) Stone Coal Branch	25	20
(h) Glen Rogers Branch	30	25
Except:		
Between M. P. 0.0 and M. P. 4.5.....	25	20
(i) White Oak Branch.....	20	15
(j) Beard's Fork Branch.....	15	10
(k) Vaco Branch.....	15	10

(l) Freight trains handled by diesel-electric or electric engines may use a speed of 5 miles per hour less than passenger train speed, which is shown on disc speed limit signals at approach to curves, provided the time table maximum speed for freight trains is not exceeded.

(m) Rule 98 applies at M.X., Virwest, Simon Junction, Cub Creek Junction, Allen Junction, east switch Amigo, Amigo cross-over and Pemberton.

(n) Enginemen 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.

(o) Passing sidings in traffic control territory are not protected by signals between clearance points, and the rails are not bonded. Trains and engines must move in accordance with first paragraph of Rule 105, expecting to find sidings occupied.

(p) Time Table General Rule 32 is modified as follows: Trains and engines may clear the main track at hand-operated switches, but, after clearing, must not operate the switches or again occupy the main track without permission from the dispatcher.

Trains and engines entering main track in traffic control territory where there are hand-operated switches, and no control signals, may do so upon verbal permission from the Dispatcher and train must run at low (restricted) speed to next signal.

(q) At the following locations interchange with other roads is performed. Crews using these facilities must move at low (restricted) speed expecting tracks to be occupied by cars or trains moving in either direction:

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.

(r) Scale Test cars must be handled in local freight trains or shifters only and at a speed of not more than 30 miles per hour.

SPRING SWITCHES

5. Spring switches are located as follows:

M.P. 374.1 Elmore, eastward main track.
M.P. 374.2 Elmore, eastward main track.
M.P. 374.4 Elmore, on main track.
M.P. 374.5 Elmore, on main track.
M.P. 0.5 Elmore, on Guyandot River Branch main track.

Note: Second paragraph Rule 352, Book of Rules: Speed is limited to 20 miles per hour while any part of train is moving through a spring switch either to or from siding.

GENERAL

6. Eastward or northward trains are superior to trains of the same class in the opposite direction. Note Rule No. 72, Book of Rules.

7. The speed of freight trains handling light-weight engines, clam shells, cranes, ditching machines, derrick cars, pile driver outfits or other similar equipment is restricted to 45 miles per hour, and when such equipment is handled in other than local or work trains, it must be placed at the rear. Such equipment moving on revenue billing and derrick cars when handled in other than local, wreck or work trains, must be placed in train with boom trailing. Similar maintenance-of-way equipment will be handled in the same manner when practicable.

Occupied camp cars when handled in other than local or work trains must be placed at the rear, and when handled in trains requiring a pusher, the pusher must be placed ahead of such cars.

8. The position of engines of different sizes, when used on trains that are double-headed will be as follows:

Passenger Service: (a) Any type of passenger engine may be coupled next to train, or behind engines of a heavier type, but the engine that is equipped with steam heat and air signal should always be coupled next to train. In case both engines are provided with steam heat and air signal equipment, the regular assigned engine crew should be used on lead engine.

(b) In case freight engines are used to double-head passenger trains, they should not be placed behind the passenger engine.

9. When handling two or more diesel switch engines, or other units equipped with swivel type couplers, a car with conventional type couplers should be placed between each of the units having swivel type couplers.

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

11. In order to further designate position light Stop and Stay signals, an additional plate bearing the letter "S" has been attached to the number plates of all position light Stop and Stay signals, other than dwarf signals.

12. Trains handling steam engines dead-in-tow with both side and main rods removed are restricted to a speed of 20 miles per hour, and trains handling steam engines dead-in-tow with main rods only removed are restricted to a speed of 30 miles per hour.

13. Rule 21, Book of Rules is Modified as follows:

(a) The use of white classification signals will not be required in double track territory. All freight trains will be considered as extra trains.

(b) The use of white classification signals will not be required on single track where Traffic Control is in service, as covered by Rule 261. All freight trains will be considered as extra trains.

14. White porcelain insulators have been installed on certain portions of the Railway's communication pole line to indicate the dispatcher's circuit. Portable telephone users, when hooking up telephones, will connect to this circuit.

Caution must be exercised to see that connections are made only to the Railway's communication pole line. At some locations power companies, where their lines cross our tracks or parallel our tracks either on or off the right of way, use white insulators.

15. The definition of "Engine," as shown on Page 10, Book of Operating Rules, reading: "ENGINE—A unit propelled by any form of energy and used in train or yard service" is modified to read: "ENGINE—A unit propelled by any form of energy, or a combination of such units operated from a single control, used in train or yard service."

16. The second paragraph of Rule 102(b), Book of Rules, reading: "Trains having trouble will flag following superior trains around with least delay" is modified to read: "Trains having trouble will flag following trains around with least delay."

17. The second paragraph of Rule 346, Book of Operating Rules, is modified to read as follows: "At points other than in yard limits, and between the outer switches of passing tracks, crews must protect before entering main track, regardless of indication of switch indicator. Trains entering main track under above conditions will run at low (restricted) speed to next automatic block signal."

18. Rule 15(a), Book of Operating Rules, is modified to read as follows: "In automatic block signal territory, fusees and torpedoes will be used by trainmen of trains carrying passengers as prescribed by Rule 99, and by trackmen and bridgemen when tracks or bridges are unsafe or obstructed, but will not be used by freight trainmen except in emergency and as prescribed by Rule 99 when entering the main track at hand-operated switches where indicator is in stop position, or in the absence of an indication."

19. Rule 445, Book of Operating Rules, is modified to read: "When handling or switching passenger equipment or occupied camp cars, air hose must be coupled and air cut in, and extreme care used to avoid injury to those working in or around such equipment. Passenger trains should not be switched from both ends at the same time when practicable to avoid it, and when necessary to do so, every precaution must be exercised to avoid accidents. When practicable, clerks working in parked RPO cars should be notified before the cars are coupled to or moved."

20. The headlight will be displayed to the front of every train in road service by day and night. The first sentence of Rule 17 and the first sentence of Rule 584, Book of Operating Rules, are amended accordingly.

The headlight of all engines will be dimmed during day and night while standing in yards or terminals.

21. In an emergency when necessary to double-head diesel unit with steam engine, the diesel unit should be operated as the lead engine when practicable to do so.

22. Trains or engines delayed for any reason when approaching a grade crossing protected by automatic gates or flashing light signals, or after having been stopped by signal indication displayed by the first automatic signal in advance of such protected crossings, must approach the crossing prepared to stop and must not move over the crossing unless the automatic protection is operating or the crossing is protected by a member of the train crew or by a flagman.

23. An employee ordered to go on duty before expiration of his legal off-duty period under the Hours-of-Service Act, must report the fact to the proper office before going on duty.

24. When speed of trains handled by diesel electric units remains below 12 miles per hour for passenger type units, or 10 miles per hour for freight type units for more than 10 minutes continuously with throttle in maximum position (No. 8), there is danger of damaging the traction motors. Under these conditions engine crew should stop and call the Dispatcher for instructions.

In consists where freight and passenger units are mixed, the most restrictive speed (12-MPH) shall apply. Reducing the throttle position from No. 8 position at low speed does not protect traction motors from heating in the overload time limit period.

25. The maximum speed of motor cars, burro cranes, clam shells, and other self-propelled track machines must not exceed twenty (20) miles per hour at any point, and must be reduced to

six (6) miles per hour over switches and frogs, and while passing trains on the opposite track, through station grounds, or where pedestrians are likely to be struck. The speed of motor cars, burro cranes, clam shells, and other self-propelled track machines when approaching all grade crossings must be reduced so that positive stop can be made before entering crossing if occasion demands, and they must not move over a crossing at a speed in excess of six (6) miles per hour. Warning must be sounded continuously through stations, tunnels and while passing trains or cars running or standing on adjacent track, and while approaching or passing over all grade crossings.

26. The last sentence of the first paragraph of Rule 211, Book of Rules, reading:

"But when delivery to enginemen will take the operator from the immediate vicinity of his office, the engineman's copy will be delivered by conductor,"

is modified to read:

"But when delivery to enginemen will take the operator from the immediate vicinity of his office, the engineman's copy will be delivered by conductor or trainman."

27. The maximum tractive effort of an engine consisting of five 1800 HP diesel units, or equivalent, is close to the designed strength of a car coupler and for this reason tonnage of any one train must not exceed the slow freight rating for five units. However, for the purpose of balancing power, a maximum of six units may be used in an engine consist with multiple unit control, provided care is exercised to see that the maximum tractive effort used does not exceed that of five units.

Because of the large amount of braking effort available on an engine consisting of six units, the dynamic braking of six units must be handled carefully to prevent damage to train.

28. Rule 99, Book of Rules, is supplemented by a note following the rule reading as follows:

"When trains are operating under automatic block signal system rules protection against following trains on the same track will have been complied with when full protection is afforded against trains moving at Low (Restricted) Speed."

29. All signal aspects for the government of train movement have been consolidated and are shown in timetable.

30. The first sentence of the first paragraph of Rule 314, Book of Rules, reading:

"When a block signal is changed from Stop to Proceed when a train approaches it will indicate that the block is clear to the first switch at the next block station shed,"

is modified to read:

"When a block signal is changed from Stop to Proceed when a train approaches, it will indicate that the block is clear to the first switch at the next open block station ahead."

The third paragraph of Rule 314, Book of Rules, reading:

"Rule 99 (b) must be observed at all stations, yards, passing sidings and coal and water stations regardless of block signal indications."

is modified to read:

"Rule 99 (b) must be observed at all stations, yards and passing sidings regardless of block signal indications, except at closed stations and intermediate passing sidings between open block stations when proceeding on clear block indication."

31. Rule 15, Book of Rules is modified to read:

"In automatic or manual block signal territory the explosion of two torpedoes is a signal for enginemen and trainmen to look out for flagman or other signal. In other than automatic or manual block signal territory, the explosion of two torpedoes is a signal to proceed at low (restricted) speed. The explosion of one torpedo will indicate the same as two, but the use of two is required.

"Torpedoes must not be placed at stations or on public crossings."

32. In traffic control territory where authorized speed is in excess of 20 miles per hour, trains or engines must not clear the main track by entering an auxiliary track through a hand-operated switch not equipped with electric lock. Maintenance of Way employees and others concerned must not operate such switches without first securing permission from the traffic control operator.

LOCAL

100. Eastward trains must get a clearance card before leaving D. B. Tower, Elmore and Princeton.

Westward trains must get a clearance card before leaving Kellysville, Princeton and Elmore or Gulf Junction.

101. **MANUAL BLOCK is in effect between Kellysville and block and train order signal at Princeton. Trains will be blocked as follows and Rule 91(a) Book of Rules, is modified accordingly:**

(a) Passenger, mixed, circus and carnival trains will be moved only under absolute block with reference to preceding, following and opposing trains, and the block between open telegraph stations must not be occupied when such trains are due therein except as provided in Rule 316, Book of Rules.

(b) Freight trains preceding and following will be handled under permissive block under Rules 308, 312 and 313 Book of Rules, using permissive card when block is occupied except that trains handling camp cars occupied by men will be moved only under absolute block, but may be moved under permissive block with reference to preceding trains other than passenger, mixed, circus and carnival trains.

102. **AUTOMATIC BLOCK** Signal System rules are in effect between Princeton and D. B. Tower, including both main tracks between M. X. and Elmore and between M. P. 0.5 (Elmore) and M. P. 41.6 Gilbert Yard on Guyandot River Branch. (Note Rules 335 to 353, inclusive, Book of Rules).

103. **TRAFFIC CONTROL is in service as follows:**

(a) Between Princeton and D. B. Tower, including both main tracks between M. X. and Elmore.

(b) Between M. P. 0.5 (Elmore) and M. P. 41.6 Gilbert Yard on Guyandot River Branch.

(c) When traffic control is in service, trains not scheduled by time table or train order will proceed, extra, on signal indication. (Note Rules 261, 263 and 264, Book of Rules.)

104. **In the following territory hand operated main track switches are equipped with electric locks:**

(a) Between Princeton and M. X.

(b) Between M. X. and M. P. 371, westward track.

(c) Between M. X. and M. P. 371, eastward track.

(d) Between M. P. 2.3 and M. P. 37.4, Guyandot River Branch.

105. Trains occupying the main track can operate the electric lock and use these switches by occupying a short track circuit immediately ahead of the switch points.

106. Trains occupying the auxiliary track and wishing to reverse the switch to enter main track, must contact the Train Dispatcher and he will authorize train movement. The operation of the electric lock for this movement requires that lock lever handle be raised to "B" position (45 degree angle) and wait until lock indicator is displaying unlocked indication which will allow locking plunger to be withdrawn from lock rod and switch may then be reversed.

107. No part of the fouling circuit on the auxiliary track must be occupied or derail thrown, without the Dispatcher's permission when making a move from auxiliary track to the main track.

108. **Certain hand operated switches are equipped with electric switch locks to prevent unauthorized operation and are located as follows:**

(a) M. P. 361.2, eastward track, Algonquin

(b) M. P. 387.9, Slab Fork

(c) M. P. 407.9, Pax

(d) M. P. 417.8, Oak Hill Junction

(e) M. P. 40.4, Guyandot River Branch

These locks are electrically controlled and lock the above switches after they have been set in normal position until released by the Train Dispatcher.

