



Norfolk & Western Railway Company

Pocahontas Division

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POCAHONTAS DIVISION

Received.....1921

one copy Pocahontas Division Time Table No. 16,
effective Sunday, May 29, 1921.

Name.....

Occupation.....

Return this receipt by first train to the
Superintendent

Time Table No. 16

(Nos. 14 and 15 OMITTED)

EFFECTIVE 4:00 A. M.
Sunday, May 29th, 1921

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.

Williamson to Bluefield.—Eastward.

Distance from Williamson.	Telegraph Office.	Telegraph Signal.	Station Siding, Capacity in feet.	Passing Siding, Capacity in feet.	STATIONS.	FIRST CLASS										SECOND CLASS	
						18	18	4	2	112	10	8	28	16	86	84	
						Passenger Ar. Daily A. M.	Passenger Lv. Daily A. M.	Passenger Ar. Daily A. M.	Passenger Ar. Daily P. M.	Passenger Ar. Daily A. M.	Passenger Ar. Daily P. M.	Passenger Ar. Daily P. M.	Passenger Ar. Daily P. M.	Passenger Ar. Daily P. M.	Thro. Freight Ar. Daily P. M.	Thro. Freight Ar. Daily A. M.	
106.0	DN	BF	Yard	End of	BLUEFIELD W.T.O.	8.30	7.45	{ 9.30 9.20	{ 1.50 1.00		5.35	{ 6.00 5.40		{ 9.37 9.27	{ 11.25 9.20	{ 9.00 7.30	
103.1	DN	NM	710		Graham Y.W.	8.20		9.05	8 12.50		8 5.20	5.30		9.15	8.45	6.50	
99.8		HQ	466		Falls Mill	8.10		8.57	8 12.40		8 5.10	5.23		9.07	8.25	6.32	
98.8			Yard		Flat Top W.	8.07		8.53	8 12.33		8 5.05	5.19		9.05	8.20	6.17	
95.6	DN	SU			Bluestone	8.00		8.45	8 12.22		8 4.55	5.10		8.57	8.05	6.05	
94.1	D	MC	250		Cooper W.	7.56		8.38	8 12.15		8 4.43	5.00		8.50	7.55	5.55	
92.7					Ruth	7.46		8.34	F 12.07		F 4.35	4.52		8.47	7.45	5.45	
92.0	DN	CQ	120		Coaldale	7.40		8.31	8 12.01 PM		8 4.28	4.46		8.42	7.35	5.35	
89.9					Maybeury	7.31		8.26	8 11.53		8 4.18	4.40		8.37	7.20	5.25	
89.1			800	2700	Lick Branch	7.26		8.23	8 11.45		8 4.10	4.37		8.35	7.10	5.17	
88.0					Ennis	7.23		8.20	F 11.40		8 4.06	4.34		8.33	7.05	5.07	
86.5	D	RN	710	1400	Elkhorn	7.16		8.15	8 11.33		8 4.01	4.29		8.30	6.50	4.52	
85.1			80	2746	Powhatan	7.09		8.12	8 11.23		8 3.51	4.23		8.27	6.35	4.45	
83.5			400	2036	North Fork W.	7.02		8.08	8 11.17		8 3.45	4.18		8.23	6.25	4.38	
82.1			578		Keystone	6.54		8.03	8 11.06		8 3.35	4.09		8.14	6.20	4.30	
81.2	DN	ZB	175	Yard	Eckman W.T.	6.50		8.00	8 11.00		8 3.26	4.03		8.11	6.14	4.25	
78.8			268	Yard	Vivian W.	6.44		7.54	8 10.53		8 3.17	3.56		8.06	6.04	4.15	
77.5	D	BK		HB 3000 WB 3000	Kimball	6.40		7.49	8 10.48		8 3.11	3.50		8.04	6.00	4.10	
73.3				3000	Huger	6.30		7.40	10.38			3.40		7.56	5.45	3.50	
70.4	D	KC	840		WELCH	6.22		7.32	8 10.30		8 2.49	3.28		8 7.50			
70.2	DN	HI			Tug	6.20		7.27	10.22			3.18		7.42	5.35	3.40	
67.5				9000	Farm C.W.			7.23	10.16			3.11		7.38	5.17	3.24	
62.9	D	ZA	872		Davy			7.14	8 10.06		8 2.20	3.00		8 7.29	5.05	3.10	
59.5				3888	Claren W.			7.05	8 9.58		8 2.08	2.50		7.21	4.55	3.00	
56.8	D	UX	680		Roderfield			6.59	8 9.50	9.05	8 2.01	2.41		7.17	4.47	2.50	
51.9				6000	Wilmore W.			6.52	F 9.41	8.55	F 1.55	2.31		7.10	4.37	2.40	
47.8	D	CT	425		Jaeger			6.45	8 9.31		8 1.45	2.21		8 7.00	4.27	2.30	
45.0	DN	DY		9000	Hull			6.39	9.21			2.10		6.50	4.12	2.22	
40.3				350	Panther				8 9.11			2.00		8 6.41	4.00	2.10	
35.3				430	Alnwick			6.20	8.59			1.48		6.30	3.42	1.55	
29.9	D	G	1800	5000	Glen Alum W.			6.08	8 8.46		8 1.35			F 6.17	3.28	1.40	
26.9				539	Lindsey			6.02	F 8.39			1.26		6.11	3.18	1.30	
22.5	D	VO			Devon			5.54	8 8.31		8 1.16			F 6.02	3.02	1.10	
18.5	DN	SA	6422		Vulcan C.W.			5.44	8 8.20		8 1.04			F 5.50	2.50	12.55	
15.9	D	JM	873		Delorme			5.38	8 8.13		8 12.53			F 5.44	2.38	12.40	
13.3	D	OQ	75		Thacker Y.			5.31	8 8.06		8 12.44			F 5.36	2.30	12.30	
9.0	D	VX	483	4000	Matewan			5.23	8 7.56		8 12.32			F 5.26	2.20	12.20	
6.3				4772	Sprigg			5.18	F 7.49		8 12.22			F 5.19	2.14	12.14	
0.6	DN	WY	Yard	End of	Wmson W.T.O.			5.07	7.32			12.03		5.07	2.00	12.01	
					WILLIAMSON			{ 5.05 4.55	7.30			{ 12.01 11.35		{ 5.05 4.58		{ 12.01 11.00	

CONNECTIONS.
 No. 18 with Nos. 21 and 51 at Bluestone, No. 5 at Graham.
 No. 2 with Nos. 212 and 215 at Jaeger, Nos. 107 and 108 at Wilmore, and No. 165 at Roderfield, No. 152 at Welch, No. 100 at North Fork, and Nos. 52, 54, 57, 27 and 28 at Bluestone.
 No. 10 with Nos. 160 and 161 at Welch, Nos. 102 and 103 at North Fork, Nos. 60, 37 and 36 at Bluestone.
 No. 16 with No. 217 at Jaeger, Nos. 17 and 164 at Welch, Nos. 104 and 105 at North Fork, and Nos. 41, 42, 65, and 66 at Bluestone.
 No. 51 will wait 30 minutes at Bluestone for Nos. 4 and 15.
 No. 217 will wait 15 minutes at Jaeger for No. 16.

PASSENGER STOP NOTES.
 (Z) Stop to let off passengers from Kenova or beyond, or to take on passengers for Walton or beyond.
 (R) Stop to let off passengers from points west of Williamson or take on passengers for Welch or beyond.
 No. 4 will discharge at Williamson passengers destined to points between Williamson and Welch, and discharge at Welch passengers destined to points between Welch and Bluefield to be taken to destination by Train No. 2, except as provided for by "Z" stop.
 Eastward inferior trains may run ahead of second class trains, East Williamson to Eckman, but when overtaken must clear promptly.
 Eastward inferior trains may run ahead of No. 112, Wilmore to Roderfield without orders.
 Trains Nos. 2, 9 and 15 will leave transfer for Clear Fork and Spice Creek Branches at Roderfield.
 Eastward trains are superior to trains of the same class in the opposite direction. See Rule 72.

Bluefield to Williamson.—Westward.

Distance from Bluefield.	Telegraph Offices.	Telegraph Signals.	Station Sidings, Capacity in feet.	Passing Sidings, Capacity in feet.	Time Table No. 16. EFFECTIVE Sunday, May 29th, 1921.										SECOND CLASS	
					STATIONS.	FIRST CLASS										
						9 Passenger Lv. Daily A. M.	15 Passenger Lv. Daily A. M.	111 Passenger Lv. Daily A. M.	29 Passenger Ar. Daily A. M.	1 Passenger Lv. Daily P. M.	27 Passenger Lv. Daily P. M.	17 Passenger Lv. Daily P. M.	3 Passenger Lv. Daily P. M.	17 Passenger Ar. Daily P. M.		85 Thro. Freight Lv. Daily A. M.
.....	DN	BF	.....	Yard	Bluefield { W. C. 2.9 T. O. 2.9	6.00	{ 7.55 8.05	.....	{ 10.45 11.05	{ 12.40 12.50	.....	7.10	{ 8.10 8.20	9.30	{ 11.45 1.15
2.9	DN	NM	710	.....	Graham Y.W. 3.3	6.10	S 8.12	.....	S 11.15	S 12.58	.....	S 7.20	S 8.28	.....	1.30
6.2	.....	.....	466	.....	Falls Mill 1.0	6.17	8.18	.....	S 11.22	1.04	.....	F 7.28	8.36	.....	1.40
7.2	.....	.....	.....	Yard	Flat Top 3.2	6.20	8.21	.....	F 11.25	1.06	.....	F 7.31	8.38	.....	1.43
10.4	DN	SU	.....	.....	Bluestone 1.9	6.35	S 8.30	.....	S 11.40	S 1.16	.....	S 7.41	S 8.47	.....	1.55
12.3	.....	.....	.....	.....	Ruth 0.7	6.41	8.35	.....	F 11.47	1.22	.....	7.54	8.52	.....	2.04
13.0	DN	CQ	120	.....	Coaldale 2.1	6.45	8.38	.....	F 11.51	1.25	.....	F 7.58	8.56	.....	2.10
15.1	.....	.....	.....	.....	Maybeury 0.8	6.51	8.44	.....	S 11.56	1.30	.....	F 8.04	9.01	.....	2.18
15.9	.....	.....	800	2700	Lick Branch 1.1	6.54	8.47	.....	S 11.59	1.33	.....	S 8.07	9.03	.....	2.22
17.0	.....	.....	.....	.....	Ennis 1.5	6.58	8.51	.....	F 12.04 PM	1.36	.....	S 8.11	9.05	.....	2.27
18.5	D	RN	710	1400	Elkhorn 1.4	7.05	8.54	.....	S 12.11	S 1.41	.....	S 8.21	9.09	.....	2.42
19.9	.....	.....	80	2746	Powhatan 1.6	7.10	8.57	.....	F 12.15	1.45	.....	F 8.26	9.12	.....	2.50
21.5	.....	.....	400	2036	North Fork 1.4	7.35	S 9.01	.....	S 12.24	S 1.52	.....	S 8.31	S 9.19	.....	3.00
22.9	.....	.....	578	.....	Keystone 0.9	7.42	9.04	.....	S 12.32	1.56	.....	S 8.40	9.22	.....	3.04
23.8	DN	ZB	175	Yard	Eckman W.T. 2.4	7.46	9.07	.....	S 12.40	1.59	.....	S 8.45	9.26	.....	3.08
26.2	.....	.....	268	Yard	Vivian 1.3	7.57	9.12	.....	S 12.48	2.05	.....	S 8.56	9.33	.....	3.15
27.5	D	BK	.....	.....	Kimball 4.2	8.05	9.15	.....	S 12.55	S 2.10	.....	S 9.02	9.36	.....	3.19
31.7	.....	.....	.....	.....	Huger 2.9	8.15	9.22	.....	1.06	2.18	.....	9.17	9.44	.....	3.31
34.6	D	KC	840	.....	Welch 0.2	8.24	S 9.31	.....	S 1.15	S 2.32	.....	S { 9.30 10.05	S 9.55	.....	.....
34.8	DN	HI	.....	.....	Tug 2.0	8.27	9.32	.....	1.25	2.35	.....	10.10	9.56	.....	3.40
37.5	.....	.....	9000	.....	Farm C.W. 4.6	8.34	9.37	.....	1.36	2.40	.....	10.00	.....	.....	3.46
42.1	D	ZA	872	.....	Davy 3.4	8.40	Q 9.45	.....	S 1.50	F 2.50	.....	F 10.08	.....	.....	3.58
45.5	.....	.....	3888	.....	Claren W. 2.7	8.55	9.52	.....	F 2.02	2.57	.....	10.15	.....	.....	4.10
48.2	D	UX	680	.....	Roderfield 4.9	9.10	Q 9.59	10.43	S 2.12	3.02	.....	10.19	.....	.....	4.18
53.1	.....	.....	6000	.....	Wilmore W. 4.1	9.20	10.06	10.52	2.23	3.09	.....	10.25	.....	.....	4.30
57.2	D DN	CT DY	425	.....	Iaeger 2.8	9.35	S 10.15	.....	S 2.35	S 3.18	.....	S 10.35	.....	.....	4.42
60.0	.....	.....	9000	.....	Hull 4.7	.....	10.21	.....	2.45	3.26	.....	10.41	.....	.....	4.50
64.7	.....	.....	350	.....	Panther 5.0	.....	F 10.29	.....	S 2.55	U 3.35	.....	10.50	.....	.....	5.00
69.7	.....	.....	430	5907	Alnwlok 5.4	.....	10.40	.....	3.10	3.50	.....	11.02	.....	.....	5.26
75.1	D	G	1800	.....	Glen Alum W. 3.0	.....	F 10.52	.....	S 3.25	U 4.03	.....	11.14	.....	.....	5.40
78.1	.....	.....	539	6000	Lindsey 4.0	.....	10.59	.....	F 3.33	4.09	.....	11.20	.....	.....	5.50
82.5	D	VO	.....	.....	Devon 4.0	.....	F 11.08	.....	S 3.44	U 4.17	.....	T 11.30	.....	.....	6.00
86.5	DN	SA	6422	.....	Vulcan C.W. 2.6	.....	F 11.19	.....	S 3.55	4.28	.....	11.38	.....	.....	6.20
89.1	D	JM	873	.....	Delorme 2.6	.....	F 11.27	.....	S 4.04	4.33	.....	11.43	.....	.....	6.40
91.7	D	OQ	75	.....	Thacker W. 4.3	.....	S 11.35	.....	S 4.12	U 4.39	.....	T 11.52	.....	.....	6.55
96.0	D	VX	483	4000	Matewan 1.8	.....	S 11.47	.....	S 4.27	U 4.48	.....	T 12.02 AM	.....	.....	7.15
97.8	.....	.....	4772	.....	Sprigg 6.3	.....	F 11.55	.....	F 4.37	4.53	.....	12.08	.....	.....	7.30
104.4	DN	WY	.....	Yard	W. E. William'n W. T. 0.6 C. O. 0.6	.....	12.09 PM S	.....	4.50	5.08 16	.....	12.20	.....	.....	{ 8.45 9.45
105.0	.....	.....	.....	.....	WILLIAMSON	.....	{ 12.15 12.25	.....	{ 5.00 5.20	5.15	4.00	.....	{ 12.30 12.40	.....	.....
STATIONS.					A. M. 9 Ar. Daily	P. M. 15 Ar. Daily	A. M. 111 Ar. Daily	P. M. 29 Ar. Daily	P. M. 1 Ar. Daily	P. M. 27 Lv. Daily	P. M. 17 Ar. Daily	A. M. 3 Ar. Daily	P. M. 17 Ar. Daily	A. M. 85 Ar. Daily		

CONNECTIONS.
 No. 9 with Nos. 19 and 47 at Bluestone, No. 155 at Welch, No. 165 at Roderfield.
 No. 15 with Nos. 22, 51 and 21 at Bluestone, Nos. 100 and 101 at North Fork, No. 152 at Welch, No. 165 at Roderfield and Nos. 212 and 215 at Iaeger.
 No. 1 with Nos. 30, 31, 54, and 57 at Bluestone and Nos. 102 and 103 at North Fork.
 No. 17 with Nos. 40 and 66 at Bluestone and Nos. 104 and 105 at North Fork.
 No. 3 with Nos. 41, 42, 65, and 66 at Bluestone, No. 17 at Welch and No. 6 at Graham.
 No. 105 will wait 30 minutes at North Fork for No. 17.
 No. 57 will wait 15 minutes at Bluestone for No. 1.
 No. 101 will wait 15 minutes at North Fork for No. 15.
 Trains Nos. 2, 9 and 15 will leave transfer for Clear Fork and Spice Creek Branches at Roderfield.
 No. 29 with Nos. 28, 53, 27 and 57 at Bluestone, No. 103 at North Fork, No. 161 at Welch.
 Nos. 29 and 1 note time of No. 16 at Williamson and East Williamson, respectively.
 No. 15 will note time of No. 8 at East Williamson.

PASSENGER STOP NOTES.
 (Q) Stop to let off passengers from beyond Roanoke.
 (U) Stop to let off passengers from Welch or beyond, or take on passengers for Williamson and beyond.
 (T) Stop to let off passengers from beyond Bluefield or to take on passengers for Kenova or beyond.
 Inferior trains westward may run ahead of No. 111, Roderfield to Wilmore, without orders.

Eastward trains are superior to trains of the same class in the opposite direction. See Rule 72.

Westward.

POCAHONTAS BRANCH.

Eastward.

Table for Pocahontas Branch showing train schedules (Nos. 19-42) with columns for distance from Bluestone, class (First Class), departure/arrival times, and station names. Includes 'Time Table No. 16. EFFECTIVE Sun., May 29th, 1921.'

CONNECTIONS.

Nos. 19 and 20 with No. 9 at Bluestone. Nos. 21 and 22 with Nos. 18, 4 and 15 at Bluestone. Nos. 27 and 28 with No. 2 at Bluestone. Nos. 30 and 31 with No. 1 at Bluestone.

No. 36 with No. 10 at Bluestone. Nos. 39 and 40 with No. 17 at Bluestone. Nos. 41 and 42 with Nos. 16 and 3 at Bluestone. Nos. 19, 22, 27, 30, 37, and 40 will stop at Olivette.

Nos. 21, 23, 31, 33, and 39, have right to Pocahontas over Nos. 24, 28, 34, 36, and 42, respectively. Nos. 19, 27, and 37 have right to Boissevain over Nos. 22, 30, and 40, respectively.

Eastward trains are superior to trains of the same class in the opposite direction. See Rule 72.

Westward.

BLUESTONE BRANCH.

Eastward.

Table for Bluestone Branch showing train schedules (Nos. 45-74) with columns for distance from Bluestone, telegraph offices/signals, class (First Class), departure/arrival times, and station names. Includes 'Time Table No. 16. EFFECTIVE Sunday, May 29th, 1921.'

CONNECTIONS.

No. 18 will leave Bluestone Branch connection at Cooper. No. 52 with No. 2 at Bluestone. No. 54 with No. 2 at Bluestone. Nos. 46 and 47 with No. 9 at Bluestone. Nos. 48 and 51 with No. 18 at Bluestone.

Nos. 57 and 54 with No. 1 at Bluestone. No. 60 with No. 10 at Bluestone. Nos. 65 and 66 with Nos. 17, 16 and 3 at Bluestone. Nos. 45, 47, 53, 59, 63, and 65, have right to Simmons over Nos. 46, 48, 54, 64, 66 and 68, respectively. No. 49 has right over No. 50 to Widemouth, and No. 52 to Wenonah. No. 49 will wait at Matoaka 10 minutes for connection from Virginian No. 5.

No. 51 has right over No. 56 to Weyanoke, over No. 72 to Widemouth, over No. 70 to Arista, and over No. 60 to Wenonah. No. 57 has right over No. 62 to Widemouth, and No. 74 to Wenonah. No. 51 will wait at Bluestone 30 minutes for Nos. 4 and 15. No. 57 will wait at Bluestone 15 minutes for No. 1. No. 60 will wait at Matoaka 10 minutes for connection from Virginian No. 4.

Simmons, Goodwill and Crane Creek Branches and Bluestone Branch, west of Montcalm, will be handled in accordance with time table 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. When there is more than one crew to work on Bluestone Branch west of Montcalm, Conductors in charge of such crews will make arrangements with each other as regards to where they will wait for the other crew. All crews will have the right to move from Clift to Montcalm between the hours of 5:45 A. M. and 9:30 A. M. From Montcalm to Clift between the hours of 9:30 A. M. and 5:00 P. M. From Clift to Montcalm between the hours of 5:00 P. M. and 6:30 P. M. and from Montcalm to Clift between the hours of 6:30 P. M. and 5:45 A. M. without protecting themselves against opposing extra trains.

Eastward trains are superior to trains of the same class in the opposite direction. See Rule 72.

Westward.		GOODWILL BRANCH.				Eastward.	
Distance from Flipping.	FIRST CLASS		Time Table No. 16 EFFECTIVE Sunday, May 29th, 1921.	FIRST CLASS		Distance from Goodwill.	
	131 Passenger Lv. Daily P. M.	129 Passenger Lv. Daily A. M.		130 Passenger Ar. Daily A. M.	132 Passenger Ar. Daily P. M.		
	STATIONS.			STATIONS.			
.....	2.18	9.47	.....FLIPPING.....	10.18	2.40	1.9
0.3	8 2.20	8 9.49	.....^{0.3} Duhring.....	8 10.15	8 2.36	1.6
1.9	2.30	9.59	.....^{1.6} GOODWILL.....Y	10.05	2.30	.....
	P. M. 131 Ar. Daily	A. M. 129 Ar. Daily	STATIONS.	A. M. 130 Lv. Daily	P. M. 132 Lv. Daily		

Nos. 129 and 131 have right to Goodwill over Nos. 130 and 132, respectively.
 Extra trains will be handled on this Branch in accordance with Time Table Rule No. 2.
 P No. 57 will take passengers from Goodwill Branch for points East to Montcalm to be picked up by No. 60.
 Eastward trains are superior to trains of the same class in the opposite direction. See Rule 72.

Westward.		CRANE CREEK BRANCH.				Eastward.						
Distance from Montcalm.	Telegraph Offices.	Telegraph Signals.	FIRST CLASS				Time Table No. 16 EFFECTIVE Sunday, May 29th, 1921.	FIRST CLASS				Distance from McComas.
			139 Passenger Lv. Daily P. M.	137 Passenger Lv. Daily P. M.	135 Passenger Lv. Daily A. M.	133 Passenger Lv. Daily A. M.		134 Passenger Ar. Daily A. M.	136 Passenger Ar. Daily A. M.	138 Passenger Ar. Daily P. M.	140 Passenger Ar. Daily P. M.	
			STATIONS.					STATIONS.				
.....	D	CS	3.22 ¹³⁸	2.45	10.25	9.50	..... MONTCALM.....	10.25	11.12	3.22 ¹³⁹	4.00	4.2
2.3	.....	.....	8 3.33	8 2.56	8 10.36	8 9.58	.....^{2.3} Crystal.....	8 10.15	8 11.00	8 3.14	8 3.50	1.9
4.2	D	MA	3.43	3.06	10.45	10.06	.....^{1.9} McCOMAS..W Y	10.10	10.50	3.06	3.43	.....
			P. M. 139 Ar. Daily	P. M. 137 Ar. Daily	A. M. 135 Ar. Daily	A. M. 133 Ar. Daily	STATIONS.	A. M. 134 Lv. Daily	A. M. 136 Lv. Daily	P. M. 138 Lv. Daily	P. M. 140 Lv. Daily	

Nos. 133, 135, 137, and 139, have right over Nos. 134, 136, 138, and 140, respectively, Montcalm to McComas.
 Extra trains will be handled on this Branch in accordance with Time Table Rule No. 2.

Eastward trains are superior to trains of the same class in the opposite direction. See Rule 72.

Westward.			NORTH FORK BRANCH.					Eastward.		
Distance from North Fork.	FIRST CLASS			Time Table No. 16. EFFECTIVE Sunday, May 29th, 1921.	FIRST CLASS			Distance from Crumpler		
	105 Passenger Lv. Daily P. M.	103 Passenger Lv. Daily P. M.	101 Passenger Lv. Daily A. M.		100 Passenger Ar. Daily A. M.	102 Passenger Ar. Daily P. M.	104 Passenger Ar. Daily P. M.			
.....	8.35	4.30	9.05	.....	NORTH FORK...	8.55	1.50	7.30	7.1
0.6	8.38	4.33	9.08	.....	Algora.....	8.49	1.39	7.19	6.5
1.5	8.43	4.38	9.13	.....	Gilliam.....	8.46	1.36	7.16	5.6
2.0	8.46	4.41	9.16	1200	Jones.....	8.43	1.33	7.13	5.1	
2.6	8.49	4.44	9.19	.....	Rolfe.....	8.40	1.30	7.10	4.5
3.0	8.52	4.47	9.22	.....	Bear Wallow...W	8.37	1.27	7.07	4.1
3.8	8.56	4.51	9.26	.....	Arlington.....	8.33	1.23	7.03	3.3
4.2	8.59	4.54	9.29	.....	McDowell.....	8.30	1.20	7.00	2.9
5.4	9.05	5.00	9.35	.....	Ashland.....	8.26	1.16	6.56	1.7
7.1	9.15	5.10	9.45	.....	CRUMPLER...	8.20	1.10	6.50	.....
	P. M. 105 Ar. Daily	P. M. 103 Ar. Daily	A. M. 101 Ar. Daily		STATIONS.	A. M. 100 Lv. Daily	P. M. 102 Lv. Daily	P. M. 104 Lv. Daily		

CONNECTIONS.
 No. 100 with Nos. 2 and 15 at North Fork. No. 101 with Nos. 9 and 15 at North Fork.
 Nos. 102 and 103 with Nos. 1, 29, 10 and 8 at North Fork. No. 104 with Nos. 16 and 17 at North Fork.
 No. 105 with Nos. 16 and 17 at North Fork. Extra trains will be handled on this branch in accordance with Time Table Rule No. 2.
 Eastward trains are superior to trains of the same class in the opposite direction. See Rule 72.

Nos. 101 and 103 have right to Crumpler over Nos. 102 and 104, respectively.
 No. 101 will wait 15 minutes at North Fork for No. 15.
 No. 103 will wait 15 minutes at North Fork for No. 10.
 No. 105 will wait 30 min. at North Fork for Nos. 16 and 17.

Westward.			TUG FORK BRANCH.													Eastward.	
Distance from Welch.	Telegraph Offices.	Telegraph Signals.	FIRST CLASS					Time Table No. 16 EFFECTIVE Sunday, May 29th, 1921.	FIRST CLASS						Distance from Leckie.		
			17 Passenger Lv. Daily P. M.	165 Passenger Lv. Daily P. M.	161 Passenger Lv. Daily P. M.	159 Passenger Lv. Daily P. M.	157 Passenger Lv. Daily A. M.		155 Passenger Lv. Daily A. M.	153 Passenger Lv. Daily A. M.	18 Passenger Ar. Daily A. M.	152 Passenger Ar. Daily A. M.	156 Passenger Ar. Daily A. M.	158 Passenger Ar. Daily P. M.		160 Passenger Ar. Daily P. M.	164 Passenger Ar. Daily P. M.
.....	D KC		10.05	6.26	3.40	.....	9.40	.....	WELCH.....	6.22	9.05	.....	2.10	6.26	19.0
0.2	DN HI		10.10	6.28	3.42	.....	9.42	.....	TUG.....	6.20	9.01	.....	2.05	6.25	18.8
3.2	.....	810.22	8 6.38	8 3.53	.....	9.52	.....	HAVACO.....	8 6.08	8 8.51	.....	8 1.55	8 6.16	15.8	
5.2	DN GO	810.36	8 6.46	8 4.00	.....	10.00	.....	WILCOE...WT	8 6.00	8 8.45	.....	8 1.46	8 6.08	13.8	
6.8	D GR	10.45	6.55	4.10	12.47	.....	7.45	.....	GARY.....Y	5.50	8.37	.....	8 1.36	8 6.02	12.2
8.0	.....	.....	.....	.....	8 12.53	.....	8 7.50	.....	REAM.....	.....	8.27	.....	8 1.24	.....	13.4
9.3	.....	.....	.....	.....	8 1.00	.....	8 7.57	.....	ELBERT...W	.....	8.20	.....	8 1.18	.....	14.7
11.4	.....	.....	.....	.....	1.10	.....	8.10	.....	FILBERT.....	.....	8.10	.....	1.11	.....	16.8
6.8	.....	.....	.....	8 4.10	.....	810.15	.....	GARY.....Y	.....	.....	12.45	.....	6.02	.....	12.2
9.8	.....	.....	.....	8 4.21	.....	810.26	.....	THORPE...W	.....	.....	812.33	.....	8 5.51	.....	9.2
12.8	.....	.....	.....	8 4.31	.....	810.38	.....	BLACK WOLF...	.....	.....	812.23	.....	8 5.39	.....	6.2
14.8	.....	.....	.....	8 4.39	.....	810.47	.....	PAGETON.....	.....	.....	812.13	.....	8 5.31	.....	4.2
17.6	.....	.....	.....	8 4.48	11.31	810.58	.....	JEANETTE...Y	.....	11.30	812.01 PM	.....	8 5.22	.....	1.4
18.8	.....	.....	.....	4.53	.....	811.03	.....	O'TOOLE.....	.....	811.26	.....	.....	8 5.16	.....	2.6
21.8	.....	.....	.....	5.04	.....	11.14	.....	JENKINJONES...	.....	11.15	.....	.....	5.05	.....	5.6
18.0	.....	.....	.....	.....	811.33	.....	.....	ANAWALT...W	.....	812.00	.....	.....	.....	.....	1.0
19.0	.....	.....	.....	.....	11.38	.....	.....	LECKIE.....	.....	11.55	.....	.....	.....	.....	.....
			P. M. 17 Ar. Daily	P. M. 165 Ar. Daily	P. M. 161 Ar. Daily	P. M. 159 Ar. Daily	A. M. 157 Ar. Daily	A. M. 155 Ar. Daily	A. M. 153 Ar. Daily	STATIONS.	A. M. 18 Lv. Daily	A. M. 152 Lv. Daily	A. M. 156 Lv. Daily	A. M. 158 Lv. Daily	P. M. 160 Lv. Daily	P. M. 164 Lv. Daily	

NOTE—All except Schedule trains, west of Wilcoe, 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. 153 has right over No. 152 to Filbert. No. 157 has right over No. 158 to Leckie. No. 159 has right over No. 160 to Filbert. No. 160 with Nos. 1 and 10 at Welch. No. 164 with No. 16 at Welch.
 No. 161 has right over No. 164 to Jenkinjones. No. 155 has right over No. 156 to Jenkinjones, and right over No. 158 to Jeanette. No. 152 with Nos. 2 and 15 at Welch. No. 17 will wait 15 min. at Welch for No. 3.

Eastward trains are superior to trains of the same class in the opposite direction. See Rule 72.

Westward.		SPICE CREEK BRANCH.				Eastward.	
Distance from Spice Creek Jct.	FIRST CLASS		Time Table No. 16. EFFECTIVE Sunday, May 29th, 1921.	FIRST CLASS		Distance from Premier.	
	165 Passenger Lv. Daily A. M.			166 Passenger Ar. Daily A. M.			
STATIONS.							
.....	10.00		Roderfield.....	10.42	5.0		
5.0	10.21		Premier.....	10.21			
STATIONS.							
	A. M.			A. M.			
	165 Ar. Daily			166 Lv. Daily			

CONNECTIONS.—No. 165 with Nos. 2, 9 and 15, at Roderfield.
No. 165 will wait at Roderfield 15 minutes for Nos. 9 and 15.
Nos. 165 and 166 will stop at Erin on signal.
No. 165 has right over No. 166 Roderfield to Premier.
Extra trains will be handled on this branch in accordance with Time Table Rule No. 2.

Eastward trains are superior to trains of the same class in the opposite direction. See Rule 72.

Southward.		JACOBS FORK BRANCH.				Northward.	
Distance from Rift.	FIRST CLASS		Time Table No. 16. Effective Sunday, May 29th, 1921.	FIRST CLASS		Distance from Newhall.	
	221 Lv. Daily P. M.	219 Lv. Daily A. M.		218 Ar. Daily A. M.	220 Ar. Daily P. M.		
STATIONS.							
0	12.06	7.42	Rift.....	8.09	12.33	3.93	
3.93	12.18	7.54	Newhall.....	7.54	12.18	0	
STATIONS.							
	P. M.	A. M.		A. M.	P. M.		
	221 Ar. Daily	219 Ar. Daily		218 Lv. Daily	220 Lv. Daily		

No. 219 has right over No. 218, and No. 221 has right over No. 220 to Newhall.
Trains Nos. 218, 219, 220, 221 and 215 will register at Rift.
Nos. 218, 219, 220 and 221 will stop at Brewster on signal.
Extra trains will be handled on this branch in accordance with Time Table Rule No. 2.
Northward trains are superior to trains of the same class in the opposite direction. See Rule 72.

Westward.		CLEAR FORK BRANCH.				Eastward.	
Distance from Clear Fork Jct.	FIRST CLASS		Time Table No. 16. Effective Sunday, May 29th, 1921.	FIRST CLASS		Distance from Coalwood.	
	109 Passenger Lv. Daily A. M.	107 Passenger Lv. Daily A. M.		108 Passenger Ar. Daily A. M.			
STATIONS.							
.....	10.55	7.45	Clear Fork Jct.....	8.55	9.0		
9.0	11.22	8.15	Coalwood ..W.	8.20			
STATIONS.							
	A. M.	A. M.		A. M.			
	109 Ar. Daily	107 Ar. Daily		108 Lv. Daily			

CONNECTIONS.
No. 107 has right over No. 108 to Coalwood.
No. 108 will take passengers for Nos. 2, 9 and 15 to Roderfield.
Extra trains will be handled on this branch in accordance with Time Table Rule No. 2.

Eastward trains are superior to trains of the same class in the opposite direction. See Rule 72.

Southward.		DRY FORK BRANCH.						Northward.		
Distance from laeger.	Telegraph Offices.	Telegraph Signals.	FIRST CLASS		Capacity of Sidings, in feet.	Time Table No. 16. Effective Sunday, May 29th, 1921.	FIRST CLASS		Distance from Cedar Bluff.	
			217 Passenger Lv. Daily P. M.	215 Passenger Lv. Daily A. M.			212 Passenger Ar. Daily A. M.	214 Passenger Ar. Daily P. M.		
STATIONS.										
.....	D	C	7.05	10.45	.....	IAEGER.....	9.15	5.55	44.6
0.4	D	N	7.08	10.50	.....	Dry Fork Jct ..Y	9.14	5.50	44.2
1.1	.....	.....	7.10	10.55	Yard	Auville..... W	9.13	5.47	43.5
5.0	.....	S	7.18	11.03	.....	Ritter.....	89.00	85.37	39.6
7.2	.....	.....	7.25	11.12	4000	Carlos.....	8.54	5.32	37.4
14.1	.....	F	7.45	11.37	4000	Atwell.....W	8.43	5.09	30.5
18.0	D	P	7.55	11.41	.....	English.....	88.31	84.52	26.6
21.6	.....	S	8.05	11.52	4000	Excelsior ...C	88.22	84.38	23.0
22.4	.....	S	8.07	11.55	.....	War.....	88.20	84.34	22.2
25.8	.....	S	8.15	12.06 ^{PM} 12.34	2975	Rift.....W	8.10 7.42	84.24	18.8
26.4	.....	.....	8.17	12.40	4000	Dawson.....	7.29	4.22	18.2
27.9	D	B	8.25	12.45	.....	Berwind ..C	7.25	84.19	16.7
29.4	.....	.....	.....	12.55	4000	Hix.....W	.....	4.13	15.2
33.8	.....	.....	F	1.07	.....	Faraday.....	.....	F4.03	10.8
34.3	.....	.....	F	1.10	4000	Field.....	.....	F4.01	10.3
38.8	.....	.....	S	1.35	5020	Bandy.....W	.....	83.46	5.8
43.8	.....	.....	.....	1.55	Yard	Indian Yard ..Y	.....	3.33	0.8
44.6	D	C	.....	2.00	.....	CEDAR BLUFF ..	.....	3.30	.....
			P. M.	P. M.	STATIONS.		A. M.	P. M.		
			217 Ar. Daily	215 Ar. Daily			212 Lv. Daily	214 Lv. Daily		

CONNECTIONS.
No. 212 with Nos. 2 and 15 at laeger.
No. 215 with Nos. 2, 9 and 15 at laeger.
No. 214 with No. 16 at laeger.
Nos. 214 and 215 with No. 11 at Cedar Bluff.
No. 217 will wait 15 minutes at laeger for No. 16.
No. 214 will wait 30 minutes at Cedar Bluff for No. 11.
No. 215 has right over No. 214 to Cedar Bluff.

Northward trains are superior to trains of the same class in the opposite direction. See Rule 72.

POND CREEK BRANCH.

		Westward.					Time Table No. 16.	Eastward.							
Distance from Williamson.	Passing Siding Capacity in feet.	THIRD CLASS		FIRST CLASS			EFFECTIVE Sunday, May 29th, 1921. EASTERN STANDARD TIME	FIRST CLASS				THIRD CLASS		Distance from McVeigh.	
		309 Mixed Lv. Daily Ex. Sunday A. M.	307 Passenger Lv. Daily P. M.	305 Passenger Lv. Daily P. M.	303 Passenger Lv. Daily A. M.	301 Passenger Lv. Daily A. M.		300 Passenger Ar. Daily A. M.	302 Passenger Ar. Daily A. M.	304 Passenger Ar. Daily P. M.	306 Passenger Ar. Daily P. M.	308 Mixed Ar. Daily Ex. Sunday A. M.	310 Mixed Ar. Daily Ex. Sunday P. M.		
STATIONS															
.....		9.45		5.10		7.45	Williamson		9.32		7.00		3.30		12.8
0.4		F 10.30		F 5.12		F 7.50	Leckleville ^{0.4}		F 9.27		F 6.56		F 3.15		12.4
2.9		F 10.50	6.38	S 5.21	9.12	S 8.00	Toler ^{2.5} W. Y.	8.12	S 9.22	5.31	S 6.48	11.30	F 3.00		9.9
4.2		11.10	6.43	5.25	9.17	8.05	Hardy ^{1.3}	8.05	9.17	5.26	6.43	11.20			8.6
2.9		11.35		5.31		8.12	Toler ^{1.3}		9.12		6.38				9.9
6.5	3700	F 11.55		S 5.42		S 8.20	Sharondale ^{8.6}		S 9.02		S 6.28		F 2.45		6.3
9.7		S 12.40 ^{PM}		S 5.52		S 8.28	Stone ^{3.2}		S 8.54		S 6.20		S 2.30		3.1
10.4		F 1.05		S 5.54		S 8.32	Pinson ^{0.7} W. Y.		S 8.49		S 6.16		F 2.20		2.4
11.7		F 1.25		S 5.57		S 8.35	Peg ^{1.3}		S 8.44		S 6.06		F 2.10		1.1
12.8		1.40		6.01		8.39	McVeigh ^{1.1}		8.40		6.01		2.00		
		P. M. 309 Ar. Daily Ex. Sunday	P. M. 307 Ar. Daily	P. M. 305 Ar. Daily	A. M. 303 Ar. Daily	A. M. 301 Ar. Daily	STATIONS	A. M. 300 Lv. Daily	A. M. 302 Lv. Daily	P. M. 304 Lv. Daily	P. M. 306 Lv. Daily	A. M. 308 Lv. Daily Ex. Sunday	P. M. 310 Lv. Daily Ex. Sunday		

No. 301 has right over No. 300 to Hardy and over No. 302 to McVeigh.
 No. 305 has right over No. 304 to Hardy and over No. 306 to McVeigh.
 No. 309 has right over No. 308 to Hardy and over No. 310 to McVeigh.
 Nos. 303 and 307 have right over Nos. 302 and 306, respectively,
 Toler to Hardy.
 No. 310 has right over No. 305, McVeigh to Williamson.

Extra trains will be handled on this branch in accordance with Time Table Rule No. 2.
 Conductors in charge of Work Trains must not register on Pond Creek Branch without consulting Yardmaster at Williamson.

CONNECTIONS.

No. 301 with No. 4 at Williamson.
 No. 305 with No. 16 at Williamson.

Eastward trains are superior to trains of the same class in the opposite direction. See Rule 72.

Norton to Bluefield.—Eastward.

Distance from Norton.	Telegraph Offices.	Telegraph Signals.	Station Sidings, Capacity in feet.	Passing Sidings, Capacity in feet.	Time Table No. 16		FIRST CLASS			SECOND CLASS			FOURTH CLASS	
					EFFECTIVE Sunday, May 29th, 1921.		12	6	86	88	84	96	98	
					STATIONS.		Passenger Ar. Daily A. M.	Passenger Ar. Daily P. M.	Thro. Freight Ar. Daily P. M.	Thro. Freight Ar. Daily Ex. Sunday P. M.	Thro. Freight Ar. Daily A. M.	Local Freight Ar. Daily Ex. Sunday P. M.	Local Freight Ar. Daily Ex. Sunday P. M.	
102.7	DN	B F	.....	Yard	.....	BLUEFIELD { W.O. C.T.	11.50	8.30	{ 5.15 3.20	9.00	{ 4.30 2.05		
99.8	DN	H Q	1259	.....	.....	Graham... W. Y. W	8 11.38	8 8.15	2.55	7.45	1.45		1.30
99.3	.....	.....	230	2850	.....	Furnace.....	11.35	8.11	2.49	7.40	1.43		1.25
92.7	.....	.....	80	.....	.....	Balley.....	F 11.19	F 7.55	2.29	7.20	1.24		1.05
89.9	D	F N	320	2700	.....	Tip Top.....	8 11.13	8 7.49	2.19 11	7.10	1.15		12.50
84.0	.....	.....	80	.....	.....	Five Oaks.....	F 10.59	F 7.35	1.25	6.40	12.44		12.25
82.5	DN	B G	310	2600	.....	Burks Garden.....	10.55	7.30	1.15	6.30	12.36		12.15
80.5	D	J D	2335	1591	.....	Tazewell... W.	8 10.50	8 7.25	12.45	6.25	12.28		12.05 PM
77.5	.....	.....	573	.....	.....	Pisgah.....	F 10.40	F 7.16	12.22	6.00	12.08		11.40
75.6	D	N S	.....	2000	.....	Youngs.....	10.36	7.11	12.16 PM	5.50	12.01 AM		11.30
71.4	DN	G I	.....	2609	.....	Gillespie.....	F 10.26	F 7.02	11.50	5.35	11.45		11.15
68.9	D	P M	985	1590	.....	Pounding Mill... W	8 10.16	8 6.53	11.35	5.20	11.33		10.36
65.1	D	C F	600	.....	.....	Cedar Bluff... Y	8 10.06	8 6.41	11.12	4.55	11.15		10.15
64.7	.....	.....	.....	4300	.....	Indian.....	10.03 5	6.37	11.10	4.50	11.13		10.03 5
62.1	DN	R S	.....	{ 1927 2422 }	.....	Richlands C.W.Y.O.	8 9.55	8 6.32	11.00	4.40	11.05		9.35
58.6	.....	.....	450	.....	.....	Raven.....	8 9.40	8 6.18	10.42	4.10	10.45		9.00
56.1	D	D W	.....	2300	.....	Daw.....	F 9.34	F 6.10	10.33 5	3.53 11	10.35		8.40
50.6	D	S W	450	2590	.....	Swords Creek... W	8 9.21	8 5.57	10.13	3.30	10.15		8.00
45.8	D	H K	1210	3255	.....	Honaker.....	8 9.09	8 5.45	9.58	3.15	10.04		7.10
41.2	DN	H B	565	2291	.....	Finney... W	8 8.56	8 5.31	9.40	2.35	9.41	12.10	6.45
34.3	D	C V	1393	1705	.....	Cleveland.....	8 8.40	8 5.15	9.17	2.05	9.19	11.29 5	
31.6	D	K I	337	.....	.....	Carbo.....	8 8.30	8 5.07	9.07	1.40	9.10	10.50	
29.5	D	M Y	660	2630	.....	Carterton.....	8 8.25	8 5.00 11	9.00	1.30	9.03	10.40	
25.4	D	W O	1407	.....	.....	Castlewood.....	8 8.16	8 4.45	8.47	1.15	8.50	10.00	
23.4	.....	.....	.....	3705	.....	Boody... Y W	8.09	4.39	8.40	12.04 PM 5	8.36	9.40	
22.5	DN	S P	1871	.....	.....	St. Paul... X	8 8.05	8 4.35	8.35	11.55	8.30	9.20	
19.0	.....	.....	.....	.....	.....	Russell Creek.....	7.54	4.19	8.20	11.40	8.16	8.50	
18.4	D	G X	400	.....	.....	Virginia City.....	8 7.52	8 4.15	8.15	11.35	8.13	8.45	
12.2	D	B V	1426	.....	.....	Banner.....	F 7.37	F 4.00	7.44	11.08	7.48	8.15	
10.3	DN	M Q	1095	.....	.....	Coeburn... W	{ 7.32 7.08 }	{ 3.55 3.29 }	7.38	11.02	7.38	7.55	
6.1	D	T A	785	3130	.....	Tacoma.....	8 7.00	8 3.19	7.25	10.50	7.21	7.35	
0.7	.....	.....	.....	.....	.....	N. & N. Junct.....	6.47	3.08	7.03	10.32	7.03	7.13	
.....	DN	N I	.....	Yard	.....	NORTON... W.O. C.T.	6.45	3.05	7.00	10.30	7.00 11	7.10	

STATIONS.	A. M. 12 Lv. Daily	P. M. 6 Lv. Daily	A. M. 86 Lv. Daily	A. M. 88 Lv. Daily Ex. Sunday	P. M. 84 Lv. Daily	A. M. 96 Lv. Daily Ex. Sunday	A. M. 98 Lv. Daily Ex. Sunday
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CONNECTIONS.

No. 12 with No. 207 at Honaker. No. 6 will wait at St. Paul 5 minutes for connection from C. C. & O. No. 35. No. 6 with No. 3 at Graham. Trains Nos. 207 and 206 will use passing siding Honaker Junction to Honaker Station, without protecting against main line trains, but will not use the main track between these points except under flag protection. All main line trains using passing siding between Honaker Junction and Honaker Station will do so expecting to find it occupied. Inferior eastward trains may run ahead of Second-Class trains, Graham to Bluefield. No. 84 note time of No. 11 at Norton. Eastward trains are superior to trains of the same class in the opposite direction. See Rule 72.

Bluefield to Norton.—Westward.

Distance from Bluefield.	Telegraph Office.	Telegraph Signal.	Station Siding, Capacity in feet.	Passing Siding, Capacity in feet.	Time Table No. 16 EFFECTIVE Sunday, May 29th, 1921.		FIRST CLASS	
					STATIONS.	5 Passenger Lv. Daily A. M.	11 Passenger Lv. Daily P. M.	
.....	DN	BF	.....	Yard	BLUEFIELD.....	W. O. { 2.9 C. T.	8.25	1.45
2.9	DN	NM	1259	.....	Graham.....	W. Y. { 0.5 W.	8.35	1.55
3.4	.....	.....	230	2850	Furnace.....	.....	8.37	1.58
10.0	.....	.....	80	.....	Balley.....	.....	8.52	2.10
12.8	D	FN	320	2700	Tip Top.....	.....	9.00	2.19 ⁸⁶
18.7	.....	.....	80	.....	Five Oaks.....	.....	9.11	2.31
20.2	DN	BG	310	2600	Burks Garden.....	.....	9.15	2.35
22.2	D	JD	2335	1591	Tazewell.....	W. { 2.0	9.22	2.44
25.2	.....	.....	573	.....	Pisgah.....	.....	9.29	2.49
27.1	D	NS	.....	2000	Youngs.....	.....	9.33	2.54
31.3	DN	GI	.....	2609	Gillespie.....	.....	9.42	3.04
33.8	D	PM	985	1590	Pounding Mill.....	W. { 2.5	9.51	3.12
37.6	D	CF	600	.....	Cedar Bluff.....	Y. { 3.8	10.01	3.20
38.0	.....	.....	.....	4300	Indian.....	.....	10.03 ⁸⁸	3.25
40.6	DN	RS	.....	1927 2422	Richlands C.W.Y.O.	.....	10.11	3.33
44.1	.....	.....	450	.....	Raven.....	.....	10.23	3.46
46.6	D	DW	.....	2300	Daw.....	.....	10.33 ⁸⁶	3.53 ⁸⁸
52.1	D	SW	450	2590	Swords Creek.....	W. { 5.5	10.46	4.06
56.9	D	HK	1210	3255	Honaker.....	.....	10.58	4.19
61.5	DN	HB	565	2291	Finney.....	W. { 4.6	11.14	4.29
68.4	D	CV	1393	1705	Cleveland.....	.....	11.29 ⁹⁶	4.42
71.1	D	KI	337	.....	Carbo.....	.....	11.38	4.50
73.2	D	MY	660	2630	Carterton.....	.....	11.46	5.00 ⁶
77.3	D	WO	1407	.....	Castlewood.....	.....	11.56	5.10
79.3	.....	.....	.....	3705	Boody.....	Y. { 2.0	12.04 ⁸⁸	5.17
80.2	D	SP	1871	.....	St. Paul.....	W. { 0.9 X.	12.15	5.30
83.7	.....	.....	.....	.....	Russell Creek.....	.....	12.26	5.40
84.3	D	GX	400	.....	Virginia City.....	.....	12.30	5.42
90.5	D	BV	1426	.....	Banner.....	.....	12.45	6.02
92.4	DN	MQ	1095	.....	Coeburn.....	W. { 1.9	12.55	6.08
96.6	D	TA	785	3130	Tacoma.....	.....	1.20	6.31
102.0	.....	.....	.....	.....	N. & N. Junction.....	.....	1.32	6.42
102.7	DN	NI	.....	Yard	NORTON W. O., C. T.	.....	1.46	6.54
							1.55	7.00 ⁸⁴

CONNECTIONS—No. 11 with Nos. 1, 2 and 29 at Bluefield; Nos. 214 and 215 at Cedar Bluff; No. 211 at Richlands.
 No. 5 with No. 18 at Graham; No. 223 and No. 207 at Honaker.
 Trains Nos. 207 and 206 will use passing siding, Honaker Junction to Honaker Station, without protecting against main line trains, but will not use the main track between these points, except under flag protection.
 All main line trains using passing siding between Honaker Junction and Honaker Station will do so, expecting to find it occupied.

Eastward trains are superior to trains of the same class in the opposite direction. See Rule 72.

Westward.			TOMS CREEK BRANCH.				Eastward.					
Distance from Coeburn.	Telegraph Offices.	Telegraph Signals.	FIRST CLASS				Time Table No. 16. EFFECTIVE Sun., May 29th, 1921.	FIRST CLASS				Distance from Toms Creek.
			123 Passenger Lv. Daily P. M.	121 Passenger Lv. Daily P. M.	119 Passenger Lv. Daily P. M.	117 Passenger Lv. Daily A. M.		STATIONS.	118 Passenger Ar. Daily A. M.	120 Passenger Ar. Daily P. M.	122 Passenger Ar. Daily P. M.	
.....	DN	MQ	6.09	3.30	12.56	7.09	..... Coeburn ^W	7.30	1.19	3.54	6.30	2.5
2.5	D	TC	6.19	3.41	1.07	7.19	..... Toms Creek { ⁰ _Y .	7.20	1.08	3.42	6.20	.....
			P. M. 123 Ar. Daily	P. M. 121 Ar. Daily	P. M. 119 Ar. Daily	A. M. 117 Ar. Daily	STATIONS.	A. M. 118 Lv. Daily	P. M. 120 Lv. Daily	P. M. 122 Lv. Daily	P. M. 124 Lv. Daily	

NOTE—Trains Nos. 117, 119, 121, and 123, have right over Nos. 118, 120, 122, and 124, respectively, Coeburn to Toms Creek.
Trains Nos. 117, 120, 121, and 124, will consume full schedule time.
Engines going on and coming off Lee Branch will register in book at Watch Box at west leg of "Y".

YARD LIMITS.
Toms Creek yard limits have been established on Toms Creek Branch. Yard limit board has been placed 7,000 feet west of Toms Creek Junction. Toms Creek yard engines will use all tracks west of the yard limit board, but must not go east of the yard limits without protecting themselves and must clear the time of all schedule trains ten (10) minutes.
Extras in either direction must not use main track except under flag protection, except that eastward freight trains **WILL NOT PROTECT THEMSELVES WHILE MAKING UP TRAINS AT EAST END OF SCALE TRACKS**, and yard engines must approach this part of yard under control, expecting to find main track blocked without protection.
Eastward trains are superior to trains of the same class in the opposite direction. See Rule 72.

Westward.			HONAKER BRANCH.				Eastward.		
Distance from Honaker.	FIRST CLASS		Time Table No. 16 EFFECTIVE Sun., May 29th, 1921.	FIRST CLASS		Distance from Blackford.			
	207 Passenger Lv. Tues., Thurs. and Satur. P. M.	STATIONS.		206 Passenger Ar. Tues., Thurs. and Satur. P. M.	STATIONS.				
....	12.25	..... Honaker	2.10	5.3				
0.6	12.30	.. Honaker Junction .. ^{0.6}	2.04	4.7					
2.7	12.46	.. Hubbard Junction .. ^{2.1}	1.52	2.6					
4.3	12.58	..... Stumptown	1.40	1.0				
5.3	1.05	..... Blackford	1.30	.....				
	P. M. 207 Ar. Tues., Thurs. and Satur.	STATIONS.	P. M. 206 Lv. Tues., Thurs. and Satur.						

No. 207 has right over No. 206 Honaker to Blackford.
CONNECTIONS—No. 206 with Nos. 11 and 6, and No. 207 with Nos. 5 and 12 at Honaker.
No. 207 will wait at Honaker 20 minutes for Nos. 12 and 5.
Trains Nos. 207 and 206 will use passing siding, Honaker Junction to Honaker Station, without protecting against main line trains, but will not use the main track between these points except under flag protection.
All main line trains using passing siding between Honaker Junction and Honaker Station will do so, expecting to find it occupied.
Extra trains will be handled on this branch in accordance with Time Table Rule 2.
Eastward trains are superior to trains of the same class in the opposite direction. See Rule 72.

Westward.			BIG CREEK BRANCH.				Eastward.		
Distance from Big Creek Jct.	FIRST CLASS		Time Table No. 16. EFFECTIVE Sunday, May 29th, 1921.	FIRST CLASS		Distance from Jewell.			
	211 Passenger Lv. Daily Ex. Sun. P. M.	209 Passenger Lv. Daily Ex. Sun. P. M.		STATIONS.	208 Passenger Ar. Daily Ex. Sun. P. M.		210 Passenger Ar. Daily Ex. Sun. P. M.		
.....	3.45	12.15	..... Big Creek Junction	3.25	4.45	7.1		
3.8	8 4.00	12.30	..... Seaboard	3.10	8 4.30	3.3		
5.4	8 4.05	12.35	..... Lark	3.05	8 4.25	1.7		
7.1	4.15	12.45	..... Jewell	2.55	4.15	.....		
	P. M. 211 Ar. Daily Ex. Sun.	P. M. 209 Ar. Daily Ex. Sun.	STATIONS.	P. M. 208 Lv. Daily Ex. Sun.	P. M. 210 Lv. Daily Ex. Sun.				

Nos. 209 and 211 have right over Nos. 208 and 210, respectively, Big Creek Junction to Jewell.
CONNECTIONS—No. 209 with Nos. 5 and 12 at Richlands. No. 211 with No. 11 at Richlands.
Extra trains will be handled on this Branch in accordance with Time Table Rule No. 2.
Eastward trains are superior to trains of the same class in the opposite direction. See Rule 72.

Westward.			LEWIS CREEK BRANCH.				Eastward.		
Distance from Putnam.	FIRST CLASS		Time Table No. 16 EFFECTIVE Sun., May 29th, 1921.	FIRST CLASS		Distance from Garden.			
	223 Passenger Lv. Daily Except Sunday A. M.	STATIONS.		222 Passenger Ar. Daily Except Sunday P. M.	STATIONS.				
.....	11.00	..... Putnam	12.07					
	11.10	..... Laurel	11.57					
	11.15	..... Tarklin	11.52					
	11.23	..... Russell	11.44					
	11.28	..... Drill	11.39					
	11.33	..... Garden	11.34					
	A. M. 223 Ar. Daily Except Sunday	STATIONS.	A. M. 222 Lv. Daily Except Sunday						

No. 223 has right over No. 222 to Garden. Eastward Trains are superior to trains of same class in the opposite direction. See Rule 72.
Lewis Creek Branch will be operated jointly by the Norfolk & Western Railway and the White Oak Lumber Company under the rules of the Norfolk & Western Railway; the Norfolk & Western Railway to operate between the hours of 1:00 A. M. and 1:00 P. M. and the White Oak Lumber Company between the hours of 1:00 P. M. and 1:00 A. M.
No train of the White Oak Lumber Company will be allowed on this branch while it is occupied by trains of the Norfolk & Western Railway, and no train of the Norfolk & Western Railway will be allowed on branch while it is occupied by trains of the White Oak Lumber Company.
If for any reason a train of either road fails to clear branch during its allotted time it must immediately protect itself in both directions until it gets into clear.
Train register has been placed at Hickory Junction, where all trains of Norfolk & Western Railway will register on and off branch.
Trains of both roads must call up dispatcher of the White Oak Lumber Company over 'phone and report off of branch when they get into clear. No train of either road will start out on branch until conductor first ascertains that all trains of the other road have cleared the branch.
Dispatcher of White Oak Lumber Company will advise trains of Norfolk & Western Railway when trains of White Oak Lumber Company have cleared the branch. This information will be placed on register at Hickory Junction under signature of the Dispatcher.
Extra trains will be handled on this branch in accordance with Time Table Rule No. 2.

POCAHONTAS DIVISION.

SPECIAL INSTRUCTIONS.

STANDARD TIME.

1. Clocks showing Standard Time are located at Bluefield, North Fork, Eckman, Wilcoe, Iaeger, East Williamson, Williamson, Norton, Pocahontas and Berwind. (See Rule 3, Book of Rules.) Comparison cards (Form No. 30) may be secured at the following points: Bluefield, Eckman, Wilcoe, East Williamson, Williamson, Pocahontas and Norton.

REGISTERING.

2. Conductors only are required to examine registers. All trains will register at Bluefield, Pocahontas, Simmons, Flipping, Goodwill, Montcalm, Matoaka, Giatto, McComas, Big Branch Junction, Pond Creek Junction, East Williamson, Williamson, Coeburn, Toms Creek and Norton. All trains to and from Tug Fork Branch will register at Tug, Wilcoe, Gary, and Jeanette. All trains on Dry Fork Branch will register at Iaeger Tower, Berwind, and Cedar Bluff. No. 215 and all trains to and from Jacobs Fork Branch will register at Rift. Trains on Lewis Creek Branch will register at Hickory Junction. Trains on Modoc Branch will register at Modoc Junction. Scheduled trains on Pond Creek will register at Toler. Dispatchers will transmit the register of first-class trains and passenger extras to Operators at East Williamson; C. V. District first-class trains and passenger extras to Operators at Graham Tower, and first and second-class trains and passenger extras to Operators at Eckman. In transmitting the register of trains by wire, same must be repeated back and recorded in train order book. Operator at Iaeger Tower will register Nos. 9 and 10 and Dry Fork Passenger Trains; also freight trains leaving Dry Fork Branch entering main line, from register slip handed him by conductor in charge of such trains. Eastward inferior trains with reference to Train No. 10 will be governed by position of semaphore signal at Iaeger Tower. Semaphore at clear will indicate that Train No. 10 has left Iaeger. Operator at Iaeger Tower will hold eastbound freight trains until No. 10 has left, unless slow freight trains are twenty (20) minutes and second-class trains five (5) minutes ahead of No. 10. They will also hold freight trains on Branch until all overdue main line superior trains have passed, unless they hold orders giving them right thereover. Semaphore signal in clear position will indicate to freight trains coming off Branch that all overdue superior trains have passed. All trains to and from North Fork Branch will register at North Fork. Scheduled trains to and from Pocahontas and Bluestone Branches will register at Bluestone. Eastward Main Line, Clinch Valley, Pocahontas Branch and Bluestone Branch freight trains, with reference to overdue first-class trains, will be governed by Semaphore signals on Graham and Bluestone Towers, respectively, and the operators will hold such freight trains until overdue first-class trains have passed, unless they hold orders giving them right thereover. Semaphore signals at "Clear" will indicate that overdue first-class trains have passed. East and westward Main Line inferior trains, and inferior trains from Tug Fork Branch, with reference to overdue first and second-class Main Line trains at Tug, will be governed by Semaphore signals on tower at Tug. Operator at Tug will hold such inferior trains until overdue first and second-class trains have passed, unless they hold orders giving them right thereover. Semaphore signals at "Clear" will indicate that overdue first and second-class Main Line trains have passed.

The registers at Simmons, Flipping, Montcalm, Switchback, North Fork, Eckman, Kimball, Roderfield, Gordon, Susanna, Rift, War Eagle, Glen Alum, Cedar, Freeburn, Lick Fork, Thacker, McCarr, Matewan, Alma Junction, Sycamore, Pond Creek Junction, Big Creek Junction, Raven, Hickory Junction and Honaker are for the registering of trains doing work on Simmons Creek, Goodwill Branch, Crane Creek, Bluestone Branch, west of Montcalm, Switchback, North Fork, Dans, Kings, Spice Creek, Clear Fork, Caretta, Jacobs Fork, War Eagle, Glen Alum, Poplar Creek, Freeburn, Lick Fork, Thacker, T. R. & K., Logan, Alma, Sycamore, Pond Creek, Big Creek, Coal Creek, Honaker, and Lewis Creek Branches, above Junction, respectively "on" and "off" branch. Extra trains using these branches will be governed by registers with regard to each other. The first extra train on the branch has the right thereto without protecting; following extra trains must protect against trains occupying branch. Regular trains must be cleared by rule. Dispatchers will issue no orders on these branches, except to run scheduled trains late and display signals. Conductors must register under "Remarks" on register book, the points at which cars have been left on main track of branches named, but cars must not be left on main track of branches where scheduled trains are maintained.

Twin Branch and Pocahontas Branch west of Pocahontas will be operated under yard rules. Engines assigned to work in these limits will govern their movements accordingly. Other engines must not move thereover unless protected by flag, except that engines assigned to limits west of Pocahontas must clear scheduled trains or protect against them according to rule.

Trains must register "on" and "off" at Pocahontas when necessary to use Pocahontas Branch west of that Station. When necessary to go west of Pocahontas, other trains must protect themselves when Branch is occupied.

Crews working Branch Lines under these rules will register "on" and "off" each time they leave or enter branch, or else leave a flagman at junction while they are off branch temporarily to notify other crews that might wish to enter branch in the meantime.

All Clinch Valley freight trains will register at Graham Tower. All trains, except first-class, will register at Richlands. Trains 51 and 56 will register at Weyanoke.

LOCATION OF BULLETIN BOARDS.

3. Bluefield: Telephone Booth at Passenger Station, Call Office, Round House and Motor Pit.
Pocahontas.
Clift.
Matoaka.
North Fork.
Eckman Yard Office and Round House.
Wilcoe.
Auville Yard.
Berwind.
East Williamson Yard Office and Round House.
Williamson.
Richlands.
St. Paul.
Norton Yard Office.

MAXIMUM SPEED.

4. First-class trains and passenger extras forty (40) miles per hour, or one (1) minute and thirty (30) seconds per mile, except westward Ruth to Ennis, and eastward Ruth to Cooper, twenty-five (25) miles per hour, or two (2) minutes and twenty-four (24) seconds per mile, except around guard rail curve at Cooper, speed will be reduced to fifteen (15) miles per hour.

Bluestone, Pocahontas, Crane Creek, North Fork, Tug Fork, Spice Creek, Clear Fork, Pond Creek and Toms Creek Branches, twenty (20) miles per hour or three (3) minutes per mile.

When backing between Coeburn and Toms Creek, Boissevain and Goodwill, Flipping and McComas, Wenonah and Montcalm, Wilmore and Coalwood, Rift and Newhall, Tug Fork Branch, Roder-

field and Premier, Pond Creek Branch, Richlands and Jewell, Honaker and Blackford, fifteen (15) miles per hour, or four (4) minutes per mile.

Dry Fork and Jacobs Fork Branches first-class trains and passenger extras, twenty-five (25) miles per hour; other trains eighteen (18) miles per hour.

Freight and work trains between Eckman and Williamson, twenty-five (25) miles per hour, except westward coal trains between Tug and Iaeger and between Alnwick and Devon, fifteen (15) miles per hour.

Second, third and fourth-class freight and work train extras, twenty (20) miles per hour, or three (3) minutes per mile, except North Fork, Pocahontas, Bluestone, Crane Creek, Tug Fork, Spice Creek, Clear Fork, Pond Creek and Toms Creek Branches; eastward Ruth to Cooper, and between St. Paul and Banner, Tacoma and Norton, fifteen (15) miles per hour, or four (4) minutes per mile.

Eastward trains handled by steam engines must not exceed a speed of six (6) miles per hour through Elkhorn Tunnel while fan is running.

Class M-2 and Mallet engines will not exceed a speed of five (5) miles per hour over Bridges Nos. 1941 and 2141, located near junctions of Clear Fork and Poplar Creek Branches.

Z-1 engines will not exceed speed of ten (10) miles per hour over Bridge 1352 between Cedar Bluff and Richlands.

Slow order boards have been erected one-half mile on each side of Sand Rock Cut, Clinch Valley District; all trains will reduce speed passing through this cut so as to be under control and prepared to stop in event of an obstruction on track. These boards will not be provided with lights at night.

Trains handling wreck cars through Elkhorn Tunnel will reduce speed to six (6) miles per hour.

Electric engines will not exceed a speed of fourteen (14) miles per hour through Elkhorn Tunnel.

Passenger trains must reduce speed to six (6) miles per hour entering Bluefield and Williamson Passenger Stations.

Attention is called to Rule No. 103 (b), which must be strictly observed through all intermediate as well as terminal yards.

The maximum speed on the following branch lines will be twelve (12) miles per hour or five (5) minutes per mile:

Angle.	Thacker.
Cherokee.	T. R. & K.
Greenbriar.	Mate Creek.
Indian Ridge.	Alma.
Dans Branch.	Sycamore.
Kings Branch.	Williamson.
Helena.	Caretta.
War Eagle.	Valls Creek.
Glen Alum.	Poplar Creek.
Freeburn.	Lick Fork.
	Lewis Creek.

This speed must not be exceeded on these branches.

STATIONS FOR WHICH NO TIME IS SHOWN.

5. Kyle is a stop for Nos. 17 and 18, and flag stop for Nos. 9 and 10.
Maitland is a stop for Nos. 17 and 18, and flag stop for Nos. 9, 10 and 29.
Nos. 9, 10, 17, 18 and 29 will stop at Nemours, Landgraaf and Big Four on signal.
Nos. 10 and 18 will stop at Crozier Store on signal.
Nos. 9 and 10 will stop at Upland Store, Shannon, Deegans, Twin Branch, Marytown and Big Sandy on signal.
No. 9 will stop at Hemphill on signal.
No. 29 will stop at Shannon, Deegans, Mohawk, War Eagle, Cedar, Rose, McCarr and Rawl on signal.
No. 2 will stop at Sycamore, Rawl, Merrimac, McCarr, Rose, Cedar, Wharnccliffe, War Eagle, Mohawk, Big Sandy, Marytown, Twin Branch, Deegans, Shannon, Maitland, Superior, Big Four, Landgraaf, Kyle and Nemours on signal.
Nos. 29 and 2 will stop at Hemphill on Tuesdays and Fridays to take on parcel post.

No. 8 will stop at Rawl and War Eagle, and will stop at McCarr on signal.

No. 1 will stop on signal at Wharnccliffe.

Nos. 15 and 16 will stop on signal at Cedar and War Eagle.

Scheduled trains will stop at Alpheus and Leslie on signal.

Scheduled trains will stop at Gluck, Bradshaw, Lomax, Susanna, Canebrake and Hartwell, and will stop at Mile Branch, Garland, Beartown, Bartley, Middletown and Vandyke on signal.

Nos. 5, 6, 11 and 12 will stop at Hockman, St. Clair, Wittens Mill, Maxwell, Doran, Gardner, Putnam, Artrip, Pine and Ramsey on signal.

Nos. 5 and 6 will stop at Dwina on signal.

Scheduled trains will stop at Bondtown on signal.

GENERAL.

6. Except in automatic block territory, passenger trains will be moved only under absolute block, except that where block system is not in effect, passenger trains may be moved under permissive block, with reference to other than passenger trains preceding, in case there is an intervening siding at which there is no communication.

7. Except in automatic block territory, circus trains will be moved only under absolute block.

8. Except in automatic block territory, trains handling camp cars occupied by men will be moved only under absolute block.

9. Switching of passenger trains must not be attempted at both ends of the train at the same time.

10. Passenger trains hauled or assisted by freight engines will not exceed speed of 30 miles per hour.

11. Light weight locomotives, clam shell cranes, ditching machines and pile drivers, when hauled in trains, must be placed at the rear.

12. The clearance between cabs of Mallet and Mountain Type engines and mail cranes is not sufficient to clear a man.

13. Second Paragraph of Rule 537 is modified as follows:

Passenger locomotives are equipped with globe valves, in steam line at rear of tender, to be used by Inspectors and Trainmen to shut off steam from locomotives before attempting to uncouple steam hose. Trainmen will not blow steam out of train-line approaching points where locomotives are changed or added or cut out, except when a train is approaching the end of its run, see Form 229, Page 27, Rule No. 6.

When cars are cut out of a train before it reaches the end of its run, and are not attached to a yard steam-heat line or to a locomotive, all inlet and outlet steam valves in cars must be opened and condensation blown out, using steam or air pressure, steam heat hose uncoupled and train-line valves opened. If set out where steam or air is not available, all steam pipes must be blown out from the locomotive, as when approaching the end of a run, steam heat hose uncoupled and train-line valves opened.

Before trains leave terminals, Inspectors must assure themselves that steam is passing through the train, and out the rear.

14. Rule No. D-152 is modified to the extent that when a train crosses over to or obstructs the opposite track it will be necessary to protect against the current of traffic only; except that a train receiving orders to use a double track against the current of traffic will be required to protect itself as per Rule No. 99.

15. Trains not scheduled by time table, or train order, will proceed extra with the current of traffic on double track.

Trains having trouble on double track, on account of a break-in-two, derailment, or otherwise, getting close on the time of a superior train, must cut engine off, go to the first cross-over point ahead, drop flag against movement, in opposite direction, and return to the first cross-over in the rear of the train, and flag the train of superior class around them.

16. On double track, the head portion of a train which has parted may go back on its own track to recover the rear when it is

KNOWN there are no cross-over facilities or Branch Line connections between the rear and the head end; but in case the location of the rear is not definitely known, the head end will be disposed of in the most convenient manner and the light engine cross over and move with the current of traffic in search of rear, and when found, take such action as may be best to recouple train; having in mind the question of safety and least possible delay to other trains.

Telephones, when available, should be used in connection with such movements if time can be saved thereby.

17. The Second Paragraph of Rule No. 99 (b), Book of Rules, is modified as follows:

When a passenger train is detained at any of its Time Table stops more than three (3) minutes, the flagman must go back with flagman's signals and protect his train, as provided in Rule 99.

18. Rule No. 696 is modified to allow motor cars to operate five hundred (500) feet apart, instead of one thousand (1,000) feet. Yard limit indication, Page 20, Book of Rules, is modified to note Rule No. 103 (b), instead of Rule No. 103 (a).

19. When Agents have freight for a local train a Green and White Signal will be used to stop such trains to pick up freight. Note Rule No. 28.

20. Rule No. 90 (d) is modified to the extent that engines handling trains with not exceeding 20 cars, need not be detached therefrom before taking coal or water.

21. Rules Nos. 10 (b), 10 (c), 19, 19 (a) and (b) are modified as follows:

Rule No. 10 (b)—Green changed to Yellow
White changed to Green } As specified in following paragraphs.

When not so specified in the following paragraphs, the colors White and Green will continue in use as prescribed by the rules.

Rules Nos. 19, 19 (a), and 19 (b), and portions of diagrams in connection therewith illustrating the display of markers:

Green changed to Yellow.

Marker Lamps painted Yellow.

Block Signals and Interlocking Signals and Hand Signals in connection therewith:

White changed to Green.

Green changed to Yellow.

Switch Lamps and Targets:

(a) White lights changed to Green.

(b) White targets changed to Green.

Distant Switch Signals:

White lights changed to Green.

Green lights changed to Yellow.

Slow Boards:

Green boards changed to Yellow.

Green lights changed to Yellow.

22. Rule 17, Book of Rules, is modified as follows: Electric headlights on road engines should be dimmed when standing at the end of double track, or third track and coal and water stations; when running light through yards; also when standing on passing sidings after train has stopped clear of main track, or when standing or moving close behind other trains.

23. In case of failure of the headlight on an engine hauling a passenger train at night, the engineer will, when passing through yards and station limits, reduce speed and take extraordinary precaution to prevent accident. In addition to continuous ringing of the bell, the whistle should be sounded lightly at frequent intervals.

24. Fifth Paragraph of Rule No. 412, Book of Rules, is modified as follows:

Employees are prohibited from riding on pilots of engines in road service, and they must not under any circumstances ride on yard engine pilots or footboards between engine and cars, or when it puts them forward of the direction in which the engine is moving.

25. Employees operating switches by hand must see that the points fit up properly.

26. Engineers of any trains displaying signals must sound engine whistle, as per Rule No. 14-K, at all junction points, unless it can be seen that no trains are occupying the tracks at such points.

27. Trains hauling camp cars and light loaded or empty wooden flat cars, must not be pushed without placing the pusher engine ahead of such cars.

Wooden flat cars, whether loaded or empty, must be handled on the rear of trains other than locals and work trains.

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

FREIGHT SERVICE.

Mallet engines must always be coupled next to train.

M-2 engines must be coupled next to train when double-headed by K-1, K-2 or smaller engines.

K-1 or K-2 engines must be coupled next to train when double-headed by Class M or smaller engines.

Class W engines must be coupled next to train when double-headed by Class D, G, T or U engines.

In other cases it does not matter which engine is coupled next to train.

PASSENGER SERVICE.

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

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

AIR BRAKES.

50. Rules governing the operation of air brakes are contained in Books M. P. 229 and M. P. 294, revised October, 1912.

Employees, whose duties are prescribed by these rules, must provide themselves with a copy.

AUTOMATIC BLOCK AND INTERLOCKING.

51. A train stopped by an automatic stop and stay signal, not located at an interlocking plant, will not proceed until instructions to proceed have been received from the nearest point of communication, or until a flagman has been sent forward to protect the train to the next signal in advance, unless the signal changes to PROCEED.

52. Slow speed permissive signals, where installed at interlocking plants, are attached to the semaphore mast of main line signals, below the regular interlocking signals, when such signals are used as block signals in addition to their regular function of route signals. These signals are distinguished from the regular interlocking signal on account of having a shorter semaphore arm painted yellow. When the arm is in the forty-five degree position above or below horizontal and shows two yellow lights in a horizontal line, at night, it will indicate that the route through the interlocking plant is properly lined up, but that the block is occupied, and engineers accepting the signal must proceed with great caution and under full control, prepared to stop short of train or other obstruction.

Levermen must not use this type of signal except when absolutely necessary to relieve or avoid congestion within the limits of interlocking plant.

53. Speed at interlocked grade crossings and junction points, is limited to 25 miles per hour for passenger trains, and 10 miles per hour for other trains.

54. Fusees and torpedoes will not be used by Trainmen in automatic block territory, except in EMERGENCY, but must be used by Track and Bridge men when track or bridges are unsafe and obstructed by work or from other causes.

ELECTRIFICATION.

PROHIBITION TO WORK ON TOP OF ENGINES, TENDERS OR CARS IN ELECTRIFIED ZONE.

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

Bluefield—Allen Street Bridge.	Third Tunnel west of Kimball.
Bluefield—Mercer Street Bridge.	Twin Tunnel.
Cooper Tunnel.	Welch Tunnel.
Elkhorn Tunnel.	No. 1 Hemphill Tunnel.
Keystone Coaling Station.	No. 2 Hemphill Tunnel.
Pocahontas Tunnel No. 1.	Farm Coaling Station.
Pocahontas Tunnel No. 2.	Havaco Tunnel—Tug Fork
Kimball Tunnel.	Branch.

It is dangerous at any point to approach trolley wire within eighteen (18) inches. Employees in any service working where overhead trolley wires exist shall observe the following rules:

1. WHERE THE WIRE IS OF STANDARD HEIGHT.

Employees are forbidden to go on top of engines or tenders or cars except in the following cases:

(a) **Enginemen, Firemen and Trainmen** will be permitted to get on tender of engines when necessary to supply cistern of tender with water.

(b) **Trainmen and Inspectors** will be permitted to get on top of cars to apply hand brakes when necessary or to turn up retainers before turning summit of heavy grades as required by Rule, or to transmit hand signals at points where such signals cannot be transmitted from the ground in safety and seen by those for whom they are intended. When it is necessary to use a lantern to give such signal, the signalling must not be done from a point directly under wire.

(c) **Inspectors** will be permitted on top of cars to inspect same.

2. AT POINTS WHERE THE WIRE IS LOWER THAN STANDARD.

At all of the points mentioned above where the wire is lower than standard, low wire warnings of Safety First color illuminated by a circle of lights are suspended beside the tracks. Within the low wire sections so indicated employees shall not under any circumstances be permitted on top of engines, tenders or cars.

On the Bluefield Yards and in the Elkhorn Tunnel the following special rules must be observed:

Bluefield Yards—From points about five hundred (500) feet east and west of Mercer and Allen Street bridges of the City of Bluefield the trolley wires commence gradually to lower approaching the bridge. Low wire warnings of Safety First color illuminated by a circle of lights and suspended between the tracks mark the points where the wires commence to lower. Between the points just mentioned trainmen will be permitted to get on top of cars other than high equipment (high box, stock or coke cars, or cars containing a high load) for the purpose of applying and releasing hand brakes. Since the wire is gradually lowering as the bridge is approached from the points mentioned, trainmen are forbidden to be on top of high equipment for any purpose within one hundred (100) feet east or west of the bridge.

Elkhorn Tunnel—In the event of a train having trouble in Elkhorn tunnel which necessitates the presence of men on top of cars, the current must first be cut off. The Conductor of the train will notify the Operator at Coaldale who will arrange with the power house at Bluestone to cut off the current. Thereafter, the Operator at Coaldale will ground the trolley with a device for that purpose and notify the Conductor that the current is off. The Conductor will then direct Trainmen to perform the required work and when completed, he will withdraw them to a place of safety before instructing that the current be turned on again. Work on the top of cars in Elkhorn tunnel must never be attempted until the current is cut off.

LOCAL.

101. Crews handling loads from Angle, Spice Creek, Glen Alum, War Eagle, and Tug Fork Branch between Jenkinjones and Jeanette, Filbert and Elbert, must not bring out over thirty-five (35) loads. See Rule No. 123 of these instructions.

102. Eastward passenger trains will get a "31" order or clearance card at East Williamson.

Nos. 52 and 60 will get a "31" order or clearance card at Mont-calm.

Nos. 51 and 57 will get a "31" order or clearance card at Bluestone.

All Clinch Valley scheduled trains originating at Graham, Finney, Coeburn and Norton must get a "31" order or clearance card.

First and second-class trains displaying signals for following sections will sound whistles in accordance with Rule No. 14-K to Operators at Graham, Bluestone, Coaldale, Tug and Jaeger Towers.

All freight trains will get a "31" order or clearance card at Coeburn, St. Paul Tower, Finney, Richlands, Gillespie and Burks Garden during the hours these offices are open.

Nos. 5 and 11 will get a "31" order or clearance card at Graham Tower.

103. Helper engines will run ahead of Nos. 9 and 29, Ruth to Eckman, without orders, but when overtaken must let these trains pass without delay.

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

105. Westward passenger trains using eastward track between Coaldale and Welch will not exceed a speed of twenty-five (25) miles per hour.

106. All westward freight trains will stop within water limits at Farm or Claren and Mohawk and inspect trains.

107. In Automatic Block Districts trains entering the main track from any point or crossing from one main track to the other will be required to thoroughly inspect the disc indicator before fouling main track; as far as practicable all of the crew on head end of train will be required to see that the disc is examined, and when the disc is found to be showing red or in the absence of a disc or for any reason they are unable to tell the indication of the disc, crews will be required to protect themselves as per Rule No. 99 before entering main track. It will not be necessary for the engineers to leave their engines and examine the disc but they will be required to see that it is examined by the trainmen. At points other than in yard limits or station limits, crews will be required to protect themselves before entering main track regardless of indication of disc. Trains entering the main track as above stated will be required to run under control to the first Automatic Block Signal.

108. The use of Mallet Engines is prohibited on the following tracks:—

- Elkhorn delivery and outlet tracks.
- Lick Branch Delivery Track, 100 feet west of derail.
- Lick Branch Outlet Track, above bridge.
- Crozier Delivery, below Bridge No. 865.
- Lynchburg coke tracks beyond west end of ovens.
- Elk Ridge Coal and Coke Company, coke track.
- Keystone Delivery track.
- Keystone Commercial siding.
- Pulaski No. 3 coke track.
- Eureka Coke Outlet.
- Shawnee Outlet, above coke outlet.
- Tidewater back and front coke track.
- Middle States, back of coke wharf.
- Blackstone, back of derail.
- Cletus, back of derail.
- Twin Branch beyond Twin Branch Delivery siding.
- Hensley Branch.
- Fall River Coal Company's Operation tracks.
- Lindsey Spur, beyond derail.
- Devon Storage.
- Delorme Station.
- Thacker Station and Thacker Wye.
- Zack.
- Pine.
- River Siding, Swords Creek.
- Walton Siding, Carterton.
- Dale Ridge Siding, Russell Creek.

Also over small Bridge No. 1943 located about one thousand, five hundred (1,500) feet west of west switch of storage track on Clear Fork Branch. Y-2 and Y-3 engines must not be used on Clear Fork 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.

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

110. Trains will not exceed a speed of twenty (20) miles per hour through Summit Tunnel, Dry Fork Branch, and crews will be required to throw off a lighted fusee near mouth of tunnel before rear of train enters. This, however, will not relieve trainmen from properly protecting their trains should they stop in the tunnel from any cause.

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

112. Inferior trains may run ahead of superior trains, Bluefield to Graham, without orders, but will protect themselves when standing.

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.

Signal located north of westward track at the west end of the freight station shed protects eastward freight trains pulling into scale yard.

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.

The position of these signals will not indicate position of switches: note Rule No. 103-B.

All trains will be handled under control of Engineers, Bluefield to Graham.

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.

113. On account of the necessity of running passenger trains over westward track, Graham Tower to Bluefield, no train will cross over to westward track at the west end of cab track without first notifying Switchman at Mercer Street Bridge.

114. 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.

115. Eastward trains receiving signal to cross from east to westward track at cross-over west of Coaldale will use the westward track to Elkhorn Tunnel regardless of opposing trains.

Westward trains receiving signal at Ruth to use eastward track from west portal of tunnel to cross-over west of Coaldale will do so regardless of opposing trains.

116. 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 back to the person issuing, and will then deliver one copy each to Conductor and Engineer, preserving a copy. In case of accident, party receiving instructions over telephone will be held responsible, unless he holds copy of written instructions.

117. Conductors must secure permission from Operator at Coaldale before going to Mill Creek Coal Operation at Hillside, and then proceed only under protection of flag, and when clear, so

report to the Operator at Coaldale. Main track must not again be occupied until Conductor secures permission from Operator at Coaldale, and then only under protection of flag.

Mill Creek work must be done on Hillside, and not on main line.

Cars must not be left standing on west end of Hillside track, except while trains are working Mill Creek Operation. When this operation is blocked and cars cannot be left standing on the operation tracks, they must be left on the east end of Hillside.

118. Helper engines will assist passenger trains to and from all points between Tug and Bluefield without train orders.

When more than one engine is used in an eastward freight train, at least one engine must be on the rear from Kimball to Bluefield. This does not apply to trains terminating at Eckman. Mine Run crews working east of Iaeger may place helper engine on rear.

119. Trains waiting on North Fork Branch for trains to and from Indian Ridge or Greenbrier Branches must stand west of the junction switch of branches named, in order to give trains therefrom a clear track in case they are not under control.

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

Engineers of any train displaying signals must sound engine whistle, as per Rule No. 14-K, when passing above named and all other junction points, unless it can be seen that no trains are occupying the tracks at such points.

121. The "Y" switches at Goodwill, McComas and Giatto 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.

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

Before entering coal operation tracks, Conductors and Engineers must send a man ahead to see that track is clear of cars or other obstructions.

Cars must not be left standing in position to foul outlet tracks or coal operations; and, whenever practicable, must not be left standing on side track switches where there is danger of other cars running out and sidwiping them.

123. Run-away tracks are located as follows: One between Elbert and Filbert; three between O'Toole and Pocahontas Consolidated Collieries Company No. 6; one on Ballard-Harman Branch; one above Carter Coal Company's Store at Coalwood; one on War Eagle Branch.

Switches must be adjusted for run-away tracks, except when trains are passing through them; but before using, a Brakeman should be sent to the switches and instructed not to change same for main track until Engineer sounds two long blasts of the whistle, which should be done just before reaching switch, if train is under control. If train is not under control, Engineer should sound one short blast of the whistle and switch should be left adjusted for run-away tracks. Conductors of trains must see that this is understood by all of the crew before starting.

124. 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 Brakeman