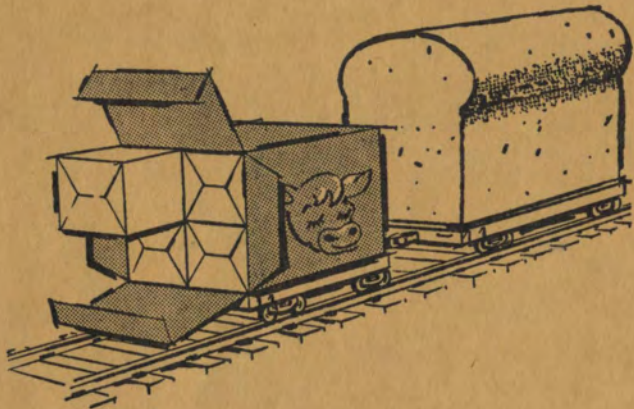


**This May Be Freight  
to the Consignee**

**But it's**

**BREAD and BUTTER**

**To You and Me!**



**Make No Coupling  
in excess of**

**4 M.P.H.**

**Rough Handling Hurts**

**Our Reputation**

**Drives Business from the Rails**

**CAREFUL  
SWITCHING  
Means  
Job  
Security**

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**And the  
job you  
save  
may be  
your own!**

**NORFOLK AND WESTERN  
RAILWAY CO.**

**NEW RIVER DIVISION**

**TIMETABLE No. 23**

(NOS. 20, 21 AND 22 OMITTED)

**EFFECTIVE 12:01 A. M.  
Sunday, October 31, 1965**

**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 Timetable 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.

## Westward—Between Kellysville and Elmore—Eastward

THIRD CLASS		Distance from South Roanoke	Timetable No. 23 EFFECTIVE Sunday, October 31, 1965		THIRD CLASS		Telegraph Office	Passing Siding Clearance in Feet	Siding Capacity in Cars
71	73		STATIONS		74	72			
Time Freight Lv. Daily	Time Freight Lv. Daily				Time Freight Ar. Daily	Time Freight Ar. Daily			
P. M.	A. M.		Kellysville	A. M.	P. M.	DN			
2.45	4.00	84.7	Ingleside	3.00	2.00	DN	Spur	10	
3.10	4.45	92.1	Princeton	2.35	1.45	DN	8448	211	
3.20	5.30	97.1	Kegley	2.15	1.30		Storage	131	
3.30	5.45	101.9	King	2.01	1.20		5234	130	
3.40	6.00	105.5		1.55	1.10				
3.45	6.15	108.4	Rock	1.50	1.05		Storage	153	
3.55	6.30	112.4	M. X.	1.41	12.57				
4.00	6.35	113.1	Matoaka	1.38	12.55				
4.10	6.45	116.8	Clarks Gap	1.30	12.45				
4.15	6.50	118.2	Algonquin	1.01	12.15PM				
4.25	7.05	123.3	Covel	12.40	11.45				
4.30	7.10	124.7	Herndon	12.35	11.40				
4.50	7.30	128.9	Alpoca	12.15	11.25				
5.10	7.45	131.4	Elmore	12.01	11.15	DN		Yard	
P. M.	A. M.			A. M.	A. M.				

## Between Elmore and Gilbert

Westward	Distance from Elmore	Timetable No. 23 EFFECTIVE Sunday, October 31, 1965		Telegraph Office	Passing Siding Clearance in Feet	Siding Capacity in Cars	Eastward
STATIONS							
	.0	Elmore	Y	DN			
	4.0	Itmann			3877	96	
	6.3	Jazbo			5351	133	
	12.5	Pineville			6126	153	
	17.8	Mada			5764	144	
	23.2	Aliff			5764	144	
	27.1	Shannon					
	29.8	Simon			6494	162	
	31.2	Simon Jct.					
	36.8	Cub Creek			2368	59	
	39.8	Justice					
	41.6	Gilbert Yard				Yard	
	43.8	Gilbert		D			

## Westward—Between Elmore and D. B. Tower—Eastward

THIRD CLASS		Distance from Elmore	Timetable No. 23 EFFECTIVE Sunday, October 31, 1965		THIRD CLASS		Telegraph Office	Passing Siding Clearance in Feet	Siding Capacity in Cars
71 Time Freight Lv. Daily	73 Time Freight Lv. Daily		STATIONS		72 Time Freight Ar. Daily	74 Time Freight Ar. Daily			
P. M.	A. M.		A. M.	P. M.	DN	Yard			
6.50	11.00	.0	Elmore.....Y	9.30	9.00	.....	.....	.....	
6.52	11.05	2.0	Gulf Junction.....Y	9.25	8.00	.....	.....	.....	
7.02	11.20	5.9	Virwest.....	9.13	7.50	.....	.....	.....	
7.05	11.25	7.2	Maben.....	9.10	7.45	.....	6712	167	
7.20	12.25PM	11.1	Hotchkiss.....	8.59	7.35	.....	Spur	60	
7.25	12.45	13.4	Slab Fork.....	8.50	7.25	.....	5930	138	
7.30	12.55	15.6	Jenny Gap.....	8.45	6.50	.....	Storage	80	
7.35	1.05	17.7	Lester.....	8.40	6.40	.....	Spur	10	
7.40	1.15	20.2	Surveyor.....	8.35	6.25	.....	4147	103	
7.53	2.15	26.1	Harper.....	8.20	6.15	.....	6345	158	
8.05	2.30	31.9	Cirtsville.....	7.55	5.30	.....	Spur	12	
8.11	3.00	34.6	Pax.....	7.45	5.15	.....	5755	143	
8.14	3.10	35.4	Long Branch.....	7.40	5.10	.....	.....	.....	
8.19	3.20	37.1	Lively.....	7.35	5.05	.....	Storage	80	
8.30	3.30	42.3	Silver Gap.....	7.25	4.55	.....	Storage	80	
8.35	3.35	43.2	Oak Hill Jct.....	7.20	4.45	.....	3495	87	
8.46	3.50	48.4	Ingram Branch.....	6.50	4.10	.....	.....	.....	
8.50	3.55	48.9	Hamilton.....	6.45	4.01	.....	.....	.....	
9.00	5.15	52.3	Page.....	6.35	3.46	D	10230	255	
9.10	5.30	55.8	Beard's Fork Jct.....	6.23	2.17	.....	.....	.....	
9.12	5.35	56.3	Robson.....	6.20	2.15	.....	Spur	15	
9.23	5.45	59.6	Vaco Junction.....	6.05	2.03	.....	.....	.....	
.....	6.00	60.1	Deepwater.....	.....	2.00	.....	.....	.....	
9.30	.....	60.5	D. B. Tower.....	6.00	.....	DN	.....	.....	
P. M.	P. M.			A. M.	P. M.				

# NEW RIVER DIVISION

# SPEED RESTRICTIONS

## 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 Amigo 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 Crossover—Telephone Booth.
- (g) Winding Gulf Branch trains west of Amigo will register at Amigo Crossover—Telephone Booth.

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

### 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

#### Amigo:

Former Telegraph office

#### Dickinson:

Yard office and Enginehouse

### Location and Conditions

### Class of Service and Miles Per Hour

	Passenger Extras	Freight Trains
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#### 4. Main Lines:

(a) Between Kellysville and D. B. Tower..	40	35
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#### Except:

Between Kellysville and M. P. 338.3.....	30	25
Between M. P. 339.7 and M. P. 340.3.....	20	20
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. 369, west-bound track.....	30	25
Between M. P. 369 and M. P. 370, west-bound track.....	20	20
Between M. P. 370 and M. P. 372, west-bound track.....	30	25
Between M. P. 372 and M. P. 374.5, west-bound track.....	20	20
Between M. P. 355.3 and M. P. 361.3, east-bound track.....	30	25
Between M. P. 361.3 and M. P. 374.5, east-bound 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
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#### 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) Trains handling loaded hopper cars on all of the above listed branches will not exceed 15 miles per hour except on Guyandot River Branch.

(m) Trains handling N&W wood chip hopper cars will reduce speed to 10 miles per hour while passing through tunnel M. P. 20.4 Winding Gulf Branch.

(n) Freight trains 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 timetable maximum speed for freight trains is not exceeded.

(o) Rule 98 applies at M.X., Gulf Junction, Virwest, Simon Junction, Cub Creek Junction, Allen Junction, Amigo crossover and Pemberton.

(p) 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.

(q) 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.

(r) General Timetable Rule No. 32 is modified as follows: Except at Ingleside, 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.

(s) 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.

### 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.

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

(b) Unless otherwise provided, freight trains handling clam shells, ditching machines, derrick cars, pile drivers and similar equipment moving on own wheels, are restricted to a speed of 45 miles per hour and when such equipment is handled in other than local, wreck or work trains, it must be placed at the rear with the boom end trailing.

These restrictions do not apply when such machines are loaded on a car with the boom or rotating mechanism properly secured.

(c) 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. When mixed consists of freight and passenger units are used to handle passenger trains, the passenger unit should be coupled next to the train.

9. When handling, dead-in-tow, two or more T-6 switching units or other diesel units equipped with swivel type couplers, a car with rigid shank couplers must be placed between each of the units having swivel type couplers.

10. When a train or engine is stopped by a Stop and Stay signal governing movement over a dual-control switch, if no conflicting movement is evident, a member of the crew must immediately communicate with the control machine operator.

The operator must initiate code or control action from the control machine to ascertain that the switch or switches in the route are indicating properly on the control machine. If the switch or switches are indicating properly, the operator may grant permission for the train or engine to proceed by the Stop and Stay signal.

If the control machine operator cannot obtain proper indication for the switch or switches in the desired route, movement must not be authorized until they have been placed on hand operation. Before authorizing the dual-control switch or switches to be placed on hand operation, the control machine operator must place the lever controlling the switch or switches in the proper position and initiate code or control action for each switch in the desired route.

When authority is received to place a dual-control switch on hand operation, the following procedure must be followed:

Selector lever must be taken out of "motor" (or Power) position and placed in "hand" position and locked, if lock is provided.

Hand throw lever must be operated until switch points are seen to move with the movement of the hand throw lever.

Switch must then be lined and locked for the route to be used.

Selector lever must be left in "hand" position until entire train or engine has cleared the switch.

Unless otherwise instructed by the control machine operator, switches must be restored to "motor" (or Power) after the movement is completed.

If the switch or switches in the desired route cannot be properly lined by hand, they must be spiked before a movement is made over them.

Switches in the route to be used must be observed to ascertain that they are properly lined.

**Note:** 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.

### 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 Rules, 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, is modified to read: "Trains having trouble will flag following trains around with least delay."

17. The second paragraph of Rule 346, Book of 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 Rules, is modified to read as follows: "In automatic block signal territory, fuses 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 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 Rules, are amended accordingly.

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

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

Because of the large amount of braking effort available on a locomotive consist having more than 20 axles, the dynamic braking of such locomotives must be handled carefully to prevent damage to train.

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

Enginemen must acknowledge the explosion of torpedoes by their train or engine by sounding engine whistle signal prescribed by Rule 14(l), Book of Rules."

32. In traffic control territory, trains or engines must not foul or enter the main track or a signaled siding at hand-operated switches without first obtaining authority from the traffic control operator. Maintenance of Way employes and others concerned must not operate such switches without first obtaining permission from the traffic control operator.

Unless otherwise provided, 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.

Trains or engines using tracks on which they are not permitted to clear must leave part of the train on the main track or leave switch open until work is completed.

33. A train order fixing a meeting point must specify which train will take the siding.

Form A of Forms of Train Orders, Book of Rules, is modified accordingly.

34. Rules 86(c), 99, 99(b) and 99(c), Book of Rules, are modified to the following extent:

When trains and engines are operating under Automatic Block Signal System Rules, flag protection against following movements on the same track is not required.

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

"19. To indicate the rear of trains, a red flag by day and a lighted red lantern by night will be displayed on the rear.

"Both day and night, a lighted red lantern will be displayed on the rear of trains operating through tunnels.

"19(a). When engines or cars are permanently equipped to display fixed red electric marker lights on the rear, these may be used, both day and night, in lieu of the prescribed signals.

"19(b). In Non-Automatic Block Signal territory, when a train is clear of the main track to be passed by a train, red lights will be extinguished or concealed and a white light displayed."

36. Employes are prohibited from mounting the top of Hy-Cube box cars except as may be necessary in the course of repairs. These cars are identified by a white reflectorized strip painted across the top of each end of the car and stencilled EXCESS HEIGHT CAR.

## LOCAL

100. Eastward trains must get a clearance card before leaving D. B. Tower.

Westward trains must get a clearance card before leaving Kellysville.

102. **AUTOMATIC BLOCK** Signal system rules are in effect between Kellysville and D. B. Tower, including both main tracks between M.X. and Elmore; between M.P. 0.5 (Elmore) and M.P. 41.6 Gilbert Yard on Guyandot River Branch; and M.P. 0.0 (Elmore) and M.P. 7.5 (Amigo) on Winding Gulf Branch. (Note Rules 335 to 353, inclusive, Book of Rules.)

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

(a) Between Kellysville 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) Between M. P. 0.0 (Elmore) and M. P. 7.5 (Amigo) on Winding Gulf Branch.

(d) When traffic control is in service, trains not scheduled by timetable 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 Kellysville and M. X., except at Ingleside.

(b) Between M. X. and M. P. 369, 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.

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

111. Points and locations on Branch Lines are as follows:

**MORRI BRANCH**

- Simon Junction—M. P. 31.2
- Plunkett—east switch—M. P. 7.1
- Plunkett—west switch—M. P. 8.1
- Huff Creek—east switch—M. P. 9.4
- Huff Creek—west switch—M. P. 9.8
- Oceana—M. P. 11.6
- Hatcher—east switch—M. P. 14.1
- Hatcher—west switch—M. P. 15.0
- Kopperston—east switch—M. P. 18.4

**112. CUB CREEK BRANCH**

- Bradley—east switch—M. P. 4.8
- Bradley—west switch—M. P. 5.3

**113. GLEN ROGERS BRANCH**

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

**114. WHITE OAK BRANCH**

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

**115. BEARD'S FORK BRANCH**

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

**116. VACO BRANCH**

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

**117. WINDING GULF BRANCH**

- Gulf Junction—M. P. 376.5
- Wye Junction—M. P. 0.4
- Allen Junction—M. P. 3.6

- Stephenson—M. P. 5.9
- Amigo—east switch—M. P. 6.5
- Amigo—west switch—M. P. 7.6
- Amigo crossover—M. P. 7.6
- Tams—east switch—M. P. 10.1
- Tams—west switch—M. P. 11.4
- Woodbay—east switch—M. P. 15.1
- Woodbay—west switch—M. P. 15.9
- Sophia—east switch—M. P. 21.1
- Affinity—M. P. 22.6
- Pemberton—M. P. 23.7
- Bowyer—east switch—M. P. 28.2
- Bowyer—west switch—M. P. 28.6
- Fireco—east switch—M. P. 30.6
- Willabet—M. P. 33.5

**118. ALLEN BRANCH**

- Allen Junction—M. P. 3.6
- Wyco—M. P. 1.1
- Lane—M. P. 2.8

**119. STONE COAL BRANCH**

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

**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 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.
- (c) 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.
- (d) 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.
- (e) 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.
- (f) 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.

121. Telegraph Offices, other than those which are open continuously, will be open as follows:

- Gilbert . . . . . 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
- Page . . . . . 8:00 A. M. to 5:00 P. M., except Sat., Sun. and holidays

**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.

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

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 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.

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

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

**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 Timetable, Rules and Instructions shall govern, as follows:

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

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

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

(d) Between D. B. 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 derrails on N&W track and proceed over crossing. Derrails 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 Diesel Electric Engines—(Per Unit)**

**DB TOWER TO PAGE**

TYPE OF UNITS	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.	
6-Axle	Slow	Lds.	1350	1285	1215	1150	1080	1015
		Mtys.	1250	1190	1125	1065	1000	940
	Time	1300	1235	1170	1105	1040	975	
4-Axle	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**

6-Axle	Slow	Lds.	1550	1475	1395	1320	1240	1165
		Mtys.	1450	1380	1305	1235	1160	1090
	Time	1400	1330	1260	1190	1120	1050	
4-Axle	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**

6-Axle	Slow	Lds.	1850	1760	1665	1570	1480	1385
		Mtys.	1700	1615	1530	1445	1360	1275
4-Axle	Slow	Lds.	1200	1140	1080	1020	960	900
		Mtys.	1100	1045	990	935	880	825

**HARPER TO JENNY GAP**

6-Axle	Slow	Lds.	2450	2325	2200	2075	1950	1825
		Mtys.	2200	2090	1980	1870	1760	1650
4-Axle	Slow	Lds.	1600	1520	1440	1360	1280	1200
		Mtys.	1450	1380	1300	1235	1160	1090

**ELMORE TO JENNY GAP**

6-Axle	Slow	Lds.	1900	1805	1710	1615	1520	1425
		Mtys.	1750	1665	1575	1490	1400	1315
	Time	1250	1190	1125	1065	1000	940	
4-Axle	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**

6-Axle	Slow	Lds.	2900	2745	2590	2435	2280	2125
		Mtys.	2500	2375	2250	2125	2000	1875
4-Axle	Slow	Lds.	1850	1760	1665	1570	1480	1385
		Mtys.	1700	1615	1530	1445	1360	1275



# Tonnage Ratings and Weather Reductions for Diesel Electric Engines—(Per Unit)

## ELMORE TO GILBERT

TYPE OF UNITS	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 3° Below	
			5% red.	10% red.	15% red.	20% red.	25% red.	
6-Axle	Slow	Lds.	15000	14250	13500	12750	12000	11250
		Mtys.	4200	3990	3780	3570	3360	3150
4-Axle	Slow	Lds.	15000	14250	13500	12750	12000	11250
		Mtys.	4200	3990	3780	3570	3360	3150

## GILBERT TO SIMON

6-Axle	Slow	Lds.	4350	4135	3915	3700	3480	3265
		Mtys.	3600	3420	3240	3060	2880	2700
4-Axle	Slow	Lds.	2700	2565	2430	2295	2160	2025
		Mtys.	2250	2140	2025	1915	1800	1690

## SIMON TO MADA

6-Axle	Slow	Lds.	6250	5940	5625	5315	5000	4690
		Mtys.	4750	4515	4275	4040	3800	3565
4-Axle	Slow	Lds.	4100	3895	3690	3485	3280	3175
		Mtys.	3150	2995	2835	2680	2520	2365

## MADA TO ITMANN

6-Axle	Slow	Lds.	5250	4990	4725	4460	4200	3935
		Mtys.	4150	3945	3735	3530	3320	3115
4-Axle	Slow	Lds.	3550	3375	3195	3020	2840	2665
		Mtys.	2750	2615	2475	2340	2200	2065

## ITMANN TO ELMORE

6-Axle	Slow	Lds.	6700	6365	6030	5695	5360	5025
		Mtys.	5000	4750	4500	4250	4000	3750
4-Axle	Slow	Lds.	4400	4180	3960	3740	3520	3300
		Mtys.	3350	3185	3015	2850	2580	2515

## SIMON JUNCTION TO TONEY FORK

6-Axle	Slow	Lds.	3050	2880	2705	2535	2360	2190
		Mtys.	2650	2520	2385	2255	2120	1990
4-Axle	Slow	Lds.	2000	1900	1800	1700	1600	1500
		Mtys.	1800	1710	1620	1530	1440	1350

## TONEY FORK TO KOPPERSTON

6-Axle	Slow	Lds.	1350	1285	1215	1150	1080	1015
		Mtys.	1300	1235	1170	1105	1040	975
4-Axle	Slow	Lds.	850	805	765	720	680	635
		Mtys.	.....	.....	.....	.....	.....	.....

## CUB CREEK TO COAL MOUNTAIN

6-Axle	Slow	Lds.	1000	950	900	850	800	750
		Mtys.	.....	.....	.....	.....	.....	.....
4-Axle	Slow	Lds.	650	615	585	550	520	490
		Mtys.	.....	.....	.....	.....	.....	.....

## ELMORE TO CLARKS GAP

TYPE OF UNITS	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 3° Below	
			5% red.	10% red.	15% red.	20% red.	25% red.	
6-Axle	Slow	Lds.	1500	1425	1350	1275	1200	1125
		Mtys.	1400	1330	1260	1190	1120	1050
	Time	1450	1380	1305	1235	1160	1090	
4-Axle	Slow	Lds.	900	855	810	765	720	675
		Mtys.	850	805	765	720	680	635
	Time	900	855	810	765	720	675	

## CLARKS GAP TO KELLYSVILLE

6-Axle	Slow*	5200	4940	4680	4420	4160	3900
	Time	4000	3800	3600	3400	3200	3000
4-Axle	Slow*	3200	3040	2880	2720	2560	2400
	Time	2400	2280	2160	2040	1920	1800

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

## GULF JUNCTION TO AMIGO

6-Axle	Slow	Lds.	5200	4950	4680	4420	4150	3900
		Mtys.	3950	3750	3550	3350	3150	2950
4-Axle	Slow	Lds.	3200	3040	2880	2720	2560	2400
		Mtys.	2650	2500	2375	2250	2100	1975

## AMIGO TO TAMS

6-Axle	Slow	Lds.	3300	3150	2950	2800	2650	2475
		Mtys.	2900	2745	2590	2435	2280	2125
4-Axle	Slow	Lds.	2100	1995	1890	1785	1680	1575
		Mtys.	1850	1760	1665	1570	1480	1385

## TAMS TO SOPHIA

6-Axle	Slow	Lds.	1600	1520	1440	1360	1280	1200
		Mtys.	1500	1425	1350	1275	1200	1125
4-Axle	Slow	Lds.	1050	1000	945	895	840	790
		Mtys.	1000	950	900	850	800	750

## KELLYSVILLE TO PRINCETON

6-Axle	Slow	1650	1570	1485	1400	1320	1240
	Time	1250	1190	1125	1065	1000	940
4-Axle	Slow	1100	1045	990	935	880	825
	Time	850	805	765	720	680	635

## PRINCETON TO ELMORE

6-Axle	Slow	2250	2140	2025	1915	1800	1690
	Time	1250	1190	1125	1065	1000	940
4-Axle	Slow	1400	1330	1260	1190	1120	1050
	Time	850	805	765	720	680	635

## PEMBERTON TO SOPHIA

6-Axle	Slow	Lds.	5200	4950	4680	4420	4150	3900
		Mtys.	3950	3750	3550	3350	3150	2950
4-Axle	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. B. W. Steele . . . . . Surgeon . . . . . Mullens, W. Va.  
Dr. Ross E. Newman . . . . Surgeon . . . . . Mullens, W. Va.  
Dr. W. F. Pomputius . . . . Surgeon . . . . . Helen, 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. R. P. Daniel . . . . . Surgeon . . . . . Beckley, W. Va.  
Dr. W. M. Riley . . . . . Surgeon . . . . . Whitby, W. Va.  
Dr. M. M. Ralston . . . . . Orthopedist . . . . . 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,  
Senior Vice President,  
ROANOKE, VA.

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

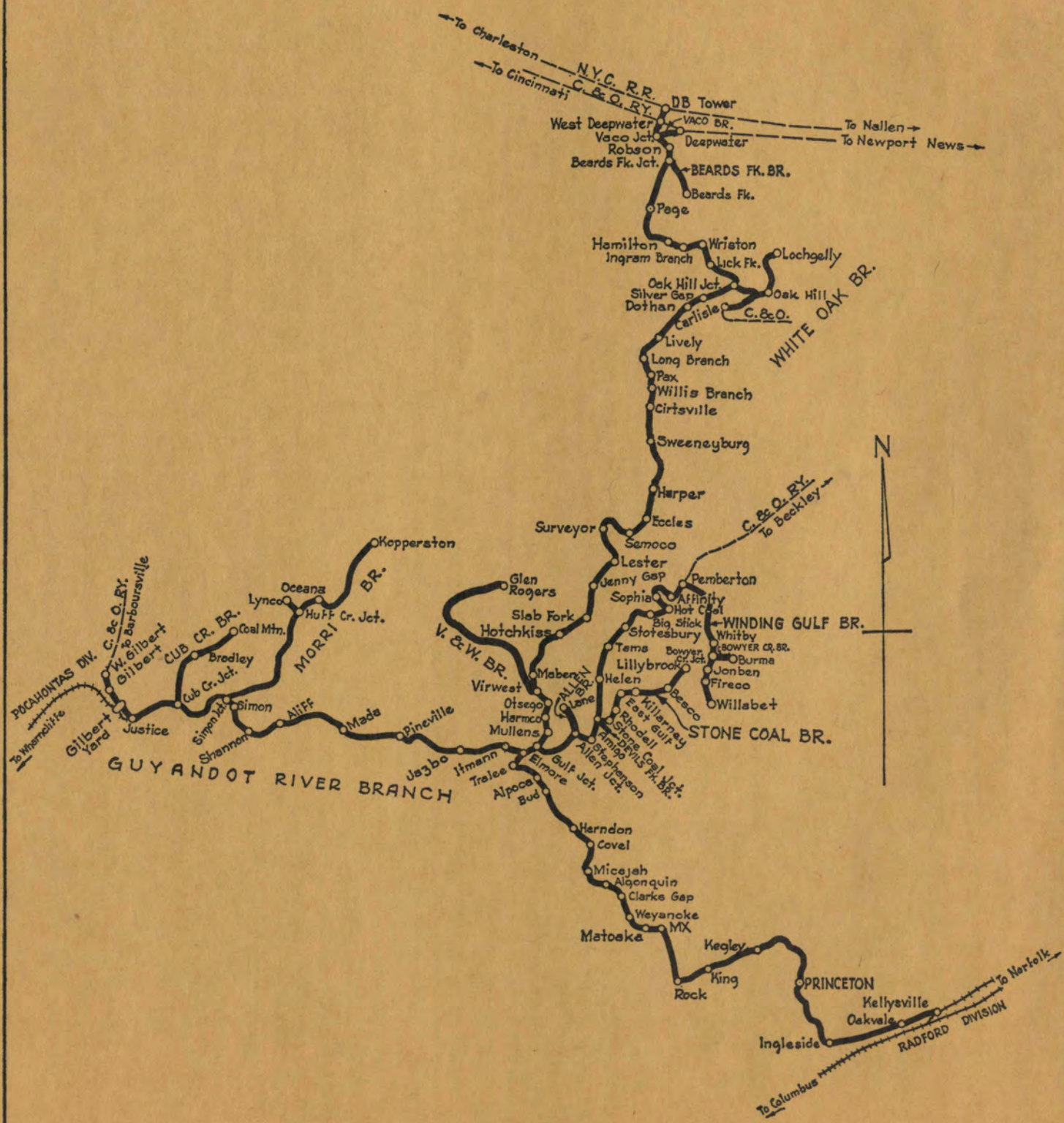
W. A. NOELL,  
General Manager,  
Pocahontas Region,  
BLUEFIELD, W. VA.

H. L. SCOTT, Jr.,  
Manager Transportation,  
Atlantic and Pocahontas Regions,  
ROANOKE, VA.

M. M. SHUMATE,  
Superintendent,  
PRINCETON, W. VA.

## 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	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			



**NEW RIVER DIVISION**