100. **Controlled passing sidings are located at the following points in traffic control territories:**

Princeton	Itmann
King	Jazbo
Maben	Pineville
Slab Fork]	Mada
Surveyor	Aliff
Harper	Simon
Pax	Cub Creek Junction
Oak Hill Junction]	
Page	

110. **Points and locations on Branch Lines are as follows:**

GUYANDOT RIVER BRANCH

(a) Paul Green—west switch—M. P. 2.3

(b) Itmann—east switch—M. P. 4.0

(c) Itmann—west switch—M. P. 4.9
(d) Jazbo—east switch—M. P. 6.3
(e) Jazbo—west switch—M. P. 7.4
(f) Pineville—east switch—M. P. 12.5
(g) Pineville—west switch—M. P. 13.8
(h) Mada—east switch—M. P. 17.8
(i) Mada—west switch—M. P. 19.0
(j) Aliff—east switch—M. P. 23.2
(k) Aliff—west switch—M. P. 24.4
(l) Shannon—east switch—M. P. 27.1
(m) Shannon—west switch—M. P. 27.8
(n) Simon—east switch—M. P. 29.8
(o) Simon—west switch—M. P. 31.2
(p) Simon Junction—M. P. 31.2
(q) Cub Creek—east switch M. P. 36.8
(r) Cub Creek—west switch—M. P. 37.4
(s) Justice—M. P. 39.8
(t) Gilbert Yard—M. P. 41.6

111. MORRI BRANCH

(a) Simon Junction—M. P. 31.2
(b) Plunkett—east switch—M. P. 7.1
(c) Plunkett—west switch—M. P. 8.1
(d) Huff Creek—east switch—M. P. 9.4
(e) Huff Creek—west switch—M. P. 9.8
(f) Oceana—M. P. 11.6
(g) Hatcher—east switch—M. P. 14.1
(h) Hatcher—west switch—M. P. 15.0
(i) Kopperston—east switch—M. P. 18.4

112. CUB CREEK BRANCH

(a) Bradley—east switch—M. P. 4.8
(b) Bradley—west switch—M. P. 5.3

113. GLEN ROGERS BRANCH

(a) Virwest—M. P. 380.4
(b) Polk Gap—east switch—M. P. 4.3
(c) Polk Gap—west switch—M. P. 4.7
(d) Milam—M. P. 9.0
(e) Bolt—M. P. 12.3
(f) Glen Rogers—east switch—M. P. 14.0

114. WHITE OAK BRANCH

(a) Oak Hill Junction—M. P. 417.7
(b) Oak Hill—M. P. 1.6
(c) Summerlee—M. P. 4.0
(d) Lochgelly—M. P. 5.7
(e) Carlisle—M. P. 2.3

115. BEARD'S FORK BRANCH

(a) Beard's Fork Junction—M. P. 430.3
(b) Beard's Fork—M. P. 2.6

116. VACO BRANCH

(a) Vaco Junction—M. P. 434.1
(b) Deepwater—M. P. 1.0

117. WINDING GULF BRANCH

(a) Gulf Junction—M. P. 376.5
(b) Wye Junction—M. P. 0.4
(c) Allen Junction—M. P. 3.6
(d) Stephenson—M. P. 5.9
(e) Amigo—east switch—M. P. 6.5
(f) Amigo—west switch—M. P. 7.6
(g) Amigo crossover—M. P. 7.6
(h) Amigo telegraph office—M. P. 7.7
(i) Tams—east switch—M. P. 10.1
(j) Tams—west switch—M. P. 11.4
(k) Woodbay—east switch—M. P. 15.1
(l) Woodbay—west switch—M. P. 15.9
(m) Sophia—east switch—M. P. 21.1
(n) Sophia—west switch—M. P. 21.6
(o) Affinity—M. P. 22.6
(p) Pemberton—M. P. 23.7
(q) Bowyer—east switch—M. P. 28.2
(r) Bowyer—west switch—M. P. 28.6
(s) Fireco—east switch—M. P. 30.6
(t) Willabet—M. P. 33.5

118. ALLEN BRANCH

(a) Allen Junction—M. P. 3.6
(b) Wyco—M. P. 1.1
(c) Lane—M. P. 2.8

119. STONE COAL BRANCH

(a) Amigo crossover—M. P. 7.6
(b) Rhodell—east switch—M. P. 0.5
(c) Rhodell—crossover—M. P. 0.7
(d) Rhodell—west switch—M. P. 1.3
(e) East Gulf—east switch—M. P. 3.1
(f) East Gulf—west switch—M. P. 3.7
(g) Besoco—east switch—M. P. 6.3
(h) Besoco—west switch—M. P. 7.0
(i) Lillybrook—east switch—M. P. 8.1

120. YARD LIMITS

Yard Limit signals are located as follows:

(a) North side of main track M. P. 338 + 3,213 feet
South side of main track M. P. 341 + 5,125 feet
Protects trains and engines within Princeton Yard.*

(b) North side of westward main track at M. P. 358 + 120 feet
South side of eastward main track at M. P. 361 + 1,365 feet
Protects trains and engines within Clarks Gap Yard.*

(c) North side of westward main track at M. P. 366 + 2,600 feet
South side of eastward main track at M. P. 369 + 4100 feet
Protects trains and engines within Tierney Yard.*

(d) North side of westward main track M. P. 371 + 3,953 feet
South side of main track M. P. 377 + 1,613 feet
South side of main track Winding Gulf Branch M. P. 0 + 2,905 feet, and
South side of main track Guyandot River Branch M. P. 2 + 3,297 feet
Protects trains and engines within Elmore Yard.*

(e) North side of main track at M. P. 381 + 3,700 feet
South side of main track at M. P. 384 + 3,300 feet
Protects trains and engines within West Gulf Yard.*

(f) North side of main track M. P. 425 + 695 feet
South side of main track M. P. 427 + 1,632 feet
Protects trains and engines within Page Yard*.

(g) North side of main track at clearance point Vaco Branch
South side of main track M. P. 1 Vaco Branch
Protects trains and engines on Vaco Branch.*

(h) North side of main track at Guyandot River Branch, M. P. 24 + 1,900 feet
South side of main track at Guyandot River Branch, M. P. 29 + 4,650 feet
Protects trains and engines within Baileysville, Shannon, and Douglas Yards.*

(i) North side of main track Guyandot River Branch, M. P. 39 + 1,408 feet
South side of main track Guyandot River Branch, M. P. 44
Protects trains and engines within Gilbert Yard.*

(j) North side of main track Winding Gulf Branch, M. P. 22 + 4,006 feet,
South side of main track Winding Gulf Branch, M. P. 23 + 3,696 feet
Protects trains and engines within Pemberton Yard.*

*As prescribed by Rules 86(c) and 99(b).

121. **Telegraph Offices, other than those which are open continuously, will be open as follows and will handle train orders and/or block trains:**

Amigo.....8:00 A. M. to 12 midnight, except Sat., Sun. and holidays.
Pemberton...8:00 A. M. to 12 midnight, except Sat., Sun. and holidays.

(a) The offices listed below will not handle train orders or block trains and will be open as follows:
Pineville.....8:00 A. M. to 5:00 P. M., except Sat., Sun. and holidays.
Gilbert.....7:00 A. M. to 3:00 P. M., and
6:00 P. M. to 2:00 A. M., except Sat., Sun. and holidays.
Besoco.....8:00 A. M. to 5:00 P. M., except Sat., Sun. and holidays.
Oak Hill.....8:00 A. M. to 5:00 P. M., except Sat., Sun. and holidays.
Harper.....8:00 A. M. to 5:00 P. M., except Sat., Sun. and holidays.
Page.....9:00 A. M. to 6:00 P. M., daily.

122. MOTOR CARS

The operation of track motor cars in Traffic Control territory will be governed by the following instructions. Rule 692 is modified to the following extent:

Motor cars must not be operated within the limits of Traffic Control territory without the permission of the Dispatcher or Traffic Control Operator. The Motor Car Operator must have an understanding with the Dispatcher or Traffic Control Operator that the movement to be made is protected.*

The Motor Car Operator who secured permission for the movement will notify the Dispatcher or Traffic Control Operator when the move is completed.

In all other respects the operation of Motor Cars is governed by Rules 690 to 699, inclusive, Book of Rules.

*Instructions received must be repeated to avoid a misunderstanding.

123. ELECTRIFIED TERRITORY

(a) Between Kellysville and Mullens there are certain zones defined as "Low Wire Zones." All tunnels, including one (1,000) thousand 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," lighted with electric lamps.

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

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

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

(e) When the train is ready to proceed and all men are in the clear, the engineman will open the ground switch and call the Narrows 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.

(f) 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 tools or appliances on engines 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.

(g) 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.

(h) Ditching machines, locomotive cranes and power derricks must not, under any circumstances, in the electrified territory between Mullens and Kellysville 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.

(i) 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 the Narrows Power Director.

(j) In the Electrified Zone, in case of power interruption lasting more than three (3) minutes, it will be the duty of the engineman to report to the Narrows Power Director or the Train Dispatcher, giving any symptoms that may be observed which will enable the Narrows Power Director to get in touch with the Engineman for the purpose of having the pantograph lowered for testing purposes if necessary in order that it may be definitely determined whether the trouble is in the engine.

124. Use of white classification signals as prescribed by Rule 21, Book of Rules, for extra trains, is not required on the New River Division.

125. A pipe connected derail is located on westbound main track 316 feet west of power operated switch in westbound main track at Clarks Gap crossover, Mile Post 359 + 4,804 feet.

This derail is pipe connected to the power operated switch and will be set to derail when switch is lined for crossover; and will be clear of the rail when switch is lined for westbound main track.

126. **General Time Table Rule No. 24, is modified by addition of the following:**

With proper use of the hump control feature on Fairbanks-Morse diesel units being operated at full throttle, trains being handled by these units may proceed at any speed under the maximum authorized, provided that traction motor current does not exceed the time limits as marked on the load ammeter.

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

128. Feed valves on engines used in road freight service on all districts should be adjusted to minimum of 75 pounds; except engines handling "Hill Runs" from Elmore to Clarks Gap should be adjusted to 70 pounds.

129. Blocking of independent brake valve handle or bail in depressed position is forbidden.

130. All trains passing through tunnels will display a lighted red lantern on rear of train, both day and night, in addition to the regular markers.

131. TRACKAGE RIGHTS

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

(a) Between Stone Coal Junction and Lillybrook: Norfolk and Western Railway Company.

(b) Between Pemberton, Westwood, and Prosperity: Chesapeake and Ohio Railway Company.

(c) Between Oak Hill Junction, Carlisle and Lochgelly: Norfolk and Western Railway Company.

(d) Between D. B. Tower and Dickinson: New York Central Railroad Company.

(e) Between Gilbert and Pemberton: Norfolk and Western Railway Company.

132. NON AND PARTIALLY INTERLOCKED RAILROAD CROSSINGS

(a) **HELEN—CHESAPEAKE AND OHIO RAILWAY (Crossing of N&W Railway connection track to Helen 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, N&W crews will set semaphore signal at danger position, then remove derails on N&W 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.

Tonnage Ratings and Weather Reductions for Electric and Diesel Electric Engines

DB TOWER TO PAGE

CLASS OF ENGINES	CLASS OF SERVICE		Rating A	Rating B	Rating C	Rating D	Rating F	Rating G
			Normal	31° to 24°	23° to 16°	15° to 8°	7° to zero	Zero to 8° Below
				5% red.	10% red.	15% red.	20% red.	25% red.
Diesel-Elec. 2400 H P Per Unit	Slow	Lds.	1350	1285	1215	1150	1080	1015
		Mtys.	1250	1190	1125	1065	1000	940
	Time		1300	1235	1170	1105	1040	975
Diesel-Elec. 1600–2250 H P Per Unit	Slow	Lds.	850	805	765	720	680	635
		Mtys.	775	735	700	660	620	580
	Time		775	735	700	660	620	580

PAGE TO SILVER GAP

Diesel-Elec. 2400 H P Per Unit	Slow	Lds.	1550	1475	1395	1320	1240	1165
		Mtys.	1450	1380	1305	1235	1160	1090
	Time		1400	1330	1260	1190	1120	1050
Diesel-Elec. 1600–2250 H P Per Unit	Slow	Lds.	950	900	855	805	760	710
		Mtys.	900	855	810	765	720	675
	Time		900	855	810	765	720	675

SILVER GAP TO HARPER

Diesel-Elec. 2400 H P Per Unit	Slow	Lds.	1850	1760	1665	1570	1480	1385
		Mtys.	1700	1615	1530	1445	1360	1275
Diesel-Elec. 1600–2250 H P Per Unit	Slow	Lds.	1200	1140	1080	1020	960	900
		Mtys.	1100	1045	990	935	780	725

HARPER TO JENNY GAP

Diesel-Elec. 2400 H P Per Unit	Slow	Lds.	2450	2325	2200	2075	1950	1825
		Mtys.	2200	2090	1980	1870	1760	1550
Diesel-Elec. 1600–2250 H P Per Unit	Slow	Lds.	1600	1520	1440	1360	1280	1200
		Mtys.	1450	1380	1300	1235	1160	1090

ELMORE TO JENNY GAP

Diesel-Elec. 2400 H P Per Unit	Slow	Lds.	1900	1805	1710	1615	1520	1425
		Mtys.	1750	1665	1575	1490	1400	1315
	Time		1250	1190	1125	1065	1000	940
Diesel-Elec. 1600–2250 H P Per Unit	Slow	Lds.	1200	1140	1080	1020	960	900
		Mtys.	1100	1045	990	935	880	825
	Time		850	805	765	720	680	635

JENNY GAP TO SILVER GAP

Diesel-Elec. 2400 H P Per Unit	Slow	Lds.	2900	2745	2590	2435	2280	2125
		Mtys.	2500	2375	2250	2125	2000	1875
Diesel-Elec. 1600–2250 H P Per Unit	Slow	Lds.	1850	1760	1665	1570	1480	1385
		Mtys.	1700	1615	1530	1445	1360	1275

ELMORE TO GILBERT

CLASS OF ENGINES	CLASS OF SERVICE		Rating A	Rating B	Rating C	Rating D	Rating F	Rating G
			Normal	31° to 24°	23° to 16°	15° to 8°	7° to Zero	Zero to 8° Below
				5% red.	10% red.	15% red.	20% red.	25% red.
Diesel-Elec. 2400 H P	Slow	Lds.	15000	14250	13500	12750	12000	11250
		Mtys.	4200	3990	3780	3570	3360	3150
Diesel-Elec. 1600–2250 H P Per Unit	Slow	Lds.	15000	14250	13500	12750	12000	11250
		Mtys.	4200	3990	3780	3570	3360	3150

GILBERT TO SIMON

Diesel-Elec. 2400 H P Per Unit	Slow	Lds.	4350	4135	3915	3700	3480	3265
		Mtys.	3600	3420	3240	3060	2880	2700
Diesel-Elec. 1600–2250 H P Per Unit	Slow	Lds.	2700	2565	2430	2295	2160	2025
		Mtys.	2250	2140	2025	1915	1800	1690

SIMON TO MADA

Diesel-Elec. 2400 H P Per Unit	Slow	Lds.	6250	5940	5625	5315	5000	4690
		Mtys.	4750	4515	4275	4040	3800	3565
Diesel-Elec. 1600–2250 H P Per Unit	Slow	Lds.	4100	3895	3690	3485	3280	3175
		Mtys.	3150	2995	2835	2680	2520	2365

MADA TO ITMANN

Diesel-Elec. 2400 H P Per Unit	Slow	Lds.	5250	4990	4725	4460	4200	3935
		Mtys.	4150	3945	3735	3530	3320	3115
Diesel-Elec. 1600–2250 H P Per Unit	Slow	Lds.	3550	3375	3195	3020	2840	2665
		Mtys.	2750	2615	2475	2340	2200	2065

ITMANN TO ELMORE

Diesel-Elec. 2400 H P Per Unit	Slow	Lds.	6700	6365	6030	5695	5360	5025
		Mtys.	5000	4750	4500	4250	4000	3750
Diesel-Elec. 1600–2250 H P Per Unit	Slow	Lds.	4400	4180	3960	3740	3520	3300
		Mtys.	3350	3185	3015	2850	2580	2515

SIMON JUNCTION TO TONEY FORK

Diesel-Elec. 2400 H P Per Unit	Slow	Lds.	3050	2880	2705	2535	2360	2190
		Mtys.	2650	2520	2385	2255	2120	1990
Diesel-Elec. 1600–2250 H P Per Unit	Slow	Lds.	2000	1900	1800	1700	1600	1500
		Mtys.	1800	1710	1620	1530	1440	1350

TONEY FORK TO KOPPERSTON

Diesel-Elec. 2400 H P Per Unit	Slow	Lds.	1350	1285	1215	1150	1080	1015
		Mtys.	1300	1235	1170	1105	1040	975
Diesel-Elec. 1600–2250 H P Per Unit	Slow	Lds.	850	805	765	720	680	635
		Mtys.	.....	.....	.....	.....	.....	.....

CUB CREEK TO COAL MOUNTAIN

Diesel-Elec. 2400 H P Per Unit	Slow	Lds.	1000	950	900	850	800	750
		Mtys.	.....	.....	.....	.....	.....	.....
Diesel-Elec. 1600–2250 H P Per Unit	Slow	Lds.	650	615	585	550	520	490
		Mtys.	.....	.....	.....	.....	.....	.....

Tonnage Ratings and Weather Reductions for Electric and Diesel Electric Engines—Cont'd

ELMORE TO CLARKS GAP

CLASS OF ENGINES	CLASS OF SERVICE		Rating A Normal	Rating B 31° to 24° 5% red.	Rating C 23° to 16° 10% red.	Rating D 15° to 8° 15% red.	Rating F 7° to Zero 20% red.	Rating G Zero to 8° Below 25% red.
Diesel-Elec. 2400 H P Per Unit	Slow	Lds.	1500	1425	1350	1275	1200	1125
		Mtys.	1400	1330	1260	1190	1120	1050
	Time		1450	1380	1305	1235	1160	1090
Diesel-Elec. 1600–2250 H P Per Unit	Slow	Lds.	900	855	810	765	720	675
		Mtys.	850	805	765	720	680	635
	Time		900	855	810	765	720	675
Elec. Class EL-2B (2 Units)	Slow	Lds.	3200	3040	2880	2720	2560	2400
		Mtys.	2950	2805	2655	2510	2360	2215
	Time		3100	2945	2790	2635	2480	2325
Elec. Class EL-C Per Unit	Slow	Lds.	1500	1425	1350	1275	1200	1125
		Mtys.	1400	1330	1260	1190	1120	1050
	Time		1450	1380	1305	1235	1160	1090

#14-14000T

CLARKS GAP TO KELLYSVILLE

Diesel-Elec. 2400 H P Per Unit	Slow*		5200	4940	4680	4420	4160	3900
	Time		4000	3800	3600	3400	3200	3000
Diesel-Elec. 1600–2250 H P Per Unit	Slow*		3200	3040	2880	2720	2560	2400
	Time		2400	2280	2160	2040	1920	1800
Elec. Class EL-2B (2 Unit)	Slow* or Time		11000	10450	9900	9350	8800	8250
Elec. Class EL-C Per Unit	Slow*		5200	4940	4680	4420	4160	3900
	Time		4000	3800	3600	3400	3200	3000

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

GULF JUNCTION TO AMIGO

Diesel-Elec. 2400 H P Per Unit	Slow	Lds.	5200	4950	4680	4420	4150	3900
		Mtys.	3950	3750	3550	3350	3150	2950
Diesel-Elec. 1600–2250 H P Per Unit	Slow	Lds.	3200	3040	2880	2720	2560	2400
		Mtys.	2650	2500	2375	2250	2100	1975

AMIGO TO TAMS

Diesel-Elec. 2400 H P Per Unit	Slow	Lds.	3300	3150	2950	2800	2650	2475
		Mtys.	2900	2745	2590	2435	2280	2125
Diesel-Elec. 1600–2250 H P Per Unit	Slow	Lds.	2100	1995	1890	1785	1680	1575
		Mtys.	1850	1760	1665	1570	1480	1385

TAMS TO SOPHIA

Diesel-Elec. 2400 H P Per Unit	Slow	Lds.	1600	1520	1440	1360	1280	1200
		Mtys.	1500	1425	1350	1275	1200	1125
Diesel-Elec. 1600–2250 H P Per Unit	Slow	Lds.	1050	1000	945	895	840	790
		Mtys.	1000	950	900	850	800	750

KELLYSVILLE TO PRINCETON

CLASS OF ENGINES	CLASS OF SERVICE	Rating A Normal	Rating B 31° to 24° 5% red.	Rating C 23° to 16° 10% red.	Rating D 15° to 8° 15% red.	Rating F 7° to Zero 20% red.	Rating G Zero to 8° Below 25% red.
Diesel-Elec. 2400 H P Per Unit	Slow	1950	1855	1755	1660	1560	1465
	Time	1250	1190	1125	1065	1000	940
Diesel-Elec. 1600–2250 H P Per Unit	Slow	1200	1140	1080	1020	960	900
	Time	850	805	765	720	680	635
Elec. Class EL-2B (2 Unit)	Slow	4300	4085	3870	3655	3440	3225
	Time	4000	3800	3600	3400	3200	3000
Elec. Class EL-C Per Unit	Slow	2000	1900	1800	1700	1600	1500
	Time	1900	1805	1710	1615	1520	1425

PRINCETON TO ELMORE

Diesel-Elec. 2400 H P Per Unit	Slow	2250	2140	2025	1915	1800	1690
	Time	1250	1190	1125	1065	1000	940
Diesel-Elec. 1600–2250 H P Per Unit	Slow	1400	1330	1260	1190	1120	1050
	Time	850	805	765	720	680	635
Elec. Class EL-2B (2 Unit)	Slow	4800	4560	4320	4080	3840	3600
	Time	4300	4085	3870	3655	3440	3225
Elec. Class EL-C Per Unit	Slow	2250	2140	2025	1915	1800	1690
	Time	2000	1900	1800	1700	1600	1500

PEMBERTON TO SOPHIA

Diesel-Elec. 2400 H P Per Unit	Slow	Lds.	5200	4950	4680	4420	4150	3900
		Mtys.	3950	3750	3550	3350	3150	2950
Diesel-Elec. 1600–2250 H P Per Unit	Slow	Lds.	3200	3040	2880	2720	2560	2400
		Mtys.	2650	2500	2375	2250	2100	1975

COMPANY SURGEONS

Dr. Frank J. Holroyd	Surgeon	Princeton, W. Va.
Dr. Gordon L. Todd	Surgeon	Princeton, W. Va.
Dr. B. W. Steele	Surgeon	Mullens, W. Va.
Dr. Ross E. Newman	Surgeon	Mullens, W. Va.
Dr. W. F. Pomputius	Surgeon	Helen, W. Va.
Dr. C. G. Merriam	Surgeon	Page, W. Va.
Dr. Randolph L. Anderson	Consultant	Charleston, W. Va.
Dr. E. M. Wilkinson	Surgeon	Pineville, W. Va.
Dr. R. C. Hatfield	Surgeon	Oceana, W. Va.
Dr. G. W. Johnson	Surgeon	Beckley, W. Va.
Dr. R. P. Daniel	Surgeon	Beckley, W. Va.
Dr. W. M. Riley	Surgeon	Whitby, W. Va.
Dr. A. U. Tieche	Surgeon	Beckley, W. Va.
Dr. D. D. Daniel	Surgeon	Beckley, W. Va.
Dr. A. G. Bowles	Surgeon	Beckley, W. Va.

FIRST AID TO THE INJURED

A. In accidents to persons, the ranking employee of the Company present will take command and direct proceedings for the relief of the injured.

B. When there is danger from fire, remove all persons promptly from the train, looking first to those who may be helpless from injury, or jammed in the wreck.

C. Take hold of the injured gently, but firmly, and without fear. Lay the injured one down on cushions, blankets, clothing, or straw, where he will have perfect ventilation and not be in a draught or strong current of air. Loosen the clothes about the neck and body to permit easy breathing, and place the injured part in the position most comfortable to the sufferer. Do not permit strangers to approach and talk to or ask the injured one questions. Place him if possible, in charge of one or two friends, and keep him warm with proper covering.

D. As soon as practicable, summon the nearest Surgeon of the Company, and notify the Superintendent by telegraph. State the number of persons injured, and the nature and extent of the injuries, as clearly as time will allow, in order that the Surgeon may come with what is needed.

E. BLEEDING—If the bleeding is from the limbs, keep them bent and the bleeding points elevated as much as practicable.

F. In case of broken bones, place the injured part in the most natural position, or if this cannot be done, then in the position most comfortable to the patient. Having done this, seek to steady the limb, either by splints of wood or by a pillow folded around the limb and tied in the desired position. In case of broken ribs, relief will be afforded by a wide bandage around the chest drawn as tightly as can be borne. When a broken bone is suspected, do not move the limb about to find out if this is so.

G. In case of burns or scalds cover the parts with a paste made of baking soda and water.

H. When there is much weakness from an injury, whiskey may be given in small quantities, say from one to two tablespoonfuls, to be repeated at short intervals, if necessary. Large quantities must not be given and no whiskey must be given if the head is injured. In all cases of weakness from shock or loss of blood, keep the patient warm.

I. Cold water, ice, tea, coffee, milk or soup may be freely allowed to all injured ones who wish them.

J. In moving an injured person, place a board, door, shutter or mattress, with one end at the patient's head, and lift or slide him gently on it. If the patient can sit up, he may be carried in a chair or upon the locked hands of two persons, around whose necks he throws his arms to steady himself.

K. When forwarding a patient who has been seen by a Surgeon, obtain from the Surgeon a written statement as to his opinion of the nature and extent of the injuries, and attach this statement, along with the name of the injured one (if it can be obtained) securely to his clothing.

L. When the injured person is able to be moved, take or send him to the nearest Surgeon of the Company in the direction in which the first train is moving. It can then be decided whether the patient will be treated there or taken to some other point.

M. When the injured person is not able to be moved, place him in charge of Station Agent, Section Foreman, or some official of the Company, and summon the Surgeon of the Company most easily obtained.

N. In urgent cases, if no Surgeon of the Company can be promptly had, summon the nearest physician to take charge of the case until the Company's Surgeon arrives.

O. In a general emergency, summon the Surgeons of the Company in both directions and wire the Superintendent if more Surgeons are needed.

H. C. WYATT,
Vice President and General Manager
ROANOKE, VA.

W. T. ROSS,
General Superintendent Transportation
ROANOKE, VA.

W. A. NOELL,
General Superintendent,
Western General Division
BLUEFIELD, W. VA.

H. L. SCOTT,
Superintendent Transportation
ROANOKE, VA.

M. E. BOWMAN,
Superintendent
PRINCETON, W. VA.

SPEED TABLE

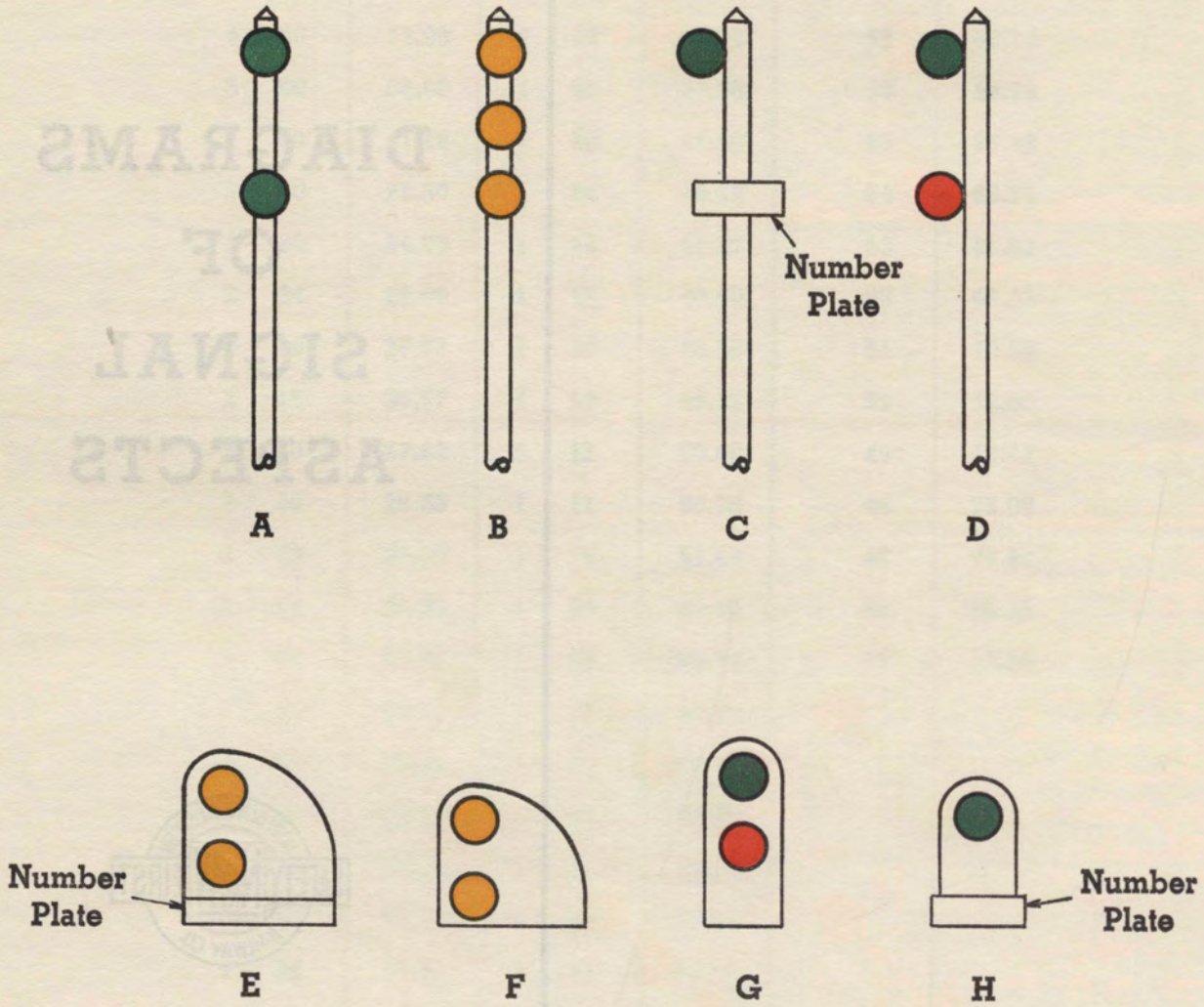
TIME Going 1 Mile Min.	Sec.	MILES Per Hour	TIME Going 1 Mile Min.	Sec.	MILES Per Hour	TIME Going 1 Mile Min.	Sec.	MILES Per Hour
5	00	12.00	1	26	41.86		58	62.07
4	00	15.00	1	24	42.86		57	63.14
3	00	20.00	1	22	43.90		56	64.29
2	50	21.18	1	20	45.00		55	65.45
2	40	22.50	1	18	46.15		54	66.66
2	30	24.00	1	16	47.37		53	67.92
2	24	25.00	1	15	48.00		52	69.23
2	20	25.72	1	14	48.65		51	70.59
2	15	26.67	1	13	49.31		50	72.00
2	10	27.69	1	12	50.00		49	73.47
2	05	28.80	1	11	50.70		48	75.00
2	00	30.00	1	10	51.43		47	76.59
1	55	31.30	1	09	52.17		46	78.26
1	50	32.73	1	08	52.94		45	80.00
1	45	34.29	1	07	53.73			
1	42	35.29	1	06	54.55			
1	40	36.00	1	05	55.38			
1	38	36.73	1	04	56.25			
1	36	37.50	1	03	57.14			
1	34	38.29	1	02	58.06			
1	32	39.13	1	01	59.02			
1	30	40.00	1	00	60.00			
1	28	40.91		59	61.02			

NORFOLK AND WESTERN RAILWAY COMPANY

DIAGRAMS OF SIGNAL ASPECTS

Roanoke, Virginia

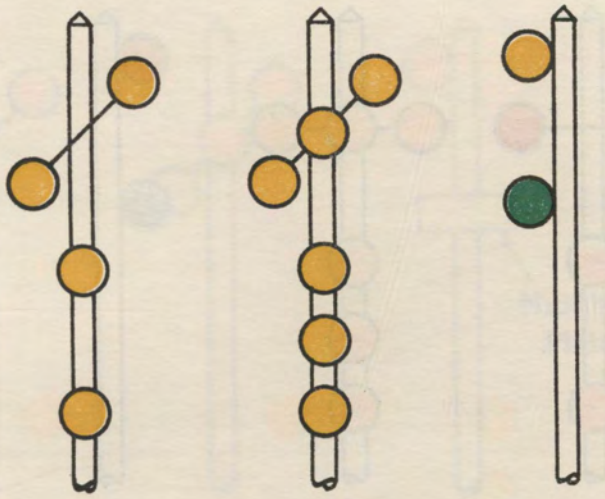
January 1, 1960



INDICATION—Proceed at prescribed speed.

NAME: Clear

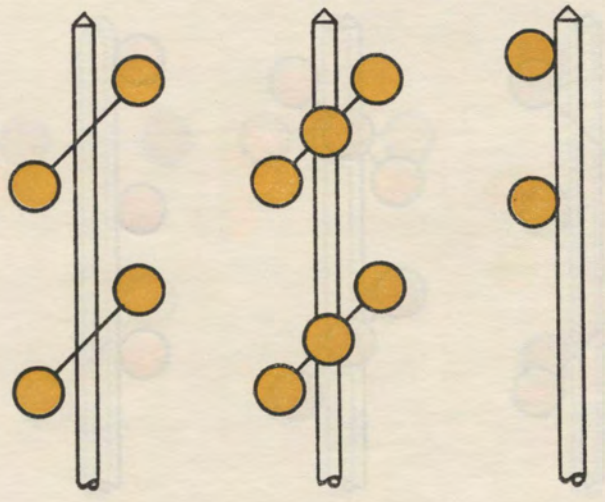
RULE 282



INDICATION—Proceed preparing to move through turnout beyond next signal at prescribed speed.

NAME: Approach Medium

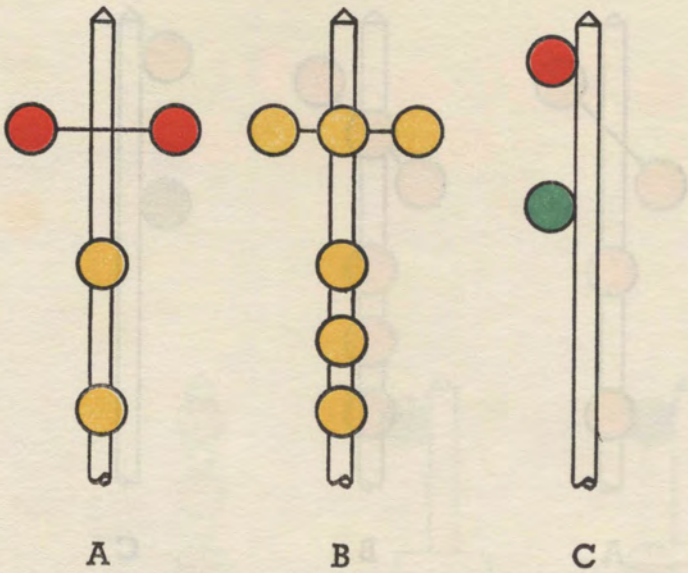
RULE 282-A



INDICATION—Proceed preparing to stop at second signal.

NAME: Advance Approach

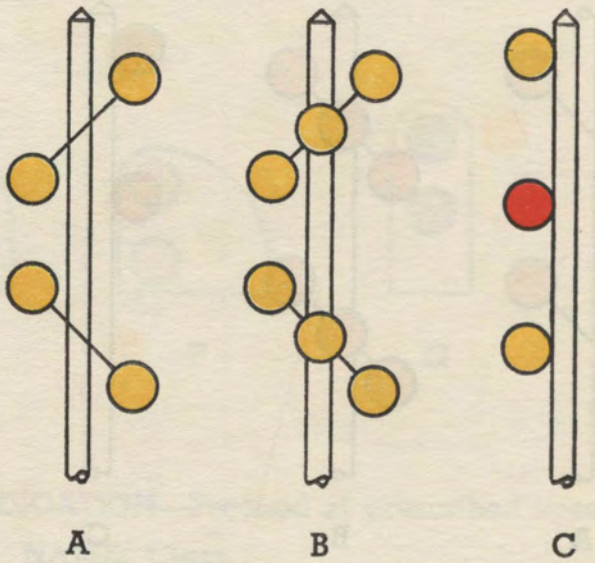
RULE 283



INDICATION—Proceed through turnout at prescribed speed.

NAME: Medium Clear

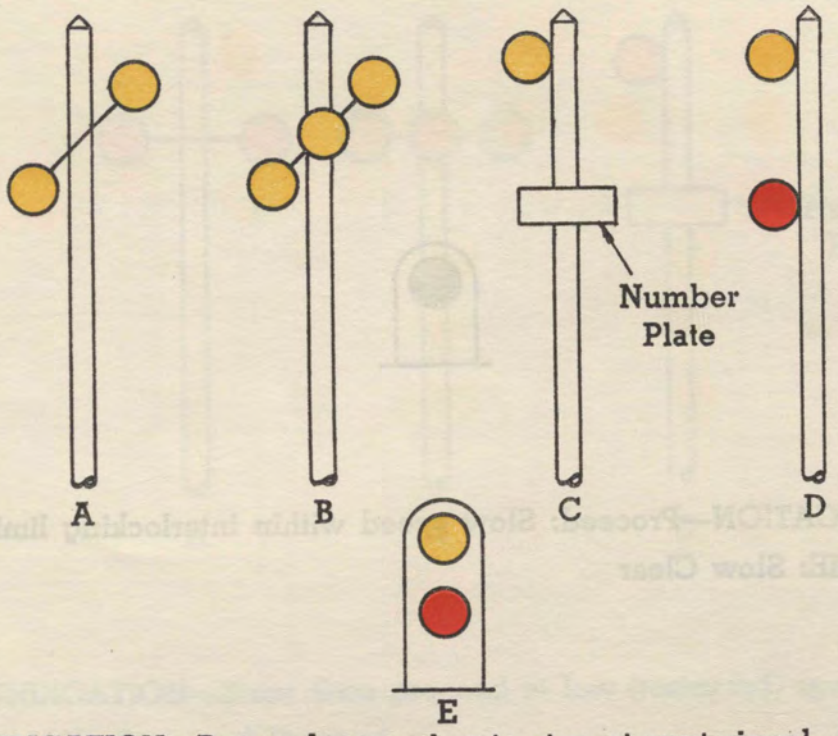
RULE 284



INDICATION—Proceed, approaching next signal at low (restricted) speed. Train exceeding medium speed must at once reduce to that speed.

NAME: Approach Restricting

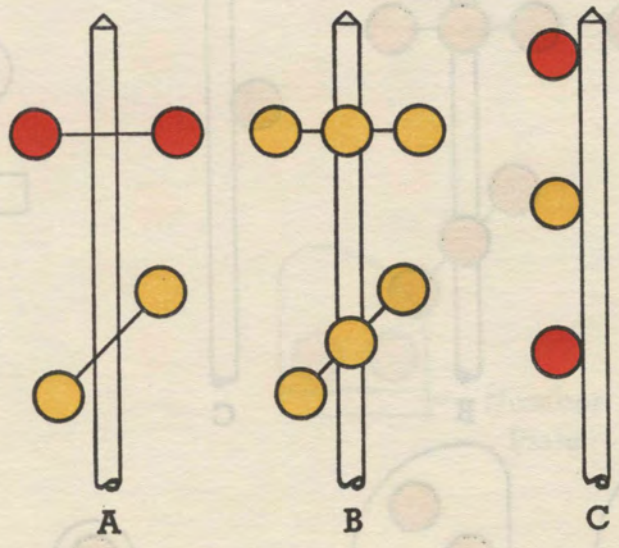
RULE 285



INDICATION—Proceed preparing to stop at next signal. Train exceeding medium speed must at once reduce to that speed.

NAME: Approach

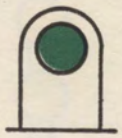
RULE 286



INDICATION—Proceed through turnout at prescribed speed preparing to stop at next signal.

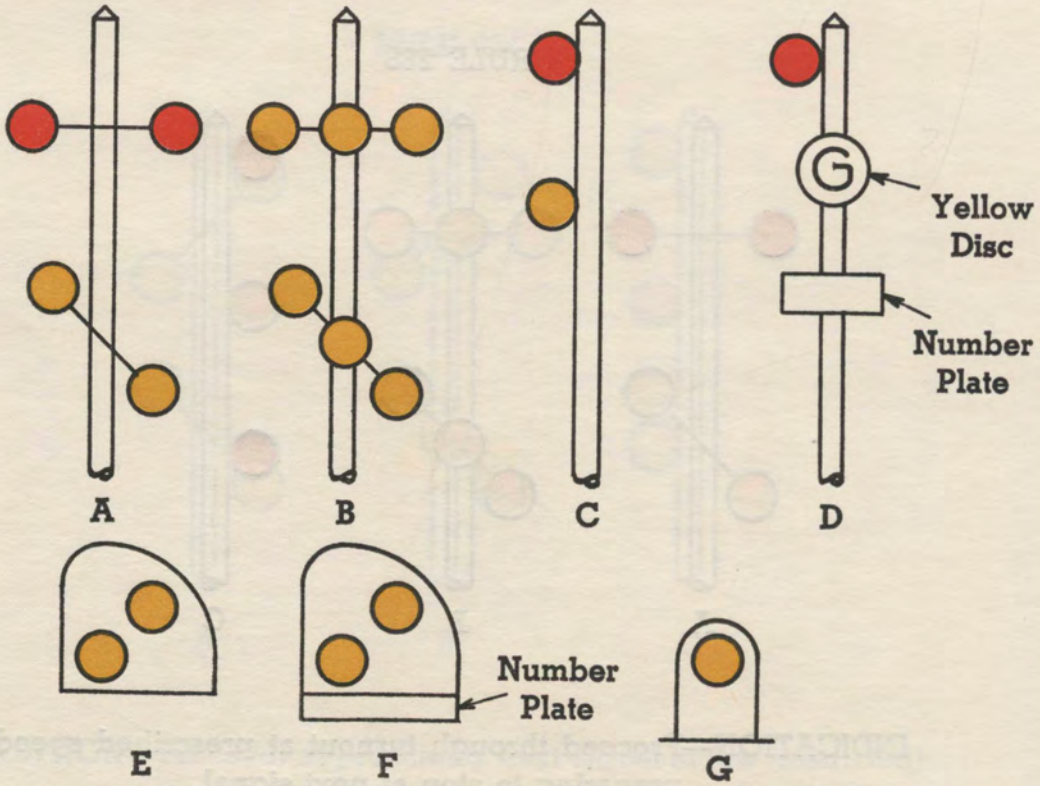
NAME: Medium Approach

RULE 287



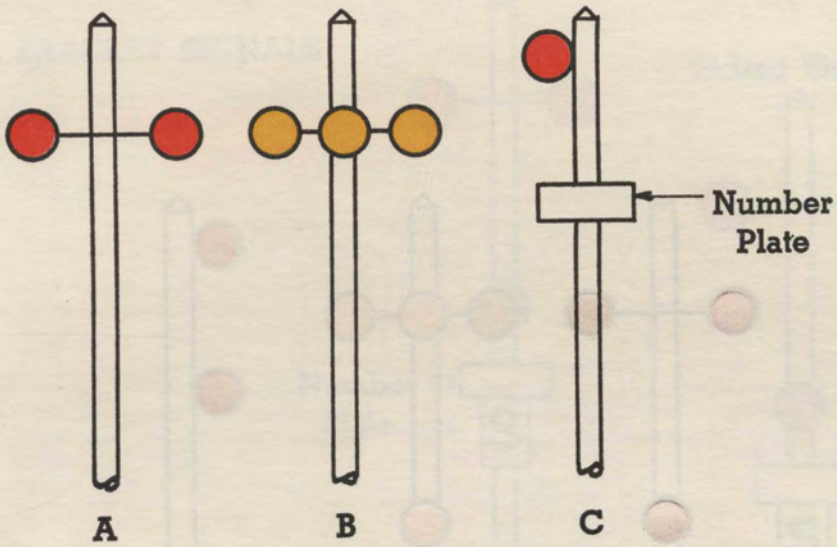
INDICATION—Proceed; Slow speed within interlocking limits.
NAME: Slow Clear

RULE 290



INDICATION—Proceed at low (restricted) speed.
NAME: Restricting

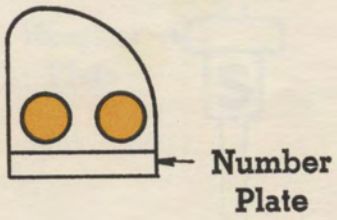
RULE 291



INDICATION—Stop; then proceed at low (restricted) speed.

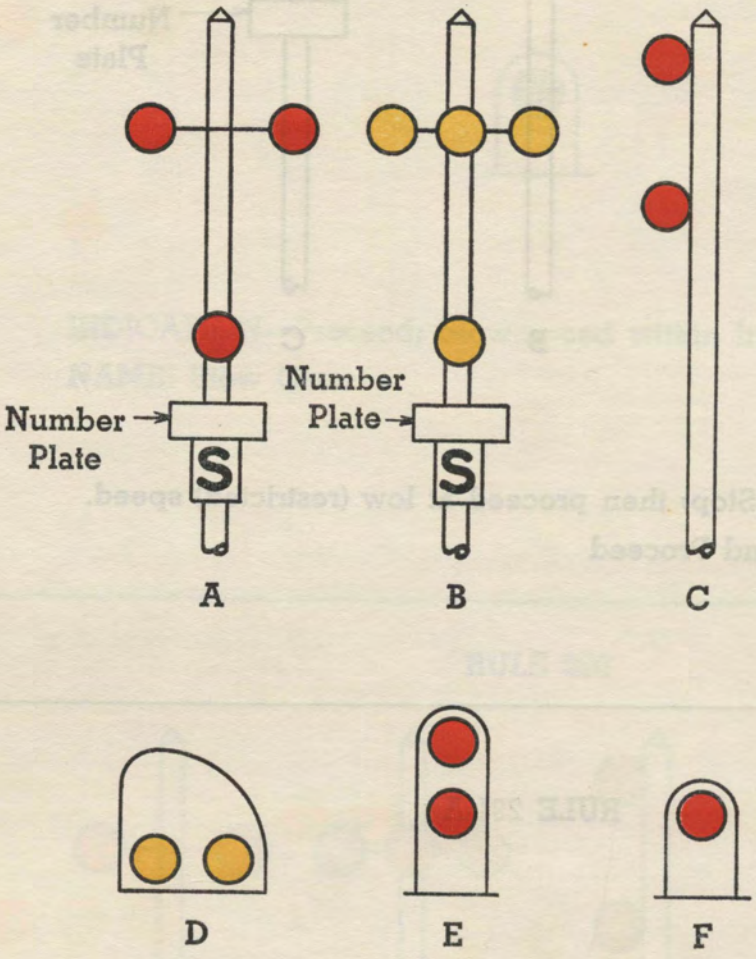
NAME: Stop and Proceed

RULE 291-A



INDICATION—Stop; then proceed at low (restricted) speed, protecting against trains approaching with current of traffic.

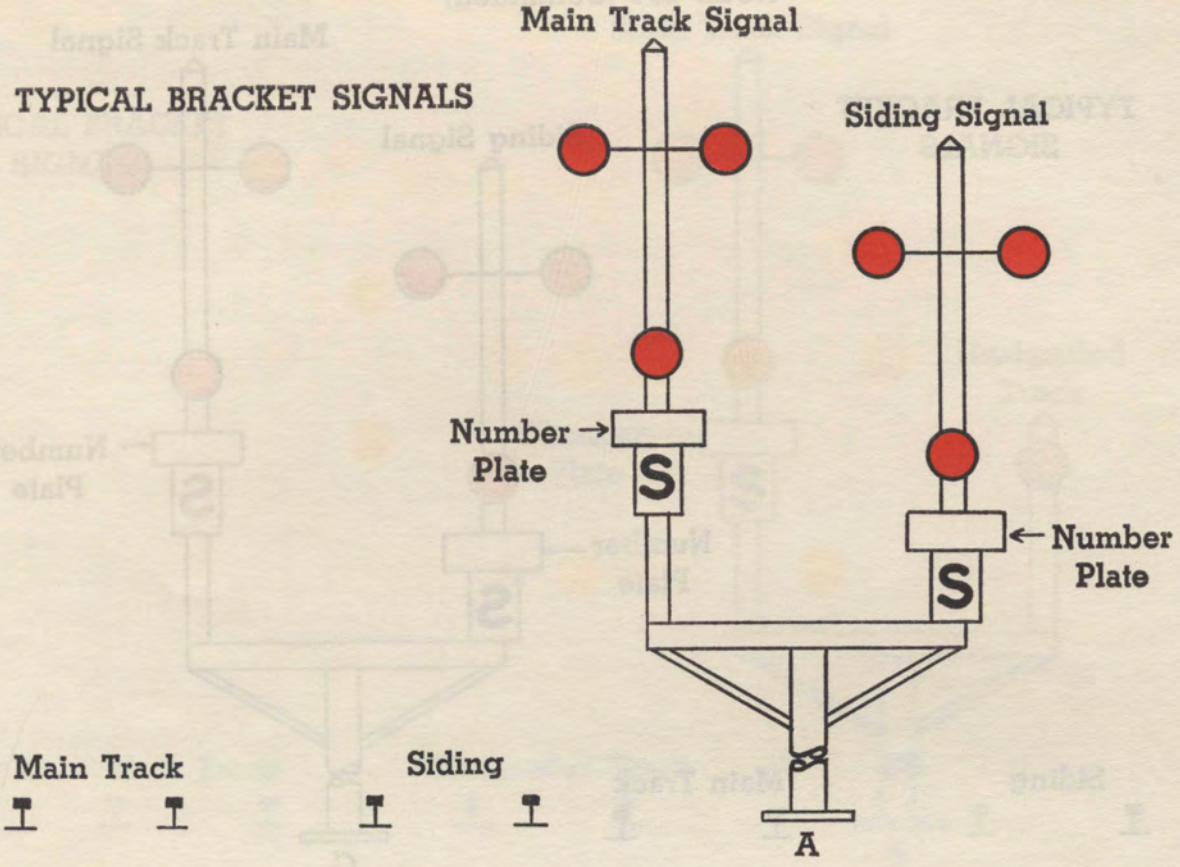
NAME: Stop and Flag

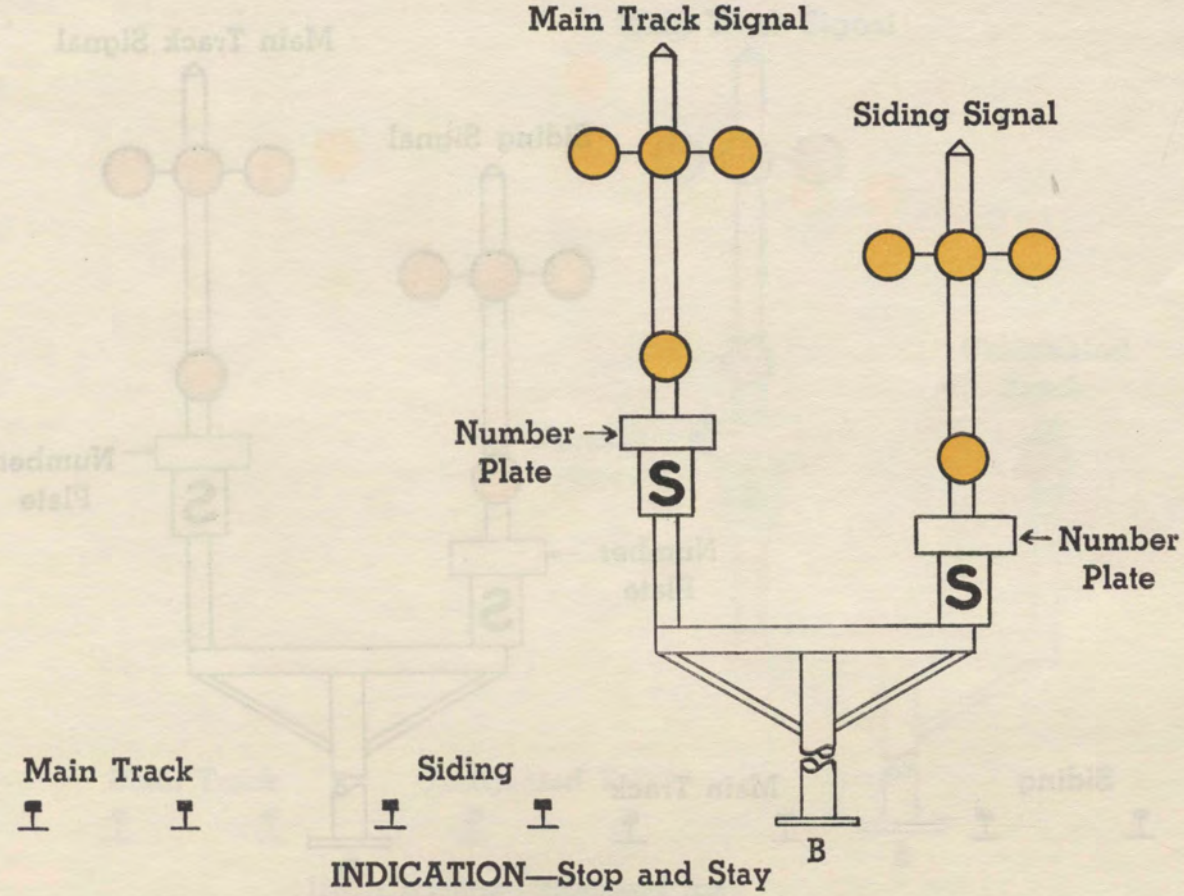


INDICATION—Stop and Stay

NAME: Stop and Stay

TYPICAL BRACKET SIGNALS



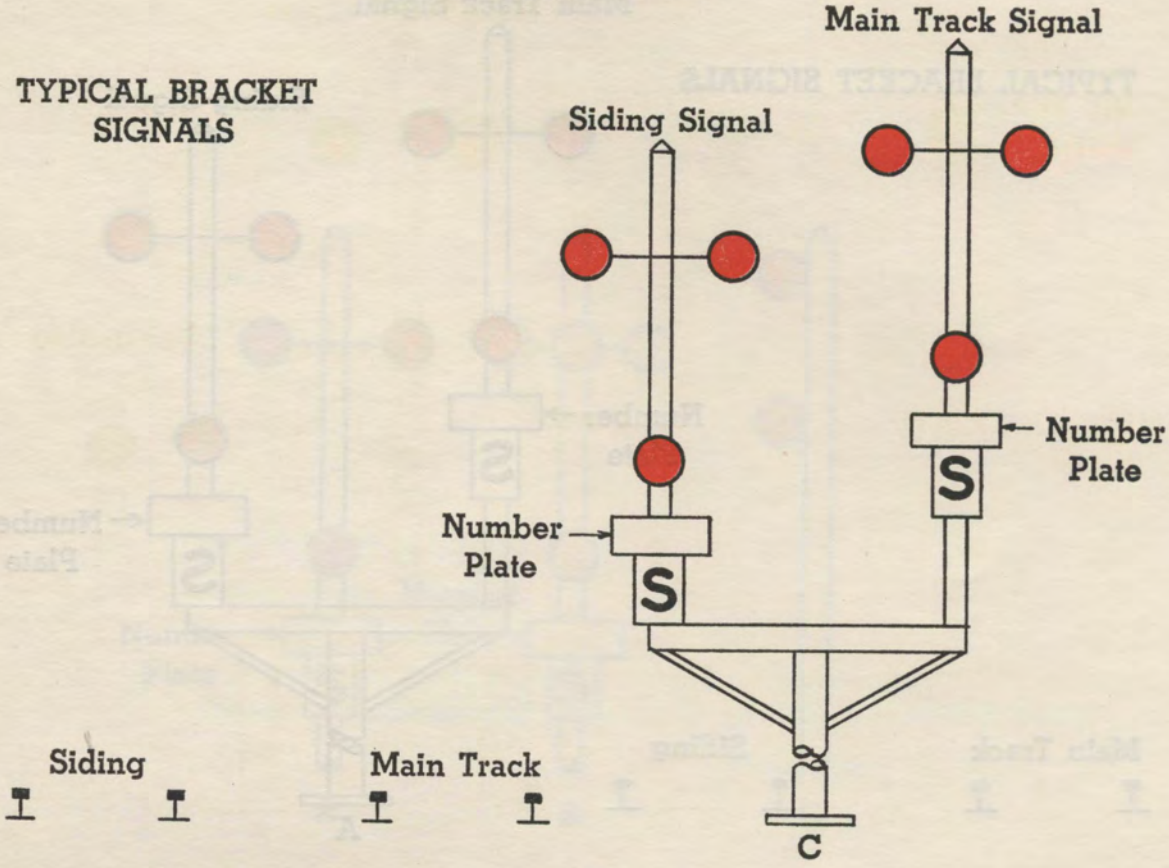


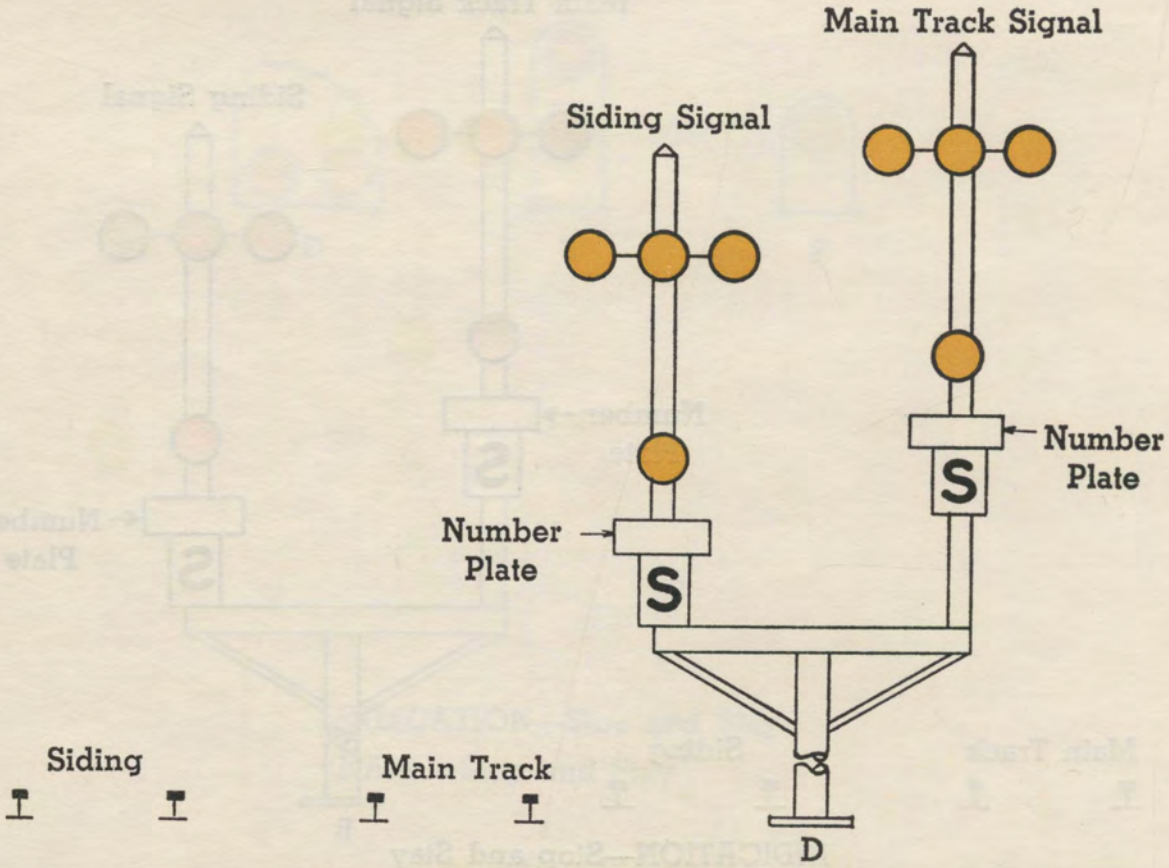
INDICATION—Stop and Stay

NAME: Stop and Stay

(Continued)

TYPICAL BRACKET SIGNALS

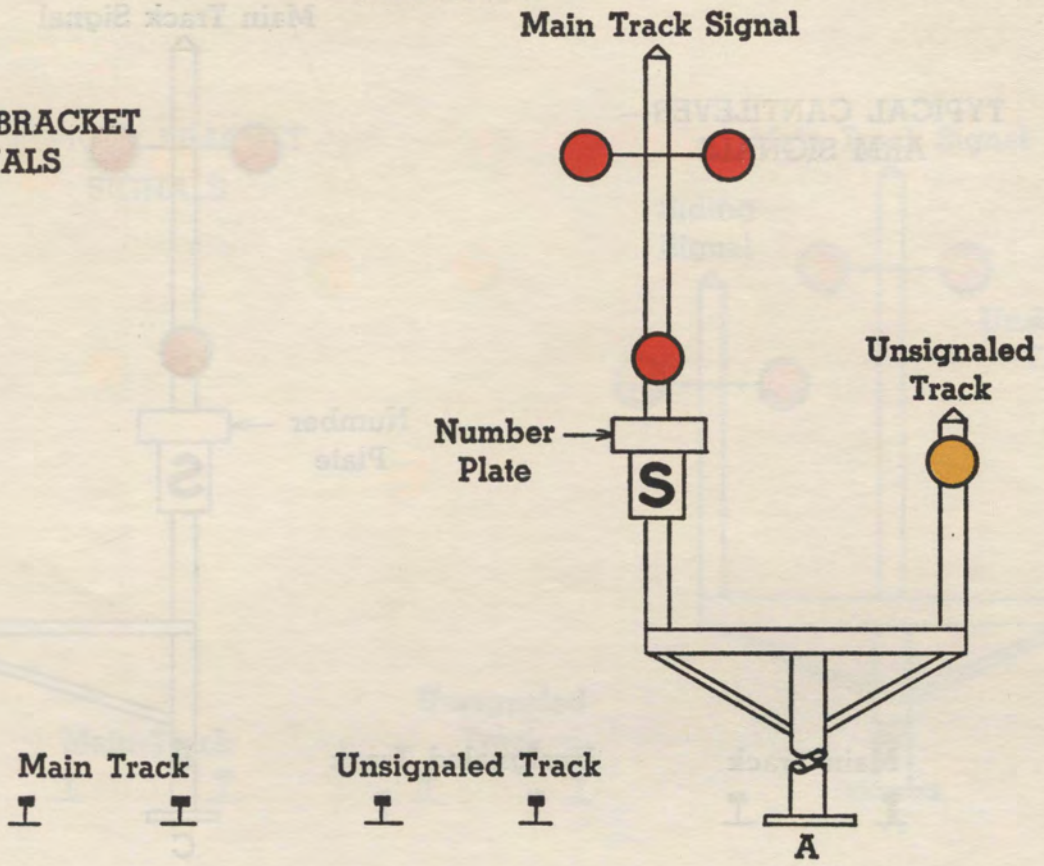


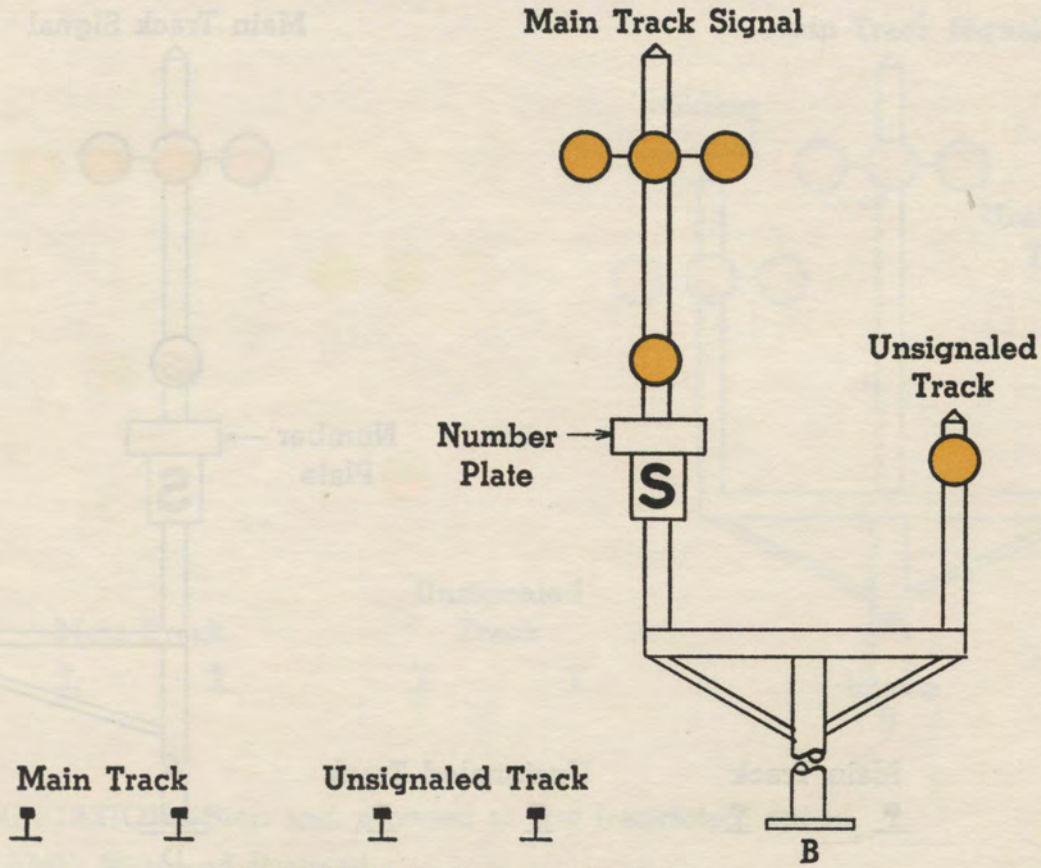


INDICATION—Stop and Stay

NAME: Stop and Stay

TYPICAL BRACKET SIGNALS



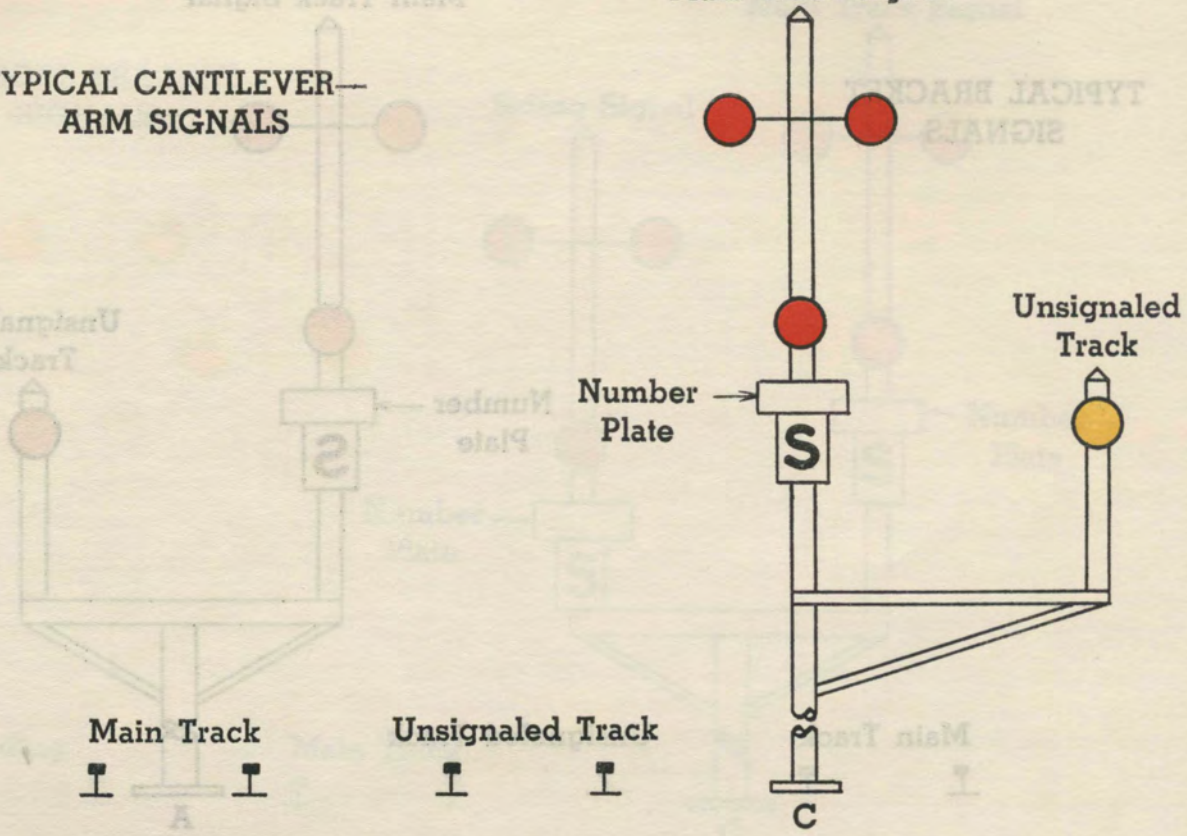


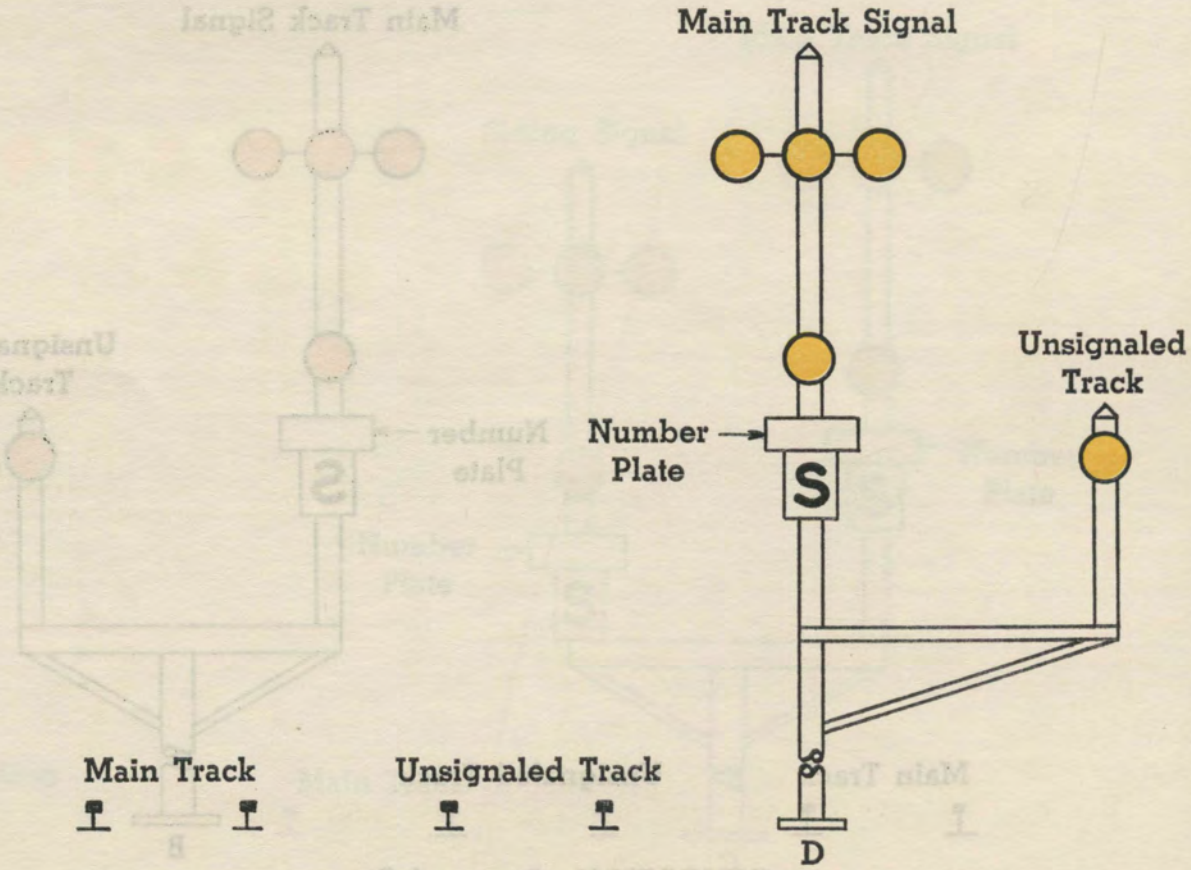
INDICATION—Stop and Stay

NAME: Stop and Stay

(Continued)

TYPICAL CANTILEVER—
ARM SIGNALS

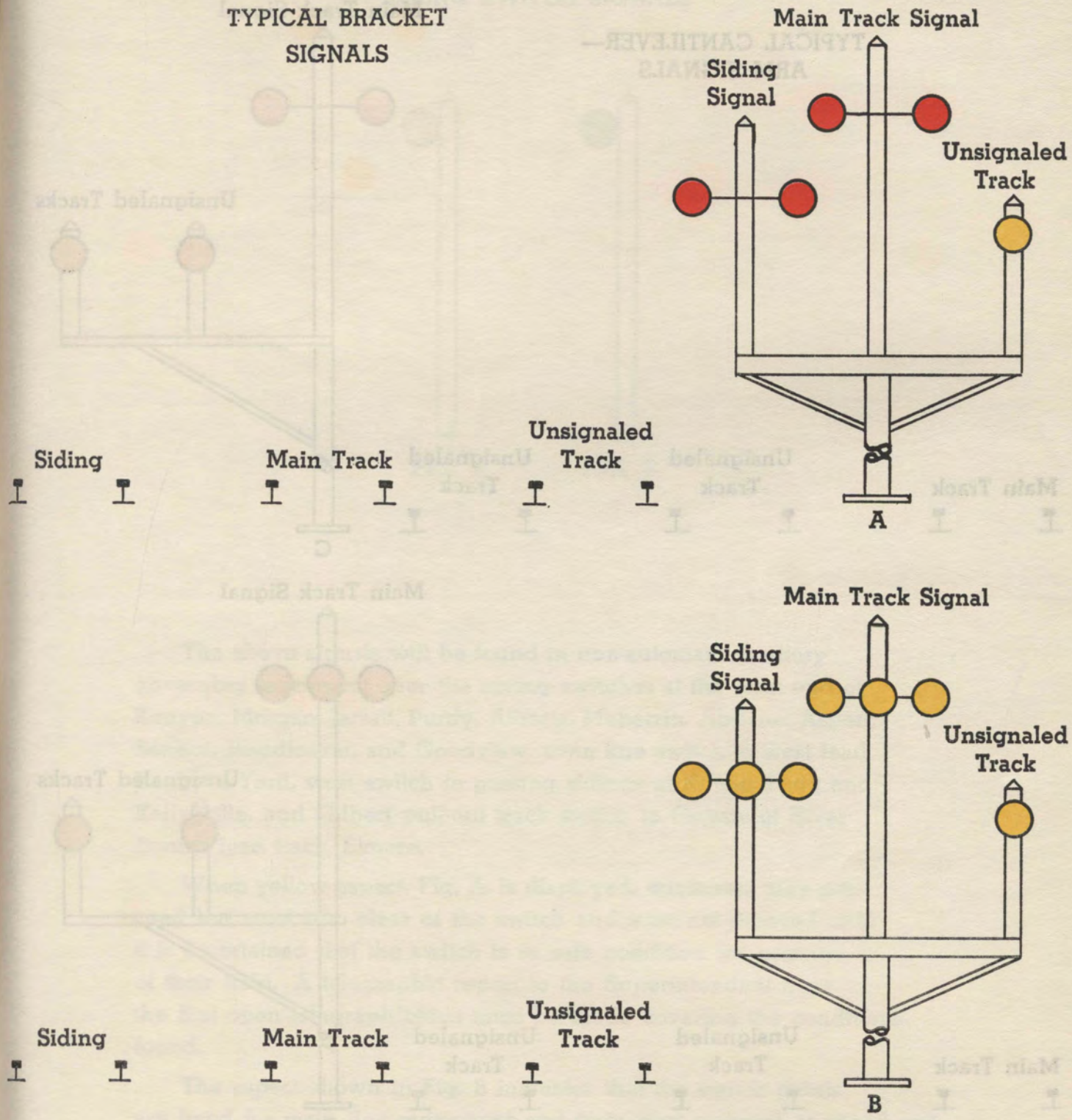




INDICATION—Stop and Stay

NAME: Stop and Stay

TYPICAL BRACKET SIGNALS

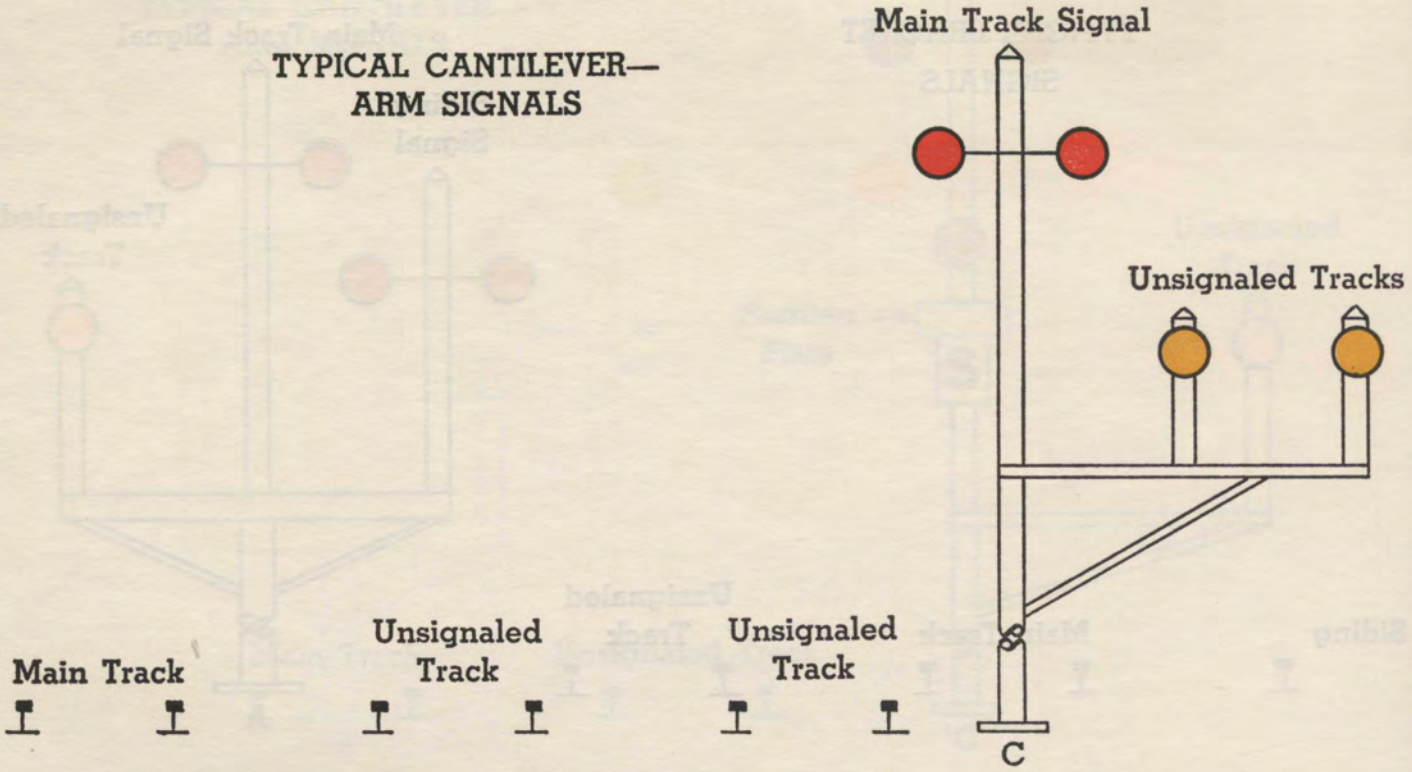


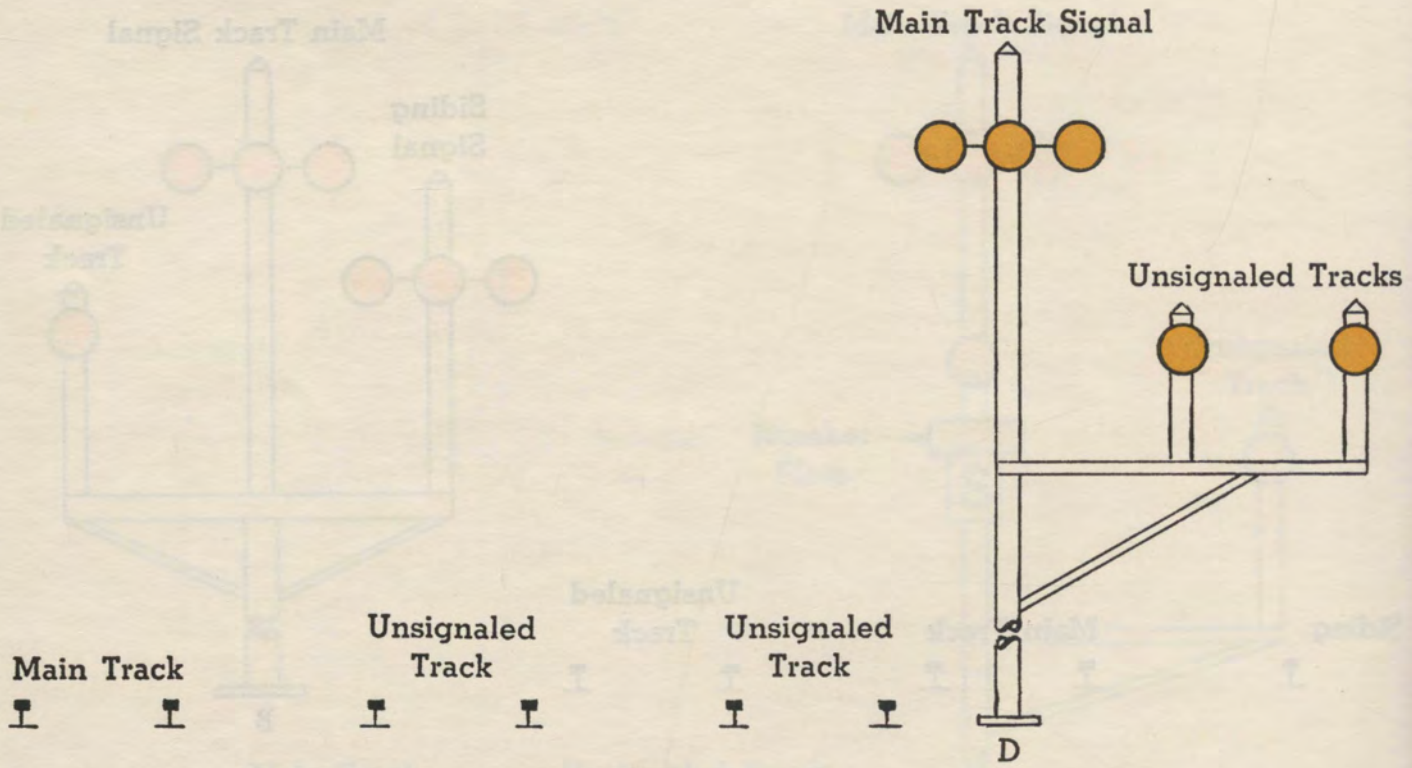
INDICATION—Stop and proceed at low (restricted) speed.

NAME: Stop and Proceed

(Continued)

TYPICAL CANTILEVER—
ARM SIGNALS





INDICATION—Stop and proceed at low (restricted) speed.

NAME: Stop and Proceed

SPRING SWITCH SIGNALS

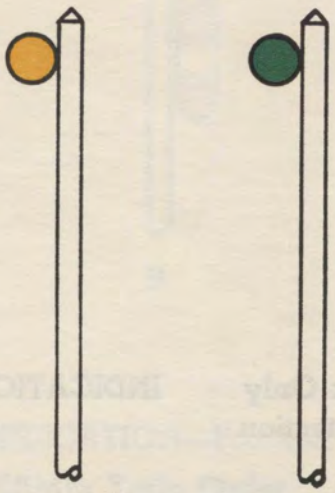


FIG. A FIG. B

The above signals will be found in non-automatic territory governing movement over the spring switches at the west end of Kenyon, Morgan, Jarratt, Purdy, Alberta, Meherrin, Abilene, Aspen, Seneca, Huddleston, and Goodview, main line switch to west lead Roanoke Yard, west switch to passing sidings at Kumis, Fagg and Kellysville, and Gilbert pull-out track switch to Guyandot River Branch lead track, Elmore.

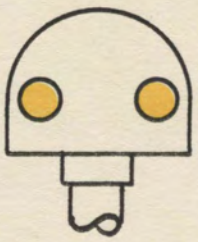
When yellow aspect, Fig. A, is displayed, engineers may proceed but must stop clear of the switch and must not proceed until it is ascertained that the switch is in safe condition for passage of their train. A telegraphic report to the Superintendent from the first open telegraph office must be made covering the conditions found.

The aspect shown in Fig. B indicates that the switch points are lined for main line movement and train may proceed at speed not exceeding the maximum for the territory.

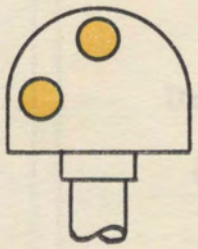
Neither Aspect, Fig. A nor Fig. B, shown above offers automatic block protection.

RULE 296

SWITCH INDICATORS



INDICATION—Use Main Track Only Under Flag Protection



INDICATION—Use Main Track. See Rule 346. Note Modification in General Time Table Rule 17.

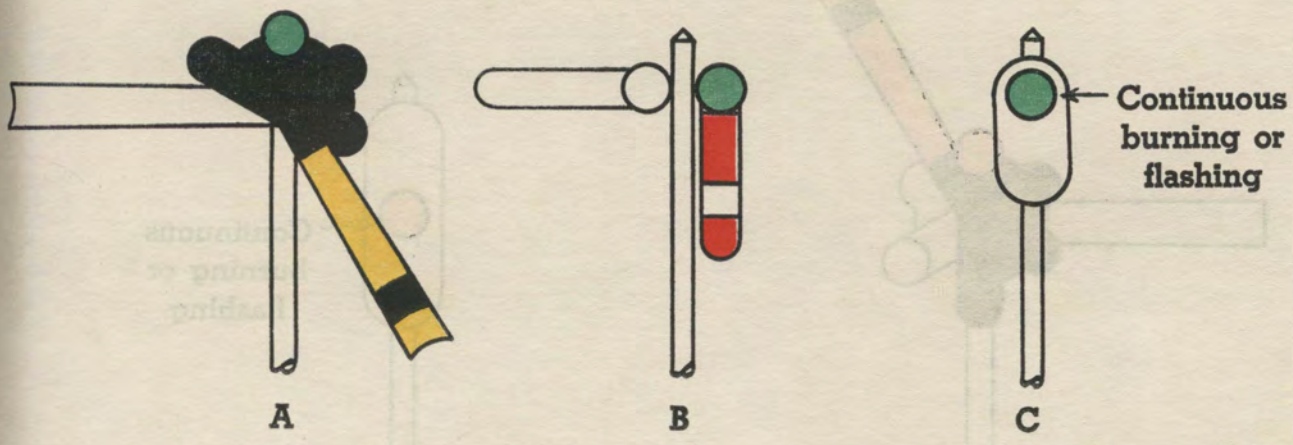
NAME: Switch Indicators

RULE 297

INDICATION—Stop For Orders.

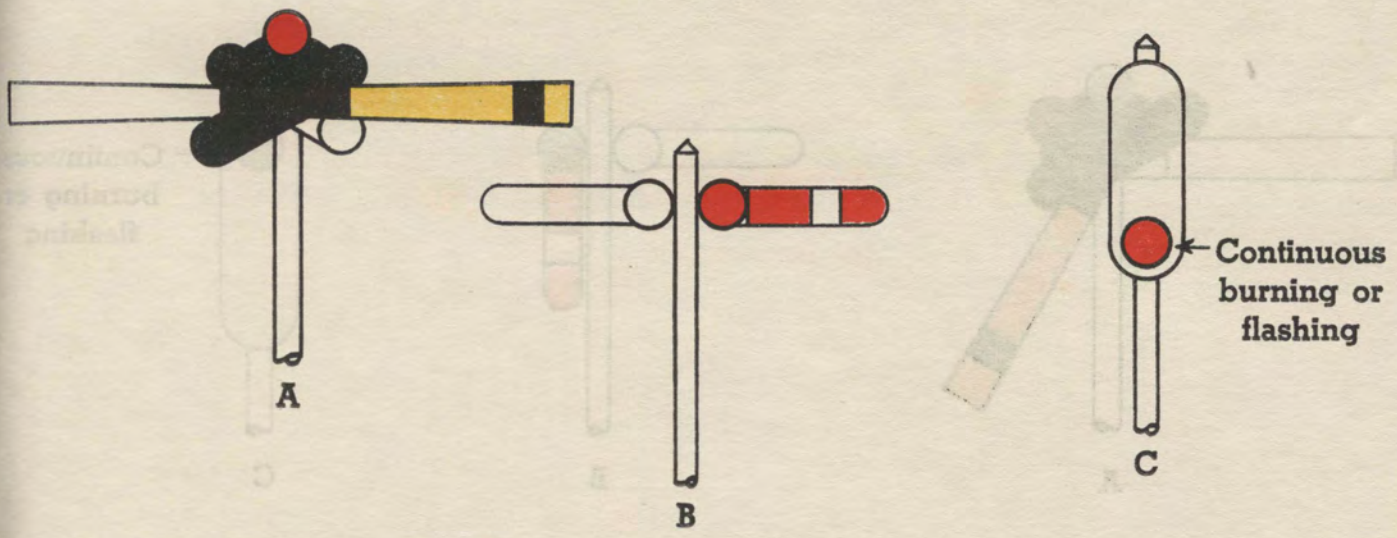
NAME: Train Order

RULE 298



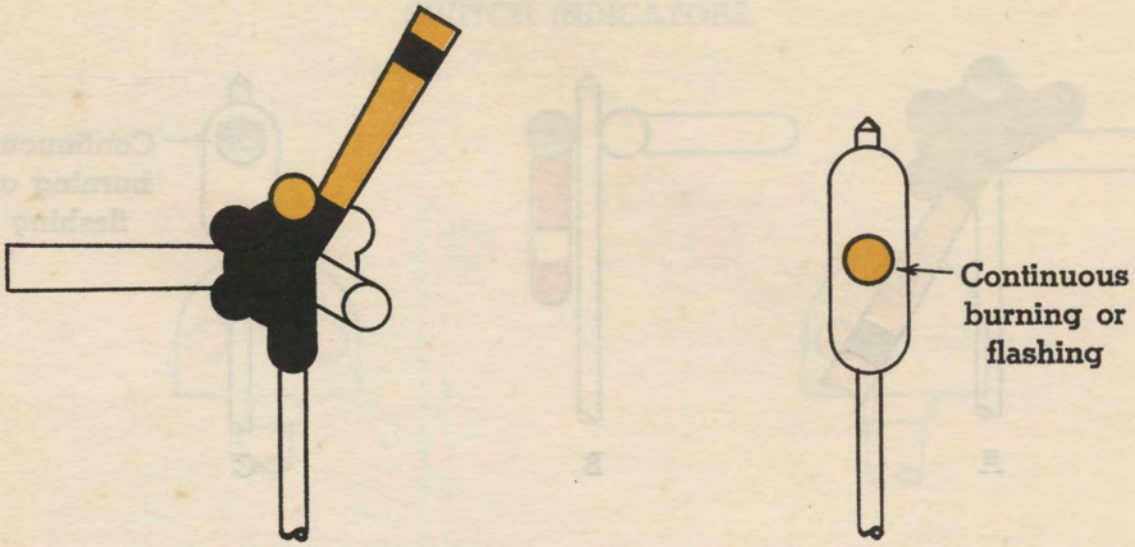
INDICATION—Proceed
NAME: Train Order

RULE 299



INDICATION—Stop for Orders or Block Occupied.
NAME: Block and Train Order

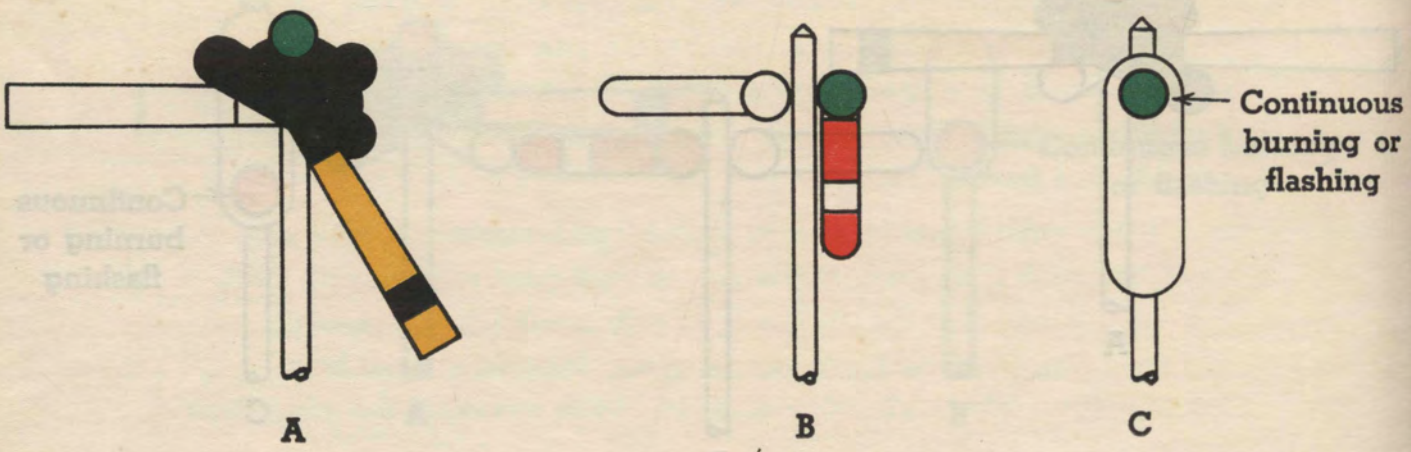
RULE 300



INDICATION—Proceed Under Permissive Block.

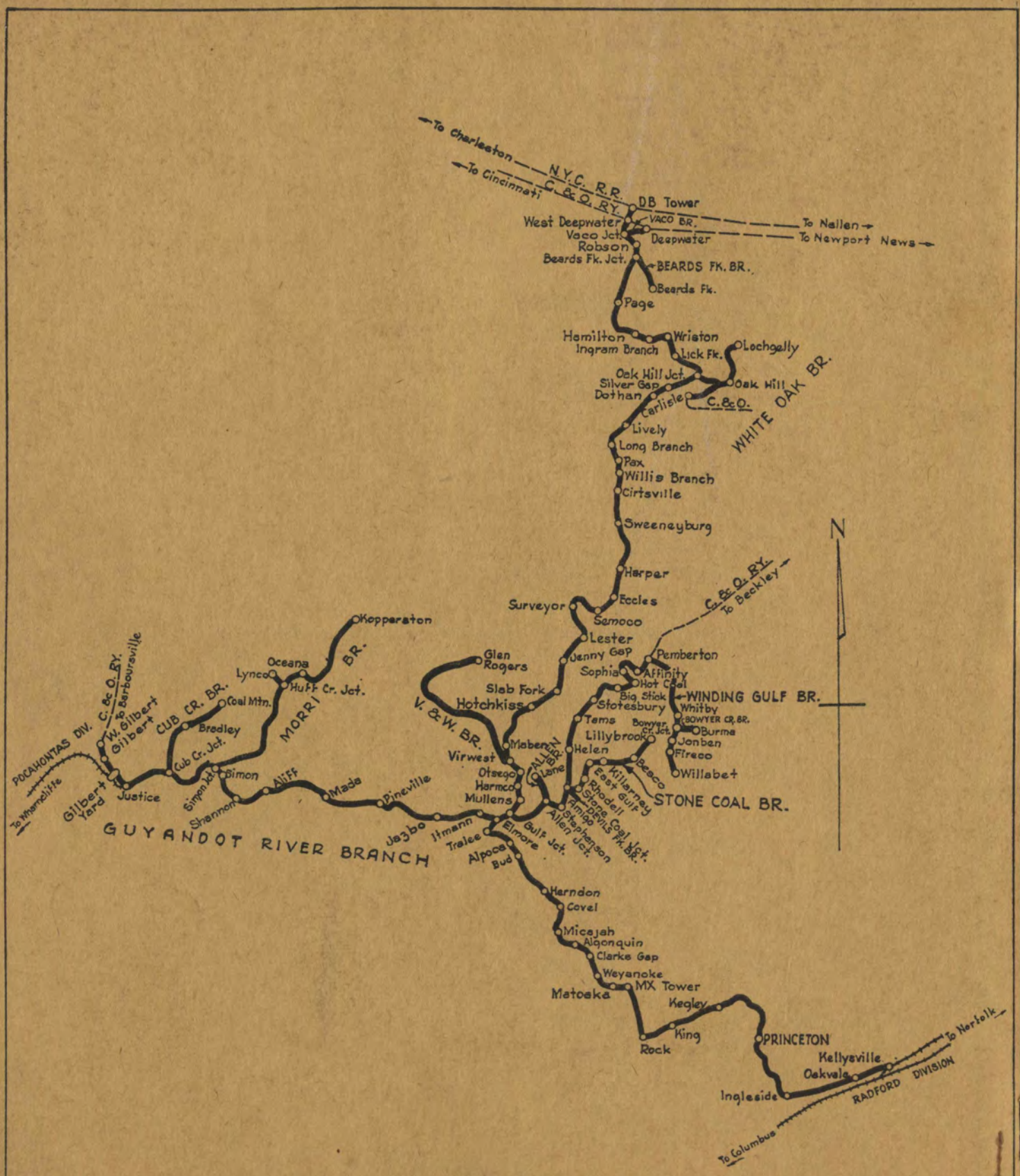
NAME: Block

RULE 301



INDICATION—Proceed.

NAME: Block



NEW RIVER DIVISION