

NORFOLK AND WESTERN RAILWAY CO.

POCAHONTAS DIVISION

TIME TABLE No. 3

EFFECTIVE 2:45 A. M.
Sunday, June 16, 1946

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.

Bluefield to Williamson—Westward

Distance from Bluefield	Time Table No. 3 EFFECTIVE Sunday, June 16, 1946		FIRST CLASS								
	STATIONS		9 Passenger Lv. Daily	15 Passenger Lv. Daily	19 Passenger Lv. Daily	25 Passenger Lv. Daily	11 Passenger Lv. Daily	23 Passenger Lv. Daily	3 Passenger Lv. Daily		
			A. M.	A. M.	P. M.	P. M.	P. M.	P. M.	P. M.		
	Y W T C O										
3.27	Bluefield, W. Va.	S	6.30	S	9.40		3.10		10.25	11.30	
6.51	Bluefield, Va.	S	6.38	S	9.55		3.15		10.45	11.40	
7.56	Falls Mills	S	6.44		10.03		3.21	S	4.08	10.53	11.47
	Flat Top	W	6.46		10.10		3.26	F	4.15	10.58	11.52
					10.12		3.28	F	4.17	11.00	11.54
10.80	Bluestone	S	6.55	S	10.20		3.33	S	4.25	11.06	11.59
12.89	Ruth	F	7.05		10.25		3.37	F	4.31	11.10	12.03AM
13.53	Coaldale	F	7.10		10.27		3.39	F	4.33	11.12	12.05
15.41	Maybeury	S	7.13		10.31		3.43	F	4.37	11.16	12.09
			7.16								
16.71	Lick Branch	S	7.22		10.33		3.45	F	4.40	11.19	12.11
17.48	Ennis	S	7.25		10.36		3.47	F	4.42	11.21	12.13
19.04	Elkhorn	W	7.28		10.39		3.50	S	4.46	11.24	12.16
20.45	Powhatan	F	7.31		10.42		3.52	F	4.49	11.27	12.18
22.10	North Fork	W	7.39	S	10.47		3.56	S	4.55	11.32	K 12.23
23.38	Keystone	S	7.44		10.50		3.59	S	4.59	11.35	12.26
24.45	Eckman	F	7.48		10.52		4.01	F	5.02	11.37	12.28
26.93	Vivian	S	7.55		10.57		4.05	F	5.07	11.42	12.32
27.94	Kimball	S	7.58		10.59		4.07	S	5.11	11.44	12.34
31.16	Huger	S	8.09		11.05		4.13	S	5.16	11.50	12.39
34.23	Welch	S	8.18	S	11.17		S 4.20	S	5.24	S 12.02AM	S 12.47
34.55	Tug		8.21		11.19		4.21		5.26	12.04	12.48
36.18	Farm	W	8.25		11.22		4.24		5.29	12.07	12.51
39.92	Davy	S	8.34	W	11.30		4.30	S	5.37	S 12.13	12.56
43.11	Claren	S	8.41		11.35		4.35	F	5.44	12.18	1.01
44.90	Roderfield	S	8.46		11.38		4.38	F	5.48	12.21	1.04
48.32	Wilmore	W	8.52		11.43		4.43	F	5.53	12.26	1.09
52.41	Jaeger	Y	9.04	S	11.49		4.49	S	6.02	S 12.32	1.15
56.05	Hull	W	9.11		11.55		4.54	F	6.08	12.37	1.19
59.94	Panther	S	9.21		12.01PM		5.00	S	6.16	12.42	1.24
64.77	Alnwick		9.31		12.08		5.07		6.24	12.48	1.31
70.30	Glen Alum	W	9.44		12.17		5.15	F	6.35	12.55	1.39
72.67	Lindsey	F	9.49		12.20		5.18	F	6.40	12.58	1.42
76.91	Devon	S	9.57	W	12.27		5.24	S	6.49	W 1.05	1.48
82.19	Vulcan	W	10.09		12.35		5.31	F	6.59	1.13	1.56
83.72	Delorme	S	10.14		12.38		5.33	F	7.04	1.16	1.58
86.38	Thacker	Y	10.21		12.42		5.37	S	7.10	1.21	2.02
90.68	Matewan	W	10.33	W	12.48		5.42	S	7.22	W 1.28	2.09
92.92	Sprigg	S	10.38		12.51		5.45	F	7.27	1.31	2.12
98.14	{ W END D T E. Williamson	Y W T C O	10.49		12.58		5.51		7.39	1.40	2.19
99.57	Williamson		10.55		{ 1.05 1.15		{ 6.00 6.05		{ 7.45 7.45	{ 1.50 2.00	{ 2.30 2.35
			A. M.		P. M.		P. M.		P. M.	A. M.	A. M.

Bluefield to Williamson—Westward

Distance from Bluefield	Time Table No. 3 EFFECTIVE Sunday, June 16, 1946		THIRD CLASS		Telegraph Offices	Telegraph Signals	Station Sidings, Capacity in Feet	Passing Sidings, Capacity in Feet
	STATIONS		99 Time Freight Lv. Daily	85 Time Freight Lv. Daily				
		Y W T C O	A. M.	P. M.				
3.27	Bluefield, W. Va.		11.00	5.15	D N	{ B F N M }		Yard
6.51	Bluefield, Va.		12.15 PM	6.20	D N	H Q	710	
7.56	Falls Mills		12.23	6.25	D	F M	466	
	Flat Top	W	12.30	6.32				Yard
			12.35	6.34				
10.80	Bluestone		12.45	6.40	D N	S U		
12.89	Ruth		12.55	6.51				
13.53	Coaldale		1.00	6.54			120	
15.41	Maybeury		1.07	6.59				
16.71	Lick Branch		1.10	7.02			800	2500
17.48	Ennis		1.13	7.05				
19.04	Elkhorn	W	1.16	7.08	D	R N	710	
20.45	Powhatan		1.19	7.11				7100
22.10	North Fork	W	1.24	7.15			400	1800
23.38	Keystone		1.27	7.17			578	
24.45	Eckman	C W T	1.29	7.24	D N	J H		Yard
26.93	Vivian		1.34	7.30			268	Yard
		W						
27.94	Kimball		1.45	7.32	D	B K	{ EB 2935 WB 2440	
31.16	Huger		1.53	7.47			3000	
34.23	Welch						840	
34.55	Tug		2.01	8.00	D N	H I		
36.18	Farm	W	2.04	8.06				7000
39.92	Davy		2.12	8.14	D	Z A	872	
43.11	Claren		2.17	8.20				4430
44.90	Roderfield		2.20	8.23	D		680	
48.32	Wilmore	W	2.27	8.30			{ EB 5925 WB 5195	
52.41	Iaeger	Y	2.35	8.38	{ D D N }	{ C T D Y }	425	
56.05	Hull	W	2.42	8.45				20300
59.94	Panther		2.50	8.54	D	P F	350	
64.77	Alnwick		2.59	9.03			{ EB 5800 WB 5035	
70.30	Glen Alum	W	3.09	9.14	D	G	958	
72.67	Lindsey		3.13	9.19			539	6850
76.91	Devon		3.22	9.28	D N	V O		
82.19	Vulcan	W	3.32	9.38			{ EB 7426 WB 8160	
83.72	Delorme		3.36	9.43	D	J M	873	
86.38	Thacker	Y	3.41	9.49			75	
90.68	Matewan	W	3.50	10.00	D	V X	483	{ EB 5900 WB 5250
92.92	Sprigg		3.54	10.04				4800
98.14	{ W END D T E. Williamson	Y W T C O	{ 4.15 5.00	{ 10.20 10.50	D N	W Y		Yard
99.57	Williamson		P. M.	P. M.				

CONNECTIONS:

No. 9 with No. 47 at Bluestone, and No. 157 at Welch.
 No. 15 with Nos. 22, 21 and 51 at Bluestone, No. 101 at North Fork, Nos. 152 and 157 at Welch and No. 214 at Iaeger.
 No. 11 with No. 60 at Bluestone, No. 164 at Welch, No. 215 at Iaeger and No. 311 at Devon.

PASSENGER STOP NOTES:

(W) Stop to let off revenue passengers from beyond Bluefield, W. Va., or receive revenue passengers for beyond Williamson.
 (K) Stop to let off revenue passengers from Roanoke or beyond, or receive revenue passengers for beyond Portsmouth.

Williamson to Bluefield—Eastward

Distance from Williamson	Time Table No. 3 EFFECTIVE Sunday, June 16, 1946	FIRST CLASS						
		4	24	20	10	26	12	16
	STATIONS	Passenger Lv. Daily	Passenger Lv. Daily	Passenger Ar. Daily	Passenger Lv. Daily	Passenger Lv. Daily	Passenger Lv. Daily	Passenger Lv. Daily
	Williamson	A. M. 4.00 4.10	A. M. 4.50 5.05	A. M. 10.10	A. M. 7.00	P. M. 1.22 1.27	P. M. 4.00	P. M. 5.30 5.40
1.43	(W E N D D T Y W T C O) E. Williamson	4.12	5.07	.....	7.03	1.29	4.04	5.42
6.65	Sprigg	4.20	5.15	.....	F 7.16	1.37	S 4.16	5.50
8.89	Matewan W	4.23	5.18	.....	S 7.25	1.40	S 4.23	E 5.53
13.19	Thacker Y	4.29	5.24	.....	S 7.36	1.46	S 4.34	5.59
15.85	Delorme	4.33	5.28	.....	S 7.43	1.50	S 4.40	E 6.04
17.38	Vulcan W	4.36	5.31	.....	F 7.47	1.53	F 4.45	6.07
22.66	Devon	4.44	5.39	.....	S 7.59	2.01	S 4.58	6.16
26.90	Lindsey	4.50	5.45	.....	F 8.08	2.07	F 5.06	6.23
29.27	Glen Alum W	4.54	5.49	.....	S 8.13	2.11	S 5.12	6.27
34.80	Alnwick	5.02	5.57	.....	8.26	2.19	5.24	6.35
39.63	Panther	5.09	6.04	.....	S 8.35	2.26	S 5.33	6.42
43.52	Hull W	5.14	6.09	.....	F 8.44	2.31	F 5.43	6.48
47.16	Jaeger Y D	5.19	D 6.14	.....	S 8.56	2.36	S 5.52	S 6.54
51.25	Wilmore W	5.25	6.20	.....	F 9.07	2.42	F 6.01	7.00
54.67	Roderfield	5.30	6.25	.....	S 9.16	2.47	S 6.10	7.05
56.46	Claren	5.33	6.28	SCIOTO DIVISION TRAIN	F 9.23	2.50	F 6.15	7.08
59.65	Davy	5.37	6.32		S 9.35	2.54	S 6.24	7.13
63.39	Farm W	5.42	6.37		9.46	2.59	6.32	7.19
65.02	Tug	5.45	6.40		9.50	3.02	6.35	7.22
65.34	Welch S	5.50	S 6.45		S 10.00	S 3.05	S 6.40	S 7.28
68.41	Huger	5.55	6.50	10.09	3.09	6.45	7.34	
71.63	Kimball	6.01	6.56	10.17	3.14	6.56	7.41	
72.64	Vivian W	6.03	6.58	10.21	3.16	7.00	7.43	
75.12	Eckman C W T	6.07	7.02	F 10.29	3.20	F 7.05	7.48	
76.19	Keystone	6.09	7.04	S 10.35	3.22	S 7.10	7.50	
77.47	North Fork W P	6.16	P 7.11	S 10.43	3.25	S 7.15	S 7.57	
79.12	Powhatan	6.20	7.15	F 10.48	3.28	F 7.19	8.01	
80.53	Elkhorn	6.23	7.18	S 10.55	3.31	S 7.23	8.05	
82.09	Ennis W	6.26	7.21	11.00	3.33	7.27	8.09	
82.86	Lick Branch	6.28	7.23	S 11.03	3.35	7.29	8.12	
84.16	Maybeury	6.31	7.26	S 11.08	3.38	F 7.33	8.15	
86.04	Coaldale	6.37	7.32	F 11.14	3.43	F 7.38	8.20	
86.68	Ruth	6.40	7.35	11.18	3.46	7.41	8.24	
88.77	Bluestone	6.44	7.39	S 11.27	3.50	S { 7.49 } 7.59	8.28	
92.01	Flat Top W	6.50	7.45	F 11.35	3.57	F 8.07	8.35	
93.06	Falls Mills	6.52	7.47	S 11.38	3.59	F 8.11	8.37	
96.30	Bluefield, Va.	6.58	7.53	S 11.50	4.05	S 8.19	8.43	
99.57	(Y W T C O) Bluefield, W. Va.	{ 7.10 } 7.25	{ 8.05 } 8.25	.....	12.05	{ 4.15 } 4.20	{ 8.30 } P. M.	{ 8.55 } 9.10 P. M.

POCAHONTAS BRANCH

Westward

Distance from Bluestone	Time Table No. 3 EFFECTIVE Sunday, June 16, 1946	FIRST CLASS					Passing Sidings, Capacity in Feet	
		17 Passenger Lv. Daily	19 Passenger Lv. Daily	21 Passenger Lv. Daily	33 Passenger Lv. Daily	35 Passenger Lv. Daily		
STATIONS								
.....	Bluestone.....	A. M. 6.55	A. M. 9.00	A. M. 10.25	P. M. 3.28	P. M. 8.49		1115 Yard
1.48	Pocahontas..... w	7.00	s 9.05	10.30	3.33	8.54		
4.72	Boissevain.....		9.18		3.43			
		A. M.	A. M.	A. M.	P. M.	P. M.		

CONNECTIONS:

Nos. 21 and 22 with No. 15 at Bluestone.
Nos. 28 and 48 with No. 10 at Bluestone.

Nos. 19, 22, 33 and 34 will stop at Olivette.

BLUESTONE BRANCH

Westward

Distance from Bluestone	Time Table No. 3 EFFECTIVE Sunday, June 16, 1946	FIRST CLASS				Telegraph Offices	Telegraph Signals	Station Sidings, Capacity in Feet	Passing Sidings, Capacity in Feet
		47 Passenger Lv. Daily	51 Passenger Lv. Daily						
STATIONS									
.....	Bluestone.....	A. M. 9.34	A. M. 10.45				D N	S U	
1.46	Cooper..... s	9.38	F 10.50				D	B M	
2.55	Bramwell..... s	9.43	s 10.54				D	S M	850
3.18	Simmons.....	9.46	s 10.57				D	C Y	
5.53	Clift..... w		11.05				D	C Y	Yard
7.45	Flipping.....		{s11.10 s11.30						1140
8.61	Montcalm.....		{s11.35 s12.15PM				D	C S	320
11.20	Rock.....	s 12.25							470
15.84	Matoaka..... w	s 12.40							733 Yard
16.82	Giatto..... y	s 12.45							
17.66	Big Branch Jct.....	s 12.47							
19.42	Widemouth.....	s 12.55							
17.66	Big Branch Jct.....	s 1.05							
17.84	Smokeless.....	F 1.07							
18.71	Hiawatha.....	s 1.12							
20.02	Springton.....	s 1.17							
20.15	Modoc Jct.....	1.19							
21.86	Arista.....	1.25							
20.15	Modoc Jct.....	1.32							
20.76	Wenonah.....	1.35							
		A. M.	P. M.						

CONNECTIONS: No. 47 with No. 9 at Bluestone.
Nos. 48 and 51 with No. 15 at Bluestone.
No. 51 wait at Bluestone 30 minutes for No. 15.

No. 51 has right over No. 72 to Widemouth, over No. 68 to Arista, and over No. 60 to Wenonah.
Simmons, Goodwill and Crane Creek Branches, and Bluestone Branch, west of Giatto, will be handled in accordance with Time Table Rule No. 2. The first extra train on these Branches has the right thereto without protecting. Following extra trains must protect against train occupying Branch. Regular trains must be cleared by rule. Dispatchers will issue no orders on Bluestone Branch west of Clift Yard, except to run scheduled trains late or display signals.

POCAHONTAS BRANCH

Eastward

Distance from Boissevain	Time Table No. 3 EFFECTIVE Sunday, June 16, 1946	FIRST CLASS							
		20 Passenger Lv. Daily	22 Passenger Lv. Daily	28 Passenger Lv. Daily	34 Passenger Lv. Daily	36 Passenger Lv. Daily			
STATIONS		A. M.	A. M.	A. M.	P. M.	P. M.			
3.24	Boissevain.....		9.18		3.43				
	Pocahontas..... W	7.00	S 9.29	10.30	3.58	8.54			
4.72	Bluestone.....	7.05	9.34	10.35	4.03	8.59			
		A. M.	A. M.	A. M.	P. M.	P. M.			

No. 17 has right to Pocahontas over No. 20.
 No. 21 has right to Pocahontas over No. 28.
 Nos. 19 and 33 have right to Boissevain over Nos. 22 and 34, respectively.
 No. 35 has right to Pocahontas over No. 36.

BLUESTONE BRANCH

Eastward

Distance from Waconah	Time Table No. 3 EFFECTIVE Sunday, June 16, 1946	FIRST CLASS								
		48 Passenger Lv. Daily	60 Passenger Lv. Daily	72 Passenger Lv. Daily	68 Passenger Lv. Daily					
STATIONS		A. M.	P. M.	P. M.	P. M.					
0.61	Wenonah.....		1.36							
2.32	Modoc Jct.....		1.38							
0.61	Arista.....				1.25					
	Modoc Jct.....				1.32					
0.74	Springton.....		S 1.40							
2.05	Hiawatha.....		S 1.46							
2.92	Smokeless.....		F 1.49							
3.10	Big Branch Jct.....		1.51							
4.86	Widemouth.....			12.55						
3.10	Big Branch Jct.....			1.05						
3.94	Giatto..... Y		S 1.56							
4.92	Matoaka..... W		S 2.01							
9.56	Rock.....		S 2.16							
12.15	Montcalm.....		S { 2.24 3.02							
13.31	Flipping.....		S 3.06							
15.23	Clift..... C W		3.11							
17.58	Simmons.....	9.46	S 3.17							
18.21	Bramwell.....	S 9.49	S 3.19							
19.30	Cooper.....	F 9.54	F 3.23							
20.76	Bluestone.....	9.59	3.28							
		A. M.	P. M.	P. M.	P. M.					

CONNECTIONS:

No. 60 with No. 11 at Bluestone.

Westward

GOODWILL BRANCH

Eastward

Distance from Flipping	FIRST CLASS			129 Passenger Lv. Daily	Time Table No. 3 EFFECTIVE Sunday, June 16, 1946	STATIONS	130 Passenger Ar. Daily	FIRST CLASS		
				A. M.			A. M.			
0.27				11.10	Flipping		11.30			
1.95				11.12	Duhring		11.28			
				11.20	Goodwill		11.20			
				A. M.			A. M.			

No. 129 has right to Goodwill over No. 130.
Extra trains will be handled on this Branch in accordance with Time Table Rule No. 2.

Westward

CRANE CREEK BRANCH

Eastward

Distance from Montcalm	Telegraph Office	Telegraph Signals	FIRST CLASS		Time Table No. 3 EFFECTIVE Sunday, June 16, 1946	STATIONS	132 Passenger Ar. Daily	134 Passenger Ar. Daily	FIRST CLASS	
			133 Passenger Lv. Daily	131 Passenger Lv. Daily						
					P. M.					
					A. M.					
2.28	D	C S			2.24	Montcalm	12.15	3.02		
4.10	D	M A			2.32	Crystal	12.05PM	2.52		
					2.42	McComas	11.55	2.42		
					P. M.		A. M.	P. M.		
					A. M.					

Nos. 131 and 133 have right over Nos. 132 and 134, respectively, Montcalm to McComas.
Extra trains will be handled on this Branch in accordance with Time Table Rule No. 2.

Westward

NORTH FORK BRANCH

Eastward

Distance from North Fork	FIRST CLASS			Passing Sidings, Capacity in Feet	Time Table No. 3 EFFECTIVE Sunday, June 16, 1946	STATIONS	FIRST CLASS	
	105 Passenger Lv. Saturdays only	103 Passenger Lv. Daily	101 Mixed Lv. Daily				102 Mixed Ar. Daily	104 Passenger Ar. Daily
0.60	S 7.50	S 4.00	S 11.00			North Fork	12.30	5.30
1.52	S 7.53	S 4.03	S 11.03			Algoma	12.24	5.19
2.18	F 8.01	F 4.11	F 11.11	1200		Gilliam	12.21	5.16
						Jones	12.18	5.13
2.83	S 8.04	S 4.14	S 11.14			Rolfe	12.15	5.10
3.10	S 8.07	S 4.17	S 11.17			Bear Wallow	12.12	5.07
3.98	S 8.11	S 4.21	S 11.21			Arlington	12.08	5.03
4.67	S 8.14	S 4.24	S 11.24			McDowell	12.05	5.00
5.64	S 8.20	S 4.30	S 11.28			Ashland	12.01PM	4.56
7.14	8.30	4.40	11.35			Crumpler	11.45	4.50
	P. M.	P. M.	A. M.				A. M.	P. M.

CONNECTIONS: No. 101 with Nos. 9 and 15 at North Fork.
No. 104 with Nos. 11, 12 and 16 at North Fork.

Nos. 101 and 103 have right to Crumpler over Nos. 102 and 104, respectively.
Extra trains will be handled on this branch in accordance with Time Table Rule No. 2.

TUG FORK BRANCH

Westward

Distance from Welch	Time Table No. 3 EFFECTIVE Sunday, June 16, 1946		FIRST CLASS				Passing Sidings, Capacity in Feet	Telegraph Offices	Telegraph Signals
	STATIONS		157 Mixed Lv. Daily	159 Mixed Lv. Daily	161 Passenger Lv. Daily	163 Passenger Lv. Daily			
		A. M.	P. M.	P. M.	P. M.				
0.32	Welch	11.35		3.00	5.14				
2.78	Tug	11.37		3.02	5.16		D N	H I	
5.43	Havaco	S 11.45		S 3.07	S 5.21				
	Wilcoe	W T C S 11.51		S 3.14	S 5.29		D	W C	
6.99	Gary		1.40				D	G R	
8.42	Ream		S 1.44						
9.22	Elbert		S 1.49						
11.03	Filbert		1.55						
6.99	Gary	Y 11.59		S 3.20					
9.67	Thorpe	S 12.07PM		S 3.28		2065			
12.56	Black Wolf	F 12.16		F 3.35					
14.71	Pageton	S 12.23		S 3.40					
17.73	Anawalt	W Y S 12.32		S 3.48		4400			
19.02	O'Toole	F 12.37		F 3.52					
21.31	Jenkinjones	12.46		3.57					
		P. M.	P. M.	P. M.	P. M.				

TUG FORK BRANCH

Eastward

Distance from Jenkinjones	Time Table No. 3 EFFECTIVE Sunday, June 16, 1946		FIRST CLASS				Passing Sidings, Capacity in Feet	Telegraph Offices	Telegraph Signals
	STATIONS		152 Passenger Lv. Daily	158 Mixed Lv. Daily	158 Mixed Lv. Daily	164 Passenger Lv. Daily			
		A. M.	P. M.	P. M.	P. M.				
2.29	Jenkinjones		12.47		3.57				
3.58	O'Toole		F 12.57		F 4.07				
6.60	Anawalt	W Y	S 1.05		S 4.14				
	Pageton		S 1.13		S 4.23				
8.75	Black Wolf		F 1.22		F 4.29				
11.64	Thorpe		S 1.29		S 4.37				
14.32	Gary	Y	1.39		S 4.45				
18.36	Filbert			1.56					
16.55	Elbert			S 2.03					
15.75	Ream			S 2.09					
14.32	Gary		9.00		S 2.18				
15.88	Wilcoe	W T C S	9.08		S 2.29	S 4.52			
18.53	Havaco	S	9.19		S 2.41	S 5.02			
20.99	Tug		9.26		2.51	5.12			
21.31	Welch		9.30		2.55	5.14			
		A. M.	P. M.	P. M.	P. M.				

NOTE—All except Schedule trains, west of Gary, must be, unless otherwise directed by Yardmaster at Wilcoe, moved only under flag protection. Dispatchers will not issue train orders affecting train movement west of Wilcoe, except to run Schedule trains late or display signals.

CONNECTIONS:

No. 157 has right over No. 156 to Jenkinjones.
 No. 159 has right over No. 158 to Filbert.
 No. 161 has right over No. 164 to Jenkinjones.

No. 152 with Nos. 15 and 10 at Welch.
 No. 164 with Nos. 11, 12 and 16 at Welch.

Eastward

DRY FORK BRANCH

Westward

Distance from Iaeger	FIRST CLASS		Passing Sidings Capacity in Feet	Time Table No. 3 EFFECTIVE Sunday, June 16, 1946		FIRST CLASS		Telegraph Offices	Telegraph Signals
		214 Passenger Lv. Daily			STATIONS					215 Passenger Ar. Daily
		P. M.					P. M.		
0.38		12.05		Iaeger			5.10	D	C T
1.37		12.07		Dry Fork Jct.	Y		5.08	D N	D Y
4.46	s	12.10	Yard	Auville	C W		5.06		
		12.20		Ritter		s	4.58		
7.56	F	12.30	3850	Carlos		F	4.50		
11.10	S	12.42		Bradshaw		S	4.40	D	B R
14.46	F	12.52	7200	Atwell	W	F	4.30		
18.06	S	1.05		English		S	4.20	D	P Y
20.18		1.10	7050	Lomax			4.15		
21.95	S	1.16	3630	Excelsior		S	4.10		
22.58	S	1.21		War		S	4.08	D	W A
25.91	S	1.31	4295	Rift	Y W	F	3.59		
		2.03							
26.85		2.06	4100	Dawson			3.56		
27.29	S	2.10		Berwind		S	3.54	D	B D
30.31		2.18	3300	Hix	W		3.45		
33.81	S	2.26		Amonate		S	3.35		
34.94	F	2.29	3575	Field		F	3.31		
39.25	S	2.39	4200	Bandy	W	S	3.20		
44.52		2.52	Yard	Indian Yard	Y		3.08		
45.32		2.56		Cedar Bluff			3.05	D	C F
		P. M.					P. M.		

CONNECTIONS:

No. 214 with Nos. 10, 9 and 15 at Iaeger.
No. 215 with Nos. 11, 12 and 16 at Iaeger.

Eastward

JACOBS FORK BRANCH

Westward

Distance from Rift	FIRST CLASS		Time Table No. 3 EFFECTIVE Sunday, June 16, 1946		FIRST CLASS		
		220 Passenger Lv. Daily		STATIONS			221 Passenger Ar. Daily
		P. M.				P. M.	
3.93		1.31		Rift	Y W	2.03	
		1.42		Newhall		1.42	
		P. M.				P. M.	

Nos. 220 and 221 stop at Brewster on signal.
Extra trains will be handled on this branch in accordance with Time Table Rule No. 2.

Eastward

BUCHANAN BRANCH

Westward

Distance from Devon	FIRST CLASS		Storage Sidings, Capacity in Feet	Passing Sidings, Capacity in Feet	STATIONS	Station Sidings, Capacity in Feet	FIRST CLASS		Telegraph Office	Telegraph Signals
		312 Mixed Leave Daily Except Sunday					311 Mixed Leave Daily Except Sunday	315 Mixed Leave Daily Except Sunday		
		A. M.					P. M.	A. M.		
		8.40	2-3880 1-4900		Devon, W. Va.		3.15		D N	V O
2.11	S	8.49			Woodman, Ky.		F 3.07			
4.69	F	8.59		Bill		F 2.57				
5.16	S	9.01		Burke		F 2.55				
9.49	S	9.15			Kelsa, Va.		F 2.42			
11.50	F	9.25	11691		Luke		F 2.35			
12.37	S	9.35	7620		Hurley	208 W	S 2.25		D	H U
18.58	S	9.55		6130	Raitt		F 2.10			
19.75	S	10.00	3928		Home Creek		S 2.00			
26.48	S	10.20			Thomas	Y	S 1.41			
27.66		10.25			Stric			10.30		
26.48		10.35			Thomas			10.35		
27.32	S	10.40	Yard		Weller	W C	S 1.35		D N	J W
30.04	S	10.53			Harman		S 1.25			
36.15		11.25			Grundy	1455	S 1.10		D	R U
		A. M.					P. M.	A. M.		

CONNECTIONS: No. 312 with No. 10 at Devon; No. 311 with Nos. 11 and 12 at Devon.

Extra trains on Levisa Branch, Feds Creek Spur and upper Elk Creek Spur will be handled in accordance with Time Table Rule No. 2.
 Trains Nos. 311 and 312 register at Devon and Grundy.
 Nos. 312 and 315 register at Thomas and Stric.
 Extra trains on Bull Creek Branch will be handled in accordance with Time Table Rule No. 2.
 Dispatchers will issue no orders affecting train movement east of Weller Yard, except to run scheduled trains late or display signals.

Bluefield to Norton—Westward

Distance from Bluefield	Time Table No. 3 EFFECTIVE Sunday, June 16, 1946		FIRST CLASS						
	STATIONS		5 Passenger Lv. Daily						
			A. M.						
.....	Bluefield, W. Va.	Y W T C O	10.15						
3.27	Bluefield, Va.	S	10.24						
4.12	Furnace		10.26						
8.17	Sam		10.35						
13.06	Tip Top	F	10.44 ⁹⁸						
20.46	Burks Garden		10.57						
22.49	Tazewell	W S	11.05						
26.99	Youngs		11.14						
31.13	Gillespie		11.22						
34.01	Pounding Mill	S	11.28						
37.83	Cedar Bluff	Y S	11.36						
38.62	Indian		11.38						
40.82	Richlands	C W Y O S	11.47 ⁸⁶						
41.47	Alley		11.49						
44.20	Raven	S	11.56						
47.04	Daw	F	12.02 ^{PM}						
52.23	Swords Creek	S	12.14						
57.01	Honaker	S	12.26 ⁹⁶						
61.62	Finney	W S	12.35						
68.49	Cleveland	S	12.49						
71.40	Carbo	F	12.55						
73.28	Carterton	F	1.01 ⁸⁸						
77.33	Castlewood	S	1.09						
79.05	Boody	W Y	1.12						
79.95	S X Tower	X	1.14						
80.22	St. Paul	S	1.22						
83.67	Russell Creek		1.29						
90.42	Banner	F	1.46						
92.51	Coeburn	W S	1.51						
96.67	Tacoma	F	1.59						
103.06	Norton	W T C O	2.15 P. M.						

CONNECTIONS: No. 5 will wait at Bluefield, W. Va., 30 minutes for connection from No. 15.

Operators register passenger trains at Coeburn and Toms Creek.

Norton to Bluefield—Eastward

Distance from Norton	Time Table No. 3 EFFECTIVE Sunday, June 16, 1946	FIRST CLASS		THIRD CLASS			FOURTH CLASS		Telegraph Offices	Telegraph Signals	Station Sidings, Capacity in Feet	Passing Sidings, Capacity in Feet
		6	86	88	84	98	96					
		Passenger Lv. Daily	Time Freight Lv. Daily	Time Freight Lv. Daily Ex. Sunday	Time Freight Lv. Daily	Local Freight Lv. Tues., Thurs., Sat.	Local Freight Lv. Mon., Wed., Fri.					
STATIONS												
	Norton..... WTCO	P. M.	A. M.	A. M.	P. M.	A. M.	A. M.	D N	N I		Yard	
6.39	Tacoma..... F	4.15	7.40	10.45	7.05	7.45	8.05			785	3080	
10.55	Coeburn..... W S	4.29	7.56	11.00	7.26	8.25		D	M Q	1095		
12.64	Banner..... F	4.37 4.57 5.02	8.06	11.08	7.40	8.35				1426		
19.39	Russell Creek.....	5.16	8.38	11.40	8.16	9.00						
22.84	St. Paul..... S	5.28	8.47	11.49	8.30	9.30				1871		
23.11	S X Tower..... X	5.29	8.48	11.50	8.32	9.40		D N	S X			
24.01	Boody..... WY	5.31	9.30	12.12PM	8.36	10.20					3475	
25.73	Castlewood..... S	5.36	9.35	12.50	8.50	10.35		D	W O	1407		
29.78	Carterton..... S	5.45	9.47	1.01 ^s	9.03	10.50				660	4300	
31.66	Carbo..... F	5.50	9.53	1.15	9.10	11.00				337		
34.57	Cleveland..... S	5.57	10.08	1.25	9.19	11.20		D	C V	1393	4220	
41.44	Finney..... W S	6.12	10.22	1.50	9.41	11.55		D N	H B	565	4200	
46.05	Honaker..... S	6.24	10.40	2.20	10.04	12.26 ⁵ PM		D	H K	1210	3000	
50.83	Swords Creek..... S	6.35	10.51	2.32	10.15	12.40		D	S W		4250	
56.02	Daw..... F	6.46	11.02	2.47	10.35						3400	
58.86	Raven..... S	6.51	11.12	2.55	10.45	1.25				450		
61.59	Alley.....	6.58	11.21	3.08	10.58	1.38					2300	
62.24	Richlands..... CWYO S	7.00	11.47 ^s	3.10	11.05	7.40	1.55	D N	R S		4700	
64.44	Indian.....	7.05	11.53	3.25	11.13	7.50					4250	
65.23	Cedar Bluff..... Y S	7.08	11.55	3.28	11.15	7.55		D	C F	600		
69.05	Pounding Mill..... S	7.18	12.05PM	3.55	11.33	8.25		D	P M	985	1350	
71.93	Gillespie.....	7.25	12.21	4.05	11.45	8.45					4750	
76.07	Youngs.....	7.34	12.40	4.25	12.01AM	9.15					5000	
80.57	Tazewell..... W S	7.44	12.55	4.40	12.28	10.05		D	J D	2335	1400	
82.60	Burks Garden.....	7.47	1.01	4.45	12.36	10.15		N	B G	310	5000	
90.00	Tip Top..... S	8.04	1.38	5.20	1.15	10.44 ^s		D	F N	320	4700	
94.89	Sam.....	8.12	1.50	5.32	1.27	10.55					4730	
98.94	Furnace.....	8.21	2.05	5.45	1.43	11.00				230	4850	
99.79	Bluefield, Va..... S	8.25	2.10	5.50	1.45	11.10		D N	H Q	1259		
103.06	Bluefield, W. Va... YWTCO	8.35	2.30	6.10	2.05	11.30		D N	{ B F N M }		Yard	
		P. M.	P. M.	P. M.	A. M.	A. M.						

Inferior eastward trains may run ahead of third-class trains, H Q Tower to Bluefield.

Westward

TOMS CREEK BRANCH

Eastward

Distance from Coeburn	Telegraph Offices	Telegraph Signals	FIRST CLASS				Time Table No. 3 EFFECTIVE Sunday, June 16, 1946	FIRST CLASS				
			119 Passenger Lv. Daily					STATIONS	120 Passenger Ar. Daily			
2.49	D D	M Q T C	.....	.....	.....	P. M. 4.37 4.47 P. M.	Coeburn.....W Toms Creek.....Y	P. M. 4.57 4.47 P. M.	.....	.....	.....

Train No. 119 has right over No. 120, Coeburn to Toms Creek.
Train No. 119 will consume full schedule time.

POCAHONTAS DIVISION

SPECIAL INSTRUCTIONS

STANDARD TIME

Clocks showing Standard Time are located as follows:
 Bluefield, Passenger Engineers' Register Room, Motor Pit and Call Office.
 Eckman, Yard Office. Norton, Yard Office.
 Wilcoe, Yard Office and Shop Office. Richlands, Yard Office.
 Iaeger, Yard Office. Pocahontas, Station.
 Williamson, Yard Office and Passenger Station Register Room. Berwind, Station.
 Clift, Yard Office.
 Weller, Yard Office.

REGISTERING

2. (a) Conductors only will examine registers, will fill out and deliver conductor's check of train register, Form C. T. 24-A, to each engineman. (Note Rules 83 and 590, Book of Rules.)

(b) All trains will register at Bluefield, Pocahontas, Goodwill, Montcalm, Giatto, McComas, Big Branch Junction, Pond Creek Junction, East Williamson and Norton. Regular and extra passenger trains register at Williamson passenger station. Simmons Branch trains register at Simmons. Bluestone Branch scheduled trains and Goodwill Branch trains register at Flipping.

(c) North Fork Branch trains register at North Fork.

(d) Tug Fork Branch scheduled trains register at Wilcoe, Gary and Jenkinjones.

(e) Dry Fork Branch trains register at Iaeger Tower and Berwind. They may be registered by operator from slip thrown off by Conductor.

(f) Jacobs Fork Branch trains and No. 214 register at Rift and Nos. 220 and 221 register at Newhall.

(g) Modoc Branch trains register at Modoc Junction.

(h) Clinch Valley District freight trains register at "HQ" Tower. They may be registered by Operator from slip thrown off by Conductor.

(i) Trains to and from Toms Creek register at Coeburn. First-class trains and passenger extras register at Toms Creek.

(j) Dispatcher transmit the register of first-class trains and passenger extras to the Operator at East Williamson; first and third-class trains to Operator at Eckman Yard; Clinch Valley District first-class trains and passenger extras to Operator at "HQ" Tower which must be repeated and entered in Train Order Book and the Operator register the trains in accordance therewith.

(k) Semaphore at "HQ," Bluestone, Tug, Devon and Iaeger Towers at clear will indicate to trains entering double track that overdue superior trains have passed. Operator hold such trains until overdue superior trains have passed unless they hold train orders giving such trains right to proceed. Where there are train orders for delivery and such trains can proceed, Operator will issue overdue message (in lieu of clear signal) to train over signature of the Superintendent, retaining a copy for file.

(l) On Bluestone Branch west of Clift Yard, on Tug Fork Branch west of Gary, and on Buchanan Branch east of Weller Yard, all train movements (except schedule train) must be made under flag protection, except when otherwise directed by the Yardmaster or when crews make arrangements between themselves. In either case the instructions or arrangements must be in writing and the Conductor and Engineman each given copy. When such instructions are given or arrangements made by use of the telephone they must be written out and repeated from written copy, and every precaution taken to guard against errors or misunderstanding.

(m) The movement of extra trains on Pocahontas Branch west of Pocahontas, Simmons Creek, Switchback, North Fork, Dans, Kings, Superior, Spice Creek, Twin Branch, Clear Fork, Caretta, Jacobs Fork, Four Pole, War Eagle, Gilbert, Glen Alum, Freeburn, Thacker, McCarr, Mate Creek, Cedar, Alma, Sycamore, Pond Creek, Upper Elk Creek Spur, Levisa, Buchanan Branch east of Weller Yard, Dismal Branch, Bull Creek, Feds Creek Spur, Big Creek, Town Hill, Coal Creek, and Honaker Branch must be handled as follows:

(n) Extra trains using these branches will be governed by registers located at junctions. The first extra train on the branch has right thereto without protecting. Other extra trains must protect against trains registered on branch, except where arrangements are made by Conductors as stipulated in the second and third sentences, paragraph (l) of this rule.

LOCATION OF BULLETIN BOARDS

3. Bluefield: Passenger Station, Call Office, Roundhouse and Motor Pit. Berwind.
 Pocahontas. East Williamson Yard Office and Roundhouse.
 Clift. Williamson.
 Eckman Yard Office, Roundhouse and Call Office at East End Yard. Richlands.
 Wilcoe Yard Office and Roundhouse. Norton Yard Office.
 Weller Shop Office.
 Auville Yard and Shop Office. Dismal Shop Office.

SPEED RESTRICTIONS

Class of Service and Miles Per Hour

LOCATION AND CONDITIONS

4. (a)

	Passenger Trains	Freight Trains	Freight or Mixed Trains Handled by Class A, K or E Engines
Between Bluefield and Ruth.....	40	35	40
Between Ruth and Ennis (Westward).....	30	30	30
Between Ennis and Ruth (Eastward).....	28	14	14
Between Ennis and Vivian.....	40	35	35
Between Vivian and Davy.....	45	35	40
Between Davy and Williamson.....	50	40	45
Between Ruth and Cooper over Old Line....	25	12	12
Around guard rail curve at Cooper.....	15	12	12

(b)

Between Bluefield and Tip Top.....	45	35	35
Between Tip Top and Raven.....	40	30	30
Between Raven and Mile Post N-416.....	35	28	..
Between Mile Post N-416 and Mile Post N-425.....	40	28	..
Between Mile Post N-425 and Mile Post N-428.....	55	40	..
Between Mile Post N-428 and Carbo.....	45	35	..
Between Carbo and Virginia City.....	35	35	..
Between Virginia City and Banner.....	40	35	..
Between Banner and Mile Post N-458.....	45	35	..
Between Mile Post N-458 and Norton.....	35	28	..

(c)

Tug Fork Branch.....	30	25	..
Between Pageton and Anawalt.....	25	20	..
Between Gary and Filbert.....	25	20	..

(d)

Pocahontas, Bluestone, Crane Creek, North Fork, Pond Creek, Big Creek, Toms Creek, Spice Creek and Clear Fork Branches.....	20	18	..
When backing on Pocahontas, Bluestone, Crane Creek, North Fork, Buchanan, Pond Creek, Big Creek, Toms Creek, Tug Fork, Clear Fork, Spice Creek, and Jacobs Fork Branches.....	15	15	..

(e)

Dry Fork and Jacobs Fork Branches.....	25	20	20
Between Canebrake and Cedar Bluff.....	35	30	30

(f)

Upper Elk Creek Spur.....	..	20	..
Buchanan and Gilbert Branches.....	25	20	20

(g)

Angle, Cherokee, Dans, Kings, Superior, Twin Branch, Four Pole, War Eagle, Glen Alum, Freeburn, Thacker, McCarr, Mate Creek, Cedar, Alma, Sycamore, Williamson, Caretta, Coal Creek, Honaker, Town Hill and Bull Creek Branches.....	12	12	..
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(h)

Class Y, Z, LC-2 and A engines over Bridge 861 on Maybeury Hill.....	14	14	14
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(i)

Class M-2 and Mallet engines over Bridge 2141, located near junction of Poplar Creek Branch.....	5	5	..
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SPEED RESTRICTIONS

Class of Service and Miles Per Hour

LOCATION AND CONDITIONS

Freight or Mixed Trains Handled by Class A, K or E Engines
 Passenger Trains Freight Trains

(j)	Class Y engines over Bridges 1395, 1396, 1397 and 1398.....	10	10	..
(k)	Mallet engines over Bridge 1252 on old Peerless No. 1 delivery track.....	4	4	..
(l)	Engines in backward motion with or without cars on tangents.....	25	25	25
	Engines in backward motion with or without cars on curves.....	15	15	15
(m)	When handling wrecking cranes of two hundred (200) tons capacity through Pounding Mill Tunnel No. 3, Little Bull Tunnel and Hatfield Tunnel, westward track.....	..	15	..
(n)	Passenger trains entering Bluefield and Williamson passenger stations.....	6	..	..
(o)	Between Signal 3636 near Allen Street Bridge and Signal 3630 just west of Grant Street Bridge, Bluefield.....	15	15	15
(p)	Between Clinch Valley Junction switch and east switch of Furnace passing siding.....	20	20	20
(q)	Between east switch and west switch, Welch loop track.....	20	20	20
(r)	Between east end of Bridge 2272, west leg of wye at Dry Fork Junction and Auville yard office on yard lead.....	20	20	20

SPEED LIMIT SIGNALS AT APPROACH TO CURVES

(s) Passenger trains handled or assisted by freight engines, other than Class A, will observe freight train speed shown on the disc governing speed on curves.

Passenger trains handled or assisted by Class A engines will reduce speed to five miles per hour less than passenger train speed shown on the disc.

Freight trains handled by Class K engines may observe passenger train speed shown on the disc provided the time table maximum speed for freight trains is not exceeded.

Freight trains handled by Class A engines may use a speed of 5 miles per hour less than passenger train speed shown on the disc provided the time table maximum speed for freight trains is not exceeded.

On curves where passenger train speed restrictions are 28 miles per hour, or more, electric engines handling freight, passenger or mixed trains may use a speed of 28 miles per hour.

(t) Class "J" and "K" engines may be used in detour and emergency movements from Bluestone Junction to Giatto at a speed not to exceed 14 miles per hour between Cooper and Giatto, except over Bridges 1169, 2306 and 2310 where speed of 4 miles per hour must be observed while entire train passes over these bridges.

Class "J" and "K" engines may be used in detour movement on old eastward main line, Ruth to Bluestone, at a speed not to exceed 4 miles per hour while entire train passes over Bridge 853.

(u) Slow boards are erected one mile west and one-half mile east of high rock bluff, Mile Post 10, to protect the high rock bluff at Mile Post 10 and a rock bluff at Mile Post 9.5, Dry Fork Branch. Slow boards are erected one-half mile west and east of cut just west of Beech Fork Junction, Mile Post 32, Dry Fork Branch.

Slow boards are erected at west end of train shed, Bluestone Junction, and one mile west of Pocahontas Tunnel No. 1 for the protection of this tunnel.

Trains approach these points under control and prepared to stop in event of an obstruction on track.

(v) Attention is called to Rule No. 109, Book of Rules, which must be strictly observed through all intermediate as well as terminal yards.

(w) Test Mile Signs for checking speedometers on engines, have been placed at the following locations:

On westbound track at Roderfield, beginning of test mile Mile Post 411 plus 4091.4 feet; end of test mile Mile Post 413 plus 1981.4 feet.

On eastbound track at Lindsey, beginning of test mile Mile Post 443 plus 600.7 feet; end of test mile Mile Post 442 plus 522 feet.

On eastbound track, Mile Post 368, plus 4134.6 feet and 369 plus 4140.6 feet, and on westbound track, Mile Post 368, plus 4134.6 feet and 369 plus 4155.6 feet.

On Clinch Valley District, west of Finney, between Mile Post 426 plus 2640 feet, and Mile Post 427 plus 2643 feet.

(x) **SPEED TABLE**

TIME Going 1 Mile		MILES Per Hour	TIME Going 1 Mile		MILES Per Hour	TIME Going 1 Mile		MILES Per Hour
Min.	Sec.		Min.	Sec.		Min.	Sec.	
5	00	12.00	1	32	39.13	1	05	55.38
4	00	15.00	1	30	40.00	1	04	56.25
3	00	20.00	1	28	40.91	1	03	57.14
2	50	21.18	1	26	41.86	1	02	58.06
2	40	22.50	1	24	42.86	1	01	59.02
2	30	24.00	1	22	43.90	1	00	60.00
2	24	25.00	1	20	45.00		59	61.02
2	20	25.72	1	18	46.15		58	62.07
2	15	26.67	1	16	47.37		57	63.14
2	10	27.60	1	15	48.00			
2	05	28.80	1	14	48.65		56	64.29
2	00	30.00	1	13	49.31		55	65.45
1	55	31.30	1	12	50.00		54	66.66
1	50	32.73	1	11	50.70		53	67.92
1	45	34.29	1	10	51.43		52	69.23
1	42	35.29	1	09	52.17		51	70.59
1	40	36.00	1	08	52.94		50	72.00
1	38	36.73	1	07	53.73		49	73.47
1	36	37.50	1	06	54.55		48	75.00
1	34	38.29						

STATIONS FOR WHICH NO TIME IS SHOWN

No. 11 stop at Nemours, Kyle, Landgraff, Big Four, Superior, Maitland, Shannon, Mohegan, Marytown, Big Sandy, Sandy Huff, Kröllitz, Mohawk, War Eagle, Wharnccliffe, Cedar, McCarr, Merrimac and Rawl on signal.

No. 9 stop at Nemours, Kyle, Landgraff, Big Four, Maitland, Shannon, Mohegan, Marytown, Big Sandy, Sandy Huff, Mohawk, War Eagle, Wharnccliffe, Cedar, McCarr, Rose, Merrimac and Rawl on signal.

No. 12 stop at Rawl, Merrimac, Rose, McCarr, Cedar, Wharnccliffe, War Eagle, Mohawk, Sandy Huff and Shannon on signal.

No. 10 stop at Rawl, Merrimac, McCarr, Cedar, Wharnccliffe, War Eagle, Mohawk, Kröllitz, Big Sandy, Marytown, Mohegan, Shannon, Maitland, Superior, Big Four, Landgraff, and Nemours on signal.

Scheduled trains stop at Alpheus, Venus, Leslie, Gluck, Bartley, Susanna, Canebroke, Hartwell, Mile Branch, Garland, Lomax, Tusler, Britt, Bondtown, Kopp and Argo on signal.

Nos. 5 and 6 stop at Hookman, St. Clair, Bailey, Wittens Mill, Five Oaks, Pisgah, Maxwell, Clifffield, Doran, Gardner, Putnam, Carbo, Artrip, Virginia City, Dwina, Pine and Ramsey on signal.

Nos. 10 and 11 stop at west end of Cooper Tunnel, for exchange of U. S. mail.

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

8. Light weight locomotives, clam shell cranes, ditching machines and occupied camp cars, when handled in other than locals or work trains, must be placed at the rear.

Pile driver outfits must be placed at the rear of solid coal trains, and at the head end of the other trains, except that when the head end is coal loads, pile driver outfits must be placed immediately behind the coal loads.

Wooden flat cars, whether loaded or empty, must be handled on the rear of trains other than locals or work trains, and when empty must not be handled in trains requiring a pusher.

Trains hauling wooden underframe camp cars, or occupied camp cars of any description (except the camp car belonging to pile driver outfits), or light loaded wooden flat cars, and requiring a pusher, must place the pusher engine ahead of such cars.

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

Freight Service: (a) Locomotives, classes J, K-1, K-2, M-2 and E-2, when equipped with 9,000-gallon tenders or larger, may be coupled next to the train when being double-headed by locomotives classes A, K-1, K-2, Y-2, Y-3, Y-4, Y-5, Y-6 and Z.

(b) Locomotives, classes E-3, M, V and W may be coupled next to the train when being double-headed by locomotives classes E-2, E-3, K-1, K-2, and M-2.

(c) Locomotives, class G may be coupled next to the train when being double-headed by locomotives classes V and W.

Passenger Service: (d) 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 regularly assigned engine and crew should be coupled in front.

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

10. Rule 750, Book of Rules, does not affect the requirements of Rules 99 and 99(b) for rear end protection of trains in C. T. C. territory.

LOCAL

100. CENTRALIZED TRAFFIC CONTROL is in service as follows:

- (a) Bluestone and Switchback.
- (b) Bluestone and Pocahontas.
- (c) Cooper and Clift.
- (d) Tug Tower and the east end of Farm.
- (e) Dry Fork Junction and west end of Hull.
- (f) East end of Devon interlocking on Buchanan Branch and east end of Home Creek.

(Note Rules 750 to 752, Book of Rules).

101. Eastward passenger trains get a clearance card at Williamson.

No. 51 get a 31 order or clearance card at Bluestone.

All Clinch Valley scheduled trains originating at Coeburn and Norton get a clearance card.

All freight trains get a clearance card at Coeburn, Finney, Richlands and Burks Garden during the hours these offices are open.

No. 5 get a clearance card at "H. Q." Tower.

No. 311 get a 31 order or clearance card at Grundy.

No. 312 get a 31 order or clearance card at Devon.

102. Crews doing work on Main Line when overtaken by other crews must let them pass without delay.

103. All westward slow freight trains stop within water limits at Hull and Vulcan and inspect trains.

104. The use of Mallet Engines is prohibited on Honaker Branch.

If necessary to pick up or set off cars on tracks where the use of these engines is prohibited, crews will hold on to sufficient cars in doing the work to avoid putting the engine on these tracks.

Class J and K engines must not be used on Clinch Valley District west of Richlands.

Class A engines must not be used on Clinch Valley District, or Dry Fork Branch.

Engines with bald drivers must not be operated over crossing frog just west of Tug tower.

Engines heavier than Class G will not be used beyond first bridge on Kennedy Spur.

The Bluefield 200-ton wreck car must not be used on Crane Creek Branch, Big Creek Branch and Honaker Branch. Trains handling this wreck car must not exceed speed of 10 miles per hour over wooden trestles and must not exceed a speed of 15 miles per hour over Bridge 861, third Maybeury viaduct, and must not exceed a speed of 10 miles per hour over Bridges 1395, 1396, 1397 and 1398, Clinch Valley District.

105. Westward passenger trains must not be moved over old eastward track, Cooper to Ruth, without helper engine.

106. During foggy and inclement weather crews in charge of steam engines eastward making less than fourteen (14) miles per hour between "H. Q." Tower and Bluefield will drop off lighted fuses at intervals for the benefit of electric trains.

107. (a) Inferior trains may run ahead of superior trains, Bluefield to "H. Q." Tower, without orders, but will protect themselves when standing.

(b) The following semaphore signals will be operated on Bluefield Yard: The signal just west of the passenger station between east and westward tracks governs movement of westward first-class trains, passenger extras, and light engines moving over westward track from passenger station to Mercer Street Bridge. Westward first-class trains, passenger extras, and light engines moving over eastward or from passenger track south of the eastward track will not proceed from passenger station without hand signal from the Station or Yardmaster, or instructions received from them by word of mouth.

(c) Signal located north of westward track east of Mercer Street Bridge protects eastward freight trains pulling into scale yard.

(d) Signal located on the west side of Allen Street Bridge governs movement of eastward freight trains from Allen Street Bridge to scale yard east of Mercer Street Bridge, and eastward first-class trains and passenger extras to passenger station.

(e) The single arm semaphore on north side of main track at Switchman's watch box, just west of Mercer Street Bridge, governs movement of all westward trains out of Bluefield.

(f) The position of these signals will not indicate position of switches; note Rule No. 109, Book of Rules.

108. Trains receiving written instructions over signature of the Terminal Trainmaster to use double track against the current of traffic within Bluefield yard limits may do so without their own flag protection. Yardmasters and others receiving such instructions by telephone must repeat them to the person issuing, and will then deliver one copy each to Conductor and Engineman, preserving a copy. In case of accident, party receiving instructions over telephone will be held responsible, unless he holds copy of written instructions.

109. The overhead bridges across Bluefield Yard will not clear a man standing on top of large furniture and automobile box cars. Trainmen and others riding on this class of equipment must keep a sharp lookout for these bridges when moving through Bluefield Yard.

110. Westward trains receiving written instructions over signature of General Yardmaster to use single track from east end Williamson Yard to Passenger Station against overdue superior trains, may do so without their own flag protection. Yardmasters and others receiving such instructions by telephone must repeat them to the person issuing and will then deliver one copy each to Conductor and Engineman, preserving a copy. In case of accident, party receiving instructions over telephone will be held responsible unless he holds copy of written instructions.

111. Helper engines will assist passenger trains to and from all points without train orders.

112. Conductors, only, of trains pulling in on siding at Russell Creek, Banner and Toms Creek Junction at Coeburn, will register with Conductors and Enginemen of opposing trains. If trains back in on above-mentioned sidings or branches, both Conductors and Enginemen will be required to register with Conductor and Engineman of opposing train.

113. The "Y" switches at McComas, Giatto and Anawalt should be left lined up so that cars will run around the "Y" should they run away, and trains using tracks above "Y" at these points must approach "Y" under control expecting to find it occupied by other trains.

114. Conductors and Enginemen of all trains leaving main track, at any coal operation, must know that overdue trains have passed before again occupying it.

115. Conductors on all short runs which have no cabin cars will see that they have three red lights, so that there will always be two on the rear of train when the rear Trainman goes back to flag.

116. Eastward trains receiving orders to meet a westward train at Coeburn, or that a westward train has right over an eastward train to Coeburn, must not pass the junction of Toms Creek Branch until the westward train arrives. If the order is placed at the meeting point (Coeburn), the westward train must not pass the east switch at east end of Coeburn siding, except under flag protection.

117. (a) Clinchfield Railroad trains will use the Norfolk and Western Railway's tracks between St. Paul and Boody, under flag protection only. Crews of said railroad will be furnished with Norfolk and Western time tables and they must not use the main track on time of any first-class train.

(b) All Norfolk and Western trains, except first-class, will approach and run through these limits at restricted speed expecting to find the track occupied.

(c) At Boody Yard, before delivering cars to the Clinchfield, or using connecting track between the two yards, a flagman must be stationed at the south end of Clinchfield Yard to protect the movement.

(d) At the crossing of the Clinchfield Railroad at SX Tower, St. Paul, Virginia, there are two sections in the Clinchfield main track, one 25 feet 4 inches in length, the other 15 feet in length and one section 11 feet 9 inches, with automatic signal system and if equipment is left standing on these dead sections it will not affect the automatic signal. When necessary to leave detached equipment standing on this crossing it should be left on either side of the dead sections or be protected by flagman, and the leverman immediately notified.

(e) Gates are installed at Wyoming and McDowell Streets in the Town of Welch and will be operated between 5:45 A. M. and 1:00 A. M. by Watchman in tower at Wyoming Street. All trains approach these streets under control, and will not cross or foul these streets until gates have been lowered. If gates become inoperative from any cause, Trainmen will be governed by hand signal from Watchman.

(f) All trains approach the ends of double track at Gary and at east and west ends of Wilcoe yard expecting to find crossovers being used without flag protection.

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

119. (a) Westbound time freight trains handled by steam engines, Bluefield to Williamson, must carry eighty (80) pounds train pipe pressure.

On trains not exceeding 125 cars and 5,000 tons, 40 retainers must be turned up to low pressure position, Ruth to Eckman.

On trains of more than 5,000 tons, 50 retainers must be turned up to low pressure position.

The feed valve on all freight and yard engines will be adjusted to eighty (80) pounds leaving roundhouse and all retainers must be turned up to low pressure position on westward coal trains Ruth to Eckman.

Trains handled by electric engines not regenerating will be handled the same as trains handled by steam engines in regard to use of retainers.

Westbound time freight trains make regular train inspection at Farm, and will stop back clear of low wire sign for overhead bridge at west end of Farm.

(b) Eastward Clinch Valley trains, Banner to St. Paul, will use at least five (5) retainers on single and ten (10) retainers on double trains in low pressure position.

(c) Retainers must be turned up on at least two-thirds of the cars in loaded coal trains, Raitt to Hurley.

Loaded coal trains must not exceed speed of 20 miles per hour, Raitt to Hurley.

120. All freight trains, eastward, with two electric engines will get permission from Power Director before starting between Farm and Coaldale. If unable to get Power Director account phone being out of order, it will be permissible to proceed without instructions.

121. Single engines handling trains between Williamson and Eckman or Wilcoe and between Bluefield and Norton, may take water without detaching engine from train, except at points where engines take both water and coal.

122. At water and coaling stations trains will be inspected and Enginemen will not proceed from such points without some understanding on the ground or unless they receive proper signal to proceed. Attention is called to Rule No. 84, Book of Rules.

123. (a) Form H, last paragraph, Page 83, Book of Rules, is modified to the extent that on double track protected by automatic signals, copies of work train orders issued under Example H (1) on Page 83, will not be given to other trains.

On single track, copies of work train orders will be given to all trains, except first-class, as heretofore.

(b) Before detaching cabin cars from trains Conductors must know that hand brakes are operative.

(c) 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.

(d) Eastbound crews using eastbound siding Morgan must pull by and back in.

(e) Enginemen of westward trains when finding 3-arm interlocking signal east of Bluestone Junction at stop position will bring their trains to a stop to clear fouling point of Bluestone Power House Switch.

124. Rule No. 438, Book of Rules, is supplemented as follows:

Trainmen must observe caboose gauge pressure at frequent intervals and record of same must be made in the Conductor's train book when approaching Tip Top and Home Creek in either direction, Banner, Va., eastward; Summit Tunnel, westward; and Ruth when moving westward.

125. Rule No. 441, Book of Rules, will be complied with when train is stopped for coal or water, and at other points where engine is detached and when clearing on passing sidings.

126. Eastbound Elkhorn crews, arriving Coaldale, receiving instructions to bring pusher engine through to Bluefield and air not cut through to pusher, will cut pusher off at Ruth to follow to "H. Q." Tower to assist train into Bluefield.

127. Eastward time freight trains when being double-headed by electric engines will make change-over from 28 miles per hour to 14 miles per hour between Pinhook and HQ Tower.

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

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

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

YARD LIMITS

130. (a) Yard limit signs are placed as follows:

(b) On north side westward track at extreme east end Bluefield Yard, protects trains and engines on westward track to yard board on westward track east of "H. Q." Tower and protects trains and engines on eastward track east of Allen Street Bridge.

(c) On westward track east of "H. Q." Tower, protects westward trains to "H. Q." Tower.

(d) On eastward track one hundred (100) feet west of Bridge No. 834, protects eastward trains to "H. Q." Tower.

(e) On westward track east of Flat Top, protects westward trains to crossover at west end of Flat Top Yard.

(f) On eastward track west of Flat Top Yard, protects eastward trains to crossover at east end of Flat Top.

(g) On westward track east of Bluestone, protects westward trains to the Tower.

(g-1) On south side of eastward track west of Coaldale, protects eastward trains to Coaldale.

(k) On south side of eastward track at Eckman Station, protects eastward trains to Keystone Station.

(l) On north side of westward track east of Keystone, protects westward trains to crossover at Eckman.

(m) On westward track east of East Vivian, protects westward trains to Bridge No. 884a.

(m-1) On north side of westward track east of Welch Loop, protects westward trains to east end of Welch Tunnel.

(o) At junction of Dry Fork Branch, protects eastward trains to east switch of Auville Yard.

(p) East of Auville Yard, protects westward trains to Dry Fork Junction.

(q) On north side of main track east of Woodman, protects trains to "Y" west of Devon Tunnel.

(r) On south side of main track west of Thomas, protects eastward trains to Weller Yard.

(s) On north side of main track east of Weller Yard, protects westward trains to Weller Yard.

(t) On south side of main track west of Grundy, protects eastward trains to Grundy Station.

(u) On south side of main track west of Dismal Yard, protects eastward trains to Dismal Yard.

(u-1) On north side of main track east of Dismal Yard protects westward trains to Dismal Yard.

(u-2) On north side of Dismal Branch main line east of Dismal Yard, protects westward trains to Dismal Yard.

(u-3) On westward track east of East Williamson Yard, protects westward trains to East Williamson Yard.

(v) On south side of track west of Montcalm, protects eastward trains to Montcalm.

(w) On north side of main track east of Matoaka, protects westward trains to Matoaka Tank.

(x) On north side of main track east of Pocahontas, protects westward trains to Pocahontas Yard.

(y) One thousand (1,000) feet west of Wilcoe Yard, protects eastward trains to west switch of Wilcoe Yard.

(z) One thousand (1,000) feet east of Wilcoe Yard, protects westward trains to east switch of Wilcoe Yard.

(a-1) On north side of main track east of Gary, and on south side of main track on Tug and Sand Lick west of Gary, protects trains to Gary station.

(a-2) On Clear Fork Branch west of storage track, protects eastward trains to Junction.

(a-3) East and west of Leekieville, protects trains between these boards.

(a-4) East and west of Stone, protects trains between these boards.

(a-5) On Bluestone Branch two thousand (2,000) feet east and west of Clift Yard, protects trains between these points.

(a-6) On south side of main track west of Alley, protects trains moving in either direction to Richlands Telegraph Office.

(a-7) On south side of main track west of Boody, protects eastward trains to east switch of Boody Passing Siding.

(a-8) On north side of main track east of Coeburn, protects westward trains to Toms Creek Junction.

(a-9) On south side of main track west of Coeburn, protects eastward trains to telegraph office at Coeburn.

(b-1) On north side of main track east of Norton, protects westward trains to Norton Yard.

(b-2) At Mile Post 11, Gilbert Branch, protects trains to Gilbert Yard.

(b-3) All concerned should bear in mind that the above yard limits do not relieve Trainmen and Enginemen from the responsibility of protecting trains, as provided in Rules Nos. 86, 89 and 99.

(b-4) Stop board is located at Angle Branch Junction; eastward freight trains will come to full stop at this board.

(b-5) Stop board is located at Big Branch Junction. Westward trains will come to a full stop at this board between the hours of 12:55 P. M. and 2:15 P. M.

131. Telegraph Offices which are not open continuously will be open as follows:

Tip Top	8:30 A. M. to	5:30 P. M.
Burks Garden	12:01 A. M. to	8:01 A. M.
Tazewell	8:00 A. M. to	5:00 P. M.
Pounding Mill	10:30 A. M. to	7:30 P. M.
Cedar Bluff	10:15 A. M. to	7:15 P. M.
Swords Creek	9:45 A. M. to	6:45 P. M.
Honaker	9:30 A. M. to	6:30 P. M.
Finney	9:30 A. M. to	6:30 P. M.
Cleveland	8:30 A. M. to	5:30 P. M.
Castlewood	8:45 A. M. to	5:45 P. M.
Coeburn	9:00 A. M. to	6:00 P. M.
Toms Creek	8:45 A. M. to	5:45 P. M.
Simmons	7:15 A. M. to	4:15 P. M.
Clift	11:00 A. M. to	8:00 P. M.
Montealm	8:00 A. M. to	5:00 P. M.
English	8:00 A. M. to	5:00 P. M.
Bradshaw	8:00 A. M. to	5:00 P. M.
War	8:00 A. M. to	5:00 P. M.
Berwind	8:30 A. M. to	5:30 P. M.
Hurley	9:00 A. M. to	6:00 P. M.
Grundy	8:30 A. M. to	5:30 P. M.

132. LOCATION OF SPRING SWITCHES

Bluefield: Westbound Track—Pull-out switch, West Yard
Farm: Westbound Track—West end of Passing Siding
Farm: Middle Track—Inside Switch to west end of Passing Sdg.
Wilmore: Eastbound Track—East end of Passing Siding
Wilmore: Westbound Track—West end of Passing Siding
Hull: Middle Track—Inside Switch at west end of Passing Sdg.
Hull: Westbound Track—West end of Passing Siding
Lindsey: Eastbound Track—East end of Passing Siding
Lindsey: Westbound Track—West end of Passing Siding
Vulcan: Eastbound Track—Eastbound pull-out switch
Vulcan: Westbound Track—Westbound pull-out switch
Williamson: Eastbound Track—Pull-out switch, Williamson Yard
Williamson: Track No. 2—East end of Track No. 2, Williamson Passenger Station
Home Creek: Buchanan Branch—West end of double track
Burke: Buchanan Branch—West end of Passing Siding

133. LOCATION OF OUTSIDE TELEPHONES

Bluefield to Williamson

Block telephones are located at all stop and stay signals, at each end of all passing sidings and at all main line junctions. Patrol telephones are located at all westbound signals between Bluefield and Kimball and at all eastbound signals between Kimball and Iaeger. Other outside telephones are located as follows:

Pinhook: Crossover (M)
Mullens: Crossover (M)
Flat Top: Pump house (D&P)
Nemours: Outside of station (M)
Elkhorn Tunnel: Middle (M)
Maybeury: Outside of station (M)
Switchback Junction: (M)
East end Lick Branch: Middle track (M)
Morgan: Water tank (M)
Upland: Outlet, westbound track (M)
Northfork Junction (M)
Eckman Yard: East switch (M)
Eckman: East end of wreck car track (M)
Vivian: Station platform (M)
Vivian: Water tank (M)
Kimball: Outside of station (M)
Huger: West end of middle track (M)
Welch: East end of tunnel (M)
Welch Station: Outside (M)
Twin Branch Junction (D&M)
Roderfield: Outside of station (D)
Wilmore: Tank (D&M)
Wilmore: Middle Crossovers (D&M)
Hull: Middle of siding (M)
On Post: Motor Car Set-off MP 428
Panther: Outside of station (M)
Lathrop: Crossover (M)
Mohawk: Hot box spur (D)
Mohawk: Coaling station (D)
Alnwick: Middle crossover (M)
War Eagle: Station platform (M)
Old Joe: Crossover (M)
Wharnciffe: Outside of station (D&M)
Glen Alum: Outside of station (M)
Devon: Station platform (M)
Beech Creek: Crossover (M)
Lick Fork: Crossover (M)
White: Middle crossover (M)
Matewan: Station platform (D)
Hatfield Tunnel: Watchman's shanty, east end (M)
Merrimac: Crossover (M)
East end Rawl middle track (M)
Williamson Yard: East end switchman's shanty (Yard)

POCAHONTAS BRANCH

Pocahontas: East end of yard (P)
Pocahontas: Station platform (P)

BLUESTONE BRANCH

Bramwell: Road crossing (P)
Simmons: East and west end of siding (D)
Clift: West end of yard (M), Signal B-42 (D)
Flipping Junction: Register box (M)
Montealm: Station platform (M)
Crystal: Outlet (M)
McComas: Station platform (M)
Rock: East and west end of siding (M)
Mile Post 13 (M)
Matoaka: East and west end of yard (M)
Matoaka Station (M)
Giatto: Register box (M)

TUG FORK BRANCH

Tuglum Siding: (M)
Havaco: 1,500 feet west of outlet (M)
Wilcoe: East crossover (M)
Wilcoe: East end of yard (M)
U. S. C. & C. Company No. 2: Outlet (L)
U. S. C. & C. Company No. 2: Tipple (L)
U. S. C. & C. Company No. 3: Outlet (L)
Gary: Station (L)
U. S. C. & C. Company No. 10: Outlet (L)

TUG FORK BRANCH—Continued

Thorpe: East and west end passing siding (L)
U. S. C. & C. Company No. 5: Outlet (L)
Page Coal and Coke Company: Outlet and delivery (L)
Anawalt: Station (L)
O'Toole: Coal outlet (L)
Ballard-Harman Branch: Junction (L)
Jenkinjones: Station (L)
U. S. C. & C. Company No. 6: Outlet (L)
U. S. C. & C. Company No. 8: Outlet (L)
Filbert: Station (L)

DRY FORK BRANCH

Auville Yard: Engineer's register room (M)
Auville Yard: Road crossing west of shop (M)
Auville Yard: East end of yard at No. 1 track (D&M)
Auville Yard: East end of yard pull-out track (D&M)
Carlos Passing Siding: East and West end (D&M)
Eastbound stop and stay signal I-114: East of Bradshaw (D&M)
Westbound stop and stay signal I-115: West of Pond Creek No. 4 outlet (D&M)
Pond Creek No. 4: Outlet (D&M)
Atwell Passing Siding: West end, middle cross-over and east end (D&M)
Pond Creek No. 1: Outlet (D&M)
Stop and stay signal I-164: Bartley station ground (D&M)
Stop and stay signal I-165: East of Bartley (D&M)
Lomax Passing Siding: East and west end (D&M)
Susanna: Caretta Branch Junction (D&M)
Signal I-207-8: On Caretta Branch (D&M)
Excelsior Passing Siding: East and west end (D&M)
Warrior Branch: Junction (D&M)
Rift: West end passing siding; register box at station shed; and at water tank (D&M)
Pocahontas Fuel No. 33: Bishop outlet (D)
Dawson: East end of siding (D&M)
New River No. 1: Outlet (D)
Hix: East and west end of passing siding (D&M)
Hartwell: Station stop (D&M)
Beech Fork: Junction (D&M)
Under Bridge 2287: At Junction of Pocahontas No. 30 spur (D&M)
Amonate: Substation (D&M)
Field: West end siding (M)
Summit: West end siding (D&M)
Bandy: Station (D&M); East end siding (D&M)
Indian Yard: West end (D)

GILBERT BRANCH

Staggerweed Tunnel: North and south end (M)
Mile Post 8 plus 3,000 feet: Section tool house (M)
Gilbert: South end of yard (M)

BUCHANAN BRANCH

Bill: Section tool house (M)
Burke: East end of passing siding (D&M)
Luke: West and east end and middle crossover of storage track (D&P)
South Hurley: West and east end and middle crossover of storage track (D&P)
Hurley: Section tool house (D&M)
Raitt: West and east end and middle crossover of passing siding (D&P)
Home Creek: West and east end of storage track (D&P)
Home Creek: Section tool house (D&M)
Lynn Camp: At crossover (D&M)
Thomas: West and east wye switches (D&M)
Weller Yard: Section tool house (D&M)
Weller Yard: East end (D&M)
Bull Creek: Junction (D&M)
Grundy: Station platform (D&M)

Dismal Yard: West end (M)
Dismal Yard: East end (D&M)
Red Jacket: Outlet (M)
Hanger: Section tool house (M)
Roth: Section tool house (M)
Long Branch: Junction (M)
Roth: East and west ends of passing siding and middle cross-over (M)
Whitewood: West end of passing siding (M)
Whitewood: East end of passing siding (M)
Jewell Valley: Coal outlet (M)

POND CREEK BRANCH

Pond Creek Bridge: West end (M)
Pond Creek Yard: West end (M)
Sharondale: East end of siding (M)
Tierney Mining Company: Spur track at Mile Post 8 (M)
Pinson Junction: Water tank (M)
McVeigh: Station siding (M)

CLINCH VALLEY DISTRICT

Dispatchers' telephones are located at each end of all passing sidings, at all stop and stay signals and at all main line junctions. Other telephones are located as follows:

St. Clair: Section tool house (D)
Reep: (D&M)
Mile Post 382: (D&M)
Signal: 391-3 (D&M)
Cedar Bluff: (D&M)
Doran: Section tool house (D)
On Pole Bridge 1362: (D&M)
On Pole MP 417
Artrip: Road crossing (D&M)
Castlewood: Station platform (D)
Boody Yard: West End (D&M)
Coeburn: Station platform (D)
Mile Post 462: On pole (D&M)
Ramsey: (D&M)
Norton: Interchange crossover (Yard Line)

NOTE: "D" indicates dispatcher; "M" indicates Message "P" indicates patrol and "L" indicates Leckie Line.

ELECTRIFICATION

134. The standard height of overhead wire is twenty-three (23) feet, nine (9) inches above top of rail. At the following points the wire is lower than standard:

Mercer Street Bridge.	Hemphill Tunnel No. 1.
Allen Street Bridge.	Hemphill Tunnel No. 2.
Cooper Tunnel.	Havaco Tunnel.
Elkhorn Tunnel.	Bridge 898A west of Farm.
Kimball Tunnel.	Antler Tunnels Nos. 1 and 2.
Big Four Tunnel.	Twin Branch Tunnels Nos. 1 and 2.
Pocahontas Tunnel No. 1.	Roderfield Tunnels Nos. 1, 2 and 3.
Pocahontas Tunnel No. 2.	Gordon Tunnel.
Third Tunnel west of Kimball.	
Twin Tunnel.	
Welch Tunnel.	

Approaching each of the above points and located on either side or overhead is low wire warning consisting of a black circle on a yellow background illuminated by a circle of lights.

It is dangerous to get within eighteen (18) inches of a live trolley wire and employees are forbidden to do so.

When necessary to give signals from top of cars it must not be done directly under trolley wire.

In event of trouble in tunnels necessitating the presence of Trainmen on top of cars the current must first be cut off. The Conductor of the train will notify the Power Director at Bluestone, who will cut the current off, and the Conductor will not allow Trainmen to go on top of cars until he is notified by the Power Director that the current has been cut off. The current will not be restored until the Power Director has been notified by the Conductor to do so and that all men are into clear.

Tonnage Ratings and Weather Reductions for Locomotives

BLUEFIELD TO RUTH

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.
Y-5 or 6	Slow or Time	3100	2945	2790	2635	2480	2325
A, Y-3, Y-4 or Y-2a with 270 lbs. boiler pressure	Slow or Time	2800	2660	2520	2380	2240	2100
Y-2a with less than 270 lbs. boiler pressure	Slow or Time	2500	2375	2250	2125	2000	1875
Z-1	Slow or Time	2200	2090	1980	1870	1760	1650
M-2	Slow	1200	1140	1080	1020	960	900

WILLIAMSON TO WILCOE OR ECKMAN

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.	
Y-5 or 6	Slow	Lds.	5500	5225	4950	4675	4400	4125
		Mts.	3900	3705	3510	3315	3120	2925
	Time	3100	2945	2790	2635	2480	2325	
A, Y-3, Y-4, or Y-2a with 270 lbs. boiler pressure	Slow	Lds.	5000	4750	4500	4250	4000	3750
		Mts.	3900	3705	3510	3315	3120	2925
	Time	2800	2660	2520	2380	2240	2100	
Y-2a with less than 270 lbs. boiler pressure	Slow	Lds.	4500	4275	4050	3825	3600	3375
		Mts.	3500	3325	3150	2975	2800	2625
	Time	2500	2375	2250	2125	2000	1875	
Z-1	Slow	Lds.	3500	3325	3150	2975	2800	2625
		Mts.	2500	2375	2250	2125	2000	1875
	Time	2100	1995	1890	1785	1680	1575	
M-2	Slow	2300	2185	2070	1955	1840	1725	

Tonnage of slow freight trains of loads will be reduced at Farm as follows:—Y5-6 to 3400 tons, Y2-3-4 to 3000 tons, M-2 to 1250 tons.

Tonnage of slow freight trains handled by steam locomotives will be reduced 300 tons when assisted by electric engines to permit speed of 14 miles per hour.

ECKMAN OR WILCOE TO WILLIAMSON

Y-5 or 6	Slow	14000	13300	12600	11900	11200	10500
	Time	5000	4750	4500	4250	4000	3750
A, Y-3, Y-4 or Y-2a with 270 lbs. boiler pressure	Slow	12500	11875	11250	10625	10000	9375
	Time	4500	4275	4050	3825	3600	3375
Y-2a with less than 270 lbs. boiler pressure	Slow	11000	10450	9900	9350	8800	8250
	Time	4000	3800	3600	3400	3200	3000
Z-1	Slow	8500	8075	7650	7225	6800	6375
	Time	3000	2850	2700	2550	2400	2250
M-2	Slow	5500	5225	4950	4675	4400	4125

ECKMAN TO FLAT TOP

Y-5 or 6	Slow or Time	1700	1615	1530	1445	1360	1275
A, Y-3, Y-4, or Y-2a with 270 lbs. boiler pressure	Slow or Time	1570	1490	1410	1335	1255	1180
Y-2a with less than 270 lbs. boiler pressure	Slow or Time	1400	1330	1260	1190	1120	1050
Z-1	Slow or Time	1220	1160	1100	1040	980	920
M-2	Slow	700	665	630	595	560	525

Tonnage Ratings and Weather Reductions for Locomotives—Continued

CLIFT TO FLAT TOP

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.
Y-5 or 6	Slow	6600	6270	5940	5610	5280	4950
A, Y-3, Y-4, or Y-2a with 270 lbs. boiler pressure	Slow	6000	5700	5400	5100	4800	4500
Y-2a with less than 270 lbs. boiler pressure	Slow	5400	5130	4860	4590	4320	4050
Z-1	Slow	4000	3800	3600	3400	3200	3000
M-2	Slow	2500	2375	2250	2125	2000	1875

FLAT TOP TO BLUEFIELD

CLASS OF ENGINES	Slow or Time	3300	2945	2790	2635	2480	2325
		3000	2850	2700	2550	2400	2250
Y-5 or 6	Slow or Time	3300	2945	2790	2635	2480	2325
A, Y-3, Y-4, or Y-2a with 270 lbs. boiler pressure	Slow or Time	3000	2850	2700	2550	2400	2250
Y-2a with less than 270 lbs. boiler pressure	Slow or Time	2500	2375	2250	2125	2000	1875
Z-1	Slow	2000	1900	1800	1700	1600	1500
M-2	Slow	1350	1283	1215	1148	1080	1013

POCAHONTAS TO FLAT TOP

CLASS OF ENGINES	Slow	6600	6270	5940	5610	5280	4950
		6000	5700	5400	5100	4800	4500
Y-5 or 6	Slow	6600	6270	5940	5610	5280	4950
A, Y-3, Y-4, or Y-2a with 270 lbs. boiler pressure	Slow	6000	5700	5400	5100	4800	4500
Y-2a with less than 270 lbs. boiler pressure	Slow	5400	5130	4860	4590	4320	4050
Z-1	Slow	4000	3800	3600	3400	3200	3000
M-2	Slow	2700	2565	2430	2295	2160	2025

ELECTRIC ENGINES

DISTRICT	Class of Engine	Rating A	Rating I	Rating J
		Normal	20° to 10° 5% Red.	10° to Zero 10% Red.
Bluefield to Ruth	LC-1	2500	2375	2250
	LC-2	3200	3040	2880
Isaeger to Tug	LC-1	4200	3990	3780
	LC-2	5800	5510	5220
Tug to Eckman	LC-1	2750	2600	2475
	LC-2	4200	3990	3780
Eckman to Flat Top	LC-1	1625	1540	1460
	LC-2	2100	1995	1890
Clift to Flat Top	LC-1	4200	3990	3780
	LC-2	5800	5510	5220
Pocahontas to Flat Top	LC-1	4200	3990	3780
	LC-2	5800	5510	5220
Flat Top to Bluefield	LC-1	2350	2230	2120
	LC-2	3000	2850	2700

NORTON OR TOMS CREEK TO FINNEY

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°	16° to 8°	7° to Zero	Zero to 8° Below
			5% red.	10% red.	15% red.	20% red.	25% red.
Y-5 or 6	Slow	5000	4750	4500	4250	4000	3750
Y-3, Y-4, or Y-2a with 270 lbs. boiler pressure	Slow	4500	4275	4050	3825	3600	3375
Y-2a with less than 270 lbs. boiler pressure	Slow	4050	4275	4050	3825	3600	3375
Z-1	Slow	3000	2850	2700	2550	2400	2250
M-2	Slow	2000	1900	1800	1700	1600	1500

FINNEY TO RICHLANDS

CLASS OF ENGINES	Slow	2200	2090	1980	1870	1760	1650
		2000	1900	1800	1700	1600	1500
Y-5 or 6	Slow	2200	2090	1980	1870	1760	1650
Y-3, Y-4, or Y-2a with 270 lbs. boiler pressure	Slow	2000	1900	1800	1700	1600	1500
Y-2a with less than 270 lbs. boiler pressure	Slow	1700	1615	1530	1445	1360	1275
Z-1	Slow	1350	1280	1215	1150	1080	1010
M-2	Slow	900	855	810	765	720	675

Tonnage Ratings and Weather Reductions for Locomotives—Continued

RICHLANDS TO BLUEFIELD

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.
Y-5 or 6	Slow	3300	3135	2970	2805	2640	2475
Y-3, Y-4, or Y-2a with 270 lbs. boiler pressure	Slow	3000	2850	2700	2550	2400	2250
Y-2a with less than 270 lbs. boiler pressure	Slow	2600	2520	2380	2240	2120	1960
Z-1	Slow	2000	1900	1800	1700	1600	1500
M-2	Slow	1300	1225	1170	1105	1040	975

BLUEFIELD TO ST. PAUL

Y-5 or 6	Slow	3000	2660	2520	2380	2240	2100
Y-3, Y-4, or Y-2a with 270 lbs. boiler pressure	Slow	2800	2375	2250	2125	2000	1875
Y-2a with less than 270 lbs. boiler pressure	Slow	2400	2280	2160	2040	1920	1800
Z-1	Slow	2000	1900	1800	1700	1600	1500
M-2	Slow	1200	1140	1080	1020	960	900

ST. PAUL TO TOMS CREEK OR NORTON

Y-5 or 6	Slow	1550	1475	1400	1325	1250	1175
Y-3, Y-4, or Y-2a with 270 lbs. boiler pressure	Slow	1400	1330	1260	1190	1120	1050
Y-2a with less than 270 lbs. boiler pressure	Slow	1250	1190	1130	1070	1010	950
Z-1	Slow	1100	1045	990	935	880	825
M-2	Slow	800	760	720	680	640	600

BERWIND TO SUMMIT TUNNEL

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.
Y-5 or 6	Slow	2700	2565	2430	2295	2160	2075
Y-3, Y-4, or Y-2a with 270 lbs. boiler pressure	Slow	2500	2375	2250	2125	2000	1875
Y-2a with less than 270 lbs. boiler pressure	Slow	2200	2090	1980	1870	1760	1650
Z-1	Slow	1600	1520	1440	1360	1280	1200
M-2	Slow	1150	1093	1035	978	920	863

CEDAR BLUFF TO SUMMIT TUNNEL

Y-5 or 6	Slow	6000	5700	5400	5100	4800	4500
Y-3, Y-4, or Y-2a with 270 lbs. boiler pressure	Slow	5500	5225	4950	4675	4400	4125
Y-2a with less than 270 lbs. boiler pressure	Slow	5000	4750	4500	4250	4000	3750
Z-1	Slow	3600	3420	3240	3060	2880	2700
M-2	Slow	2500	2375	2250	2125	2000	1875

HURLEY TO RAITT

Y-5 or 6	Slow	2300	2185	2070	1955	1840	1725
Y-3, Y-4, or Y-2a with 270 lbs. boiler pressure	Slow	2000	1900	1800	1700	1600	1500
Y-2a with less than 270 lbs. boiler pressure	Slow	1800	1710	1620	1530	1440	1350
Z-1	Slow	1300	1225	1170	1105	1040	975
M-2	Slow	900	855	810	765	720	675

Tonnage Ratings and Weather Reductions for Locomotives—Continued

THOMAS TO RAITT

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.
Y-5 or 6	Slow	2550	2423	2295	2168	2040	1913
Y-3, Y-4 or Y-2a with 270 lbs. boiler pressure	Slow	2250	2137	2025	1912	1800	1688
Y-2a with less than 270 lbs. boiler pressure	Slow	2000	1900	1800	1700	1600	1500
Z-1	Slow	1300	1235	1170	1105	1040	974
M-2	Slow	1000	950	900	850	800	750

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

When combinations of power are used add single ratings.

In case of snow or other extraordinary conditions, Dispatchers will be governed thereby, making such further reduction as conditions require to keep trains moving.

SURGICAL STAFF

POCAHONTAS DIVISION

Dr. W. R. Whitman... Chief Surgeon... Roanoke, Va.
 Dr. M. A. Johnson, Jr... Asst. Chief Surgeon... Roanoke, Va.
 Dr. John McGuire... Ophthalmologist... Bluefield, W. Va.
 Dr. C. T. St. Clair... Ophthalmologist... Bluefield, W. Va.
 Dr. C. T. St. Clair, Jr... Asst. Ophthalmologist... Bluefield, W. Va.
 Dr. C. H. Henderson... Ophthalmologist... Norton, Va.
 Dr. H. T. Schiefelbein... Ophthalmologist... Welch, W. Va.
 Dr. H. C. Hays... Ophthalmologist... Williamson, W. Va.
 Dr. S. G. Davidson... Roentgenologist... Bluefield, W. Va.
 Dr. C. J. Reynolds... Urologist... Bluefield, W. Va.
 Dr. A. J. Villani... Orthopedic Surgeon... Welch, W. Va.
 Dr. E. E. Hale... Dental Surgeon... Coalwood, W. Va.
 Dr. J. Francke Fox... Surgeon... Bluefield, W. Va.
 Dr. W. H. St. Clair... Assistant... Bluefield, W. Va.
 Dr. R. O. Rogers... Assistant... Bluefield, W. Va.
 Dr. D. L. Hosmer... Assistant... Bluefield, W. Va.
 Dr. Hampton St. Clair... Assistant... Bluefield, W. Va.
 Dr. J. R. Shanklin... Assistant... Bluefield, W. Va.
 Dr. R. V. Shanklin... Consulting Surgeon... Bluefield, W. Va.
 Dr. C. R. Hughes... Surgeon... Bluefield, Va.
 Dr. Jack W. Witten... Surgeon... Tazewell, Va.
 Dr. Mary E. Johnston... Assistant... Tazewell, Va.
 Dr. J. A. Abercrombie... Assistant... Richlands, Va.
 Dr. J. A. Robinson... Assistant... Richlands, Va.
 Dr. Wm. R. Strader... Assistant... Richlands, Va.
 Dr. I. W. Cunningham... Assistant Surgeon... Richlands, Va.
 Dr. E. P. Whited... Assistant... Honaker, Va.
 Dr. S. C. Couch... Surgeon... Cleveland, Va.
 Dr. J. D. Culbertson... Surgeon... Coeburn, Va.
 Dr. H. W. Clement... Surgeon... Toms Creek, Va.
 Dr. T. J. Tudor... Surgeon... Norton, Va.
 Dr. C. L. Harshbarger... Assistant... Norton, Va.
 Dr. H. H. Ballard... Surgeon... Pocahontas, Va.
 Dr. H. A. Porter... Surgeon... Boissevain, Va.
 Dr. F. W. Bilger... Surgeon... McComas, W. Va.
 Dr. B. S. Clements... Surgeon... Matoaka, W. Va.
 Dr. Boyce Elliott... Surgeon... Maybeury, W. Va.
 Dr. R. K. Bragonier... Surgeon... Elkhorn, W. Va.
 Dr. W. B. Young... Surgeon... North Fork, W. Va.
 Dr. J. A. Bennett... Surgeon... North Fork, W. Va.

Dr. W. L. Johnston... Surgeon... McDowell, W. Va.
 Dr. M. F. Torregrosa... Surgeon... Ashland, W. Va.
 Dr. Dwight Rivers... Surgeon... Crumpler, W. Va.
 Dr. H. P. Evans... Surgeon... Keystone, W. Va.
 Dr. J. H. Murry... Surgeon... Eckman, W. Va.
 Dr. C. C. Cochran... Surgeon... Kimball, W. Va.
 Dr. H. G. Camper... Surgeon... Welch, W. Va.
 Dr. A. H. Bracey... Assistant... Welch, W. Va.
 Dr. R. H. Edwards... Assistant... Welch, W. Va.
 Dr. H. A. Bracey... Assistant... Welch, W. Va.
 Dr. J. E. Davis... Assistant... Welch, W. Va.
 Dr. Irvine Saunders... Assistant... Welch, W. Va.
 Dr. L. E. Dunman... Surgeon... Gary, W. Va.
 Dr. L. L. Whitney... Assistant... Elbert, W. Va.
 Dr. N. F. Coulon... Assistant... Thorpe, W. Va.
 Dr. C. W. Vick... Assistant... Jenkinjones, W. Va.
 Dr. J. H. Anderson... Surgeon... Hemphill, W. Va.
 Dr. J. B. Bailey... Surgeon... Davy, W. Va.
 Dr. E. D. Gibson... Surgeon... Coalwood, W. Va.
 Dr. H. M. Coleman... Assistant... Jaeger, W. Va.
 Dr. W. D. Kahle... Surgeon... Glen Alum, W. Va.
 Dr. N. H. Dyer... Surgeon... Bartley, W. Va.
 Dr. D. D. Hatfield... Surgeon... Susanna, W. Va.
 (P. O., Yukon, W. Va.)
 Dr. A. B. Carr... Surgeon... War, W. Va.
 Dr. C. G. Bennett... Surgeon... Bishop, Va.
 Dr. E. E. Lovas... Surgeon... Berwind, W. Va.
 Dr. W. C. Jackson... Surgeon... Amonate, Va.
 Dr. C. T. Clark... Surgeon... Panther, W. Va.
 Dr. Wm. J. Walker... Surgeon... Gilbert, W. Va.
 Dr. U. O. Sanders... Surgeon... Big Rock, Va.
 Dr. D. F. Love... Surgeon... Harman, Va.
 Dr. A. S. Richardson... Surgeon... Grundy, Va.
 Dr. E. M. Fusco... Surgeon... Grundy, Va.
 Dr. J. S. Richardson... Assistant... Grundy, Va.
 Dr. G. B. Pantera... Ophthalmologist... Grundy, Va.
 Dr. J. C. Moore... Surgeon... Keen Mountain, Va.
 Dr. C. E. Peery... Surgeon... Majestic, Ky.
 Dr. C. M. Bentley... Surgeon... Vulcan, W. Va.
 Dr. J. C. Lawson... Surgeon... Red Jacket, W. Va.
 Dr. M. H. Maxwell... Assistant... Red Jacket, W. Va.
 Dr. J. E. Johnson... Surgeon... Stone, Ky.
 Dr. G. B. Irvine... Surgeon... Williamson, W. Va.
 Dr. G. W. Easley... Assistant... Williamson, W. Va.
 Dr. F. J. Burian... Assistant... Williamson, W. Va.
 Dr. H. D. Hatfield... Consultant... Huntington, W. Va.

FIRST AID TO 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 shocks 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 Master, 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.

C. H. TABOR,

Vice President and General Manager,
ROANOKE, VA.

K. V. CONRAD,

General Superintendent Transportation,
ROANOKE, VA.

C. P. BLAIR,

Superintendent Transportation,
ROANOKE, VA.

O. M. DAWSON,

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

H. B. SMITH,

Superintendent,
BLUEFIELD, W. VA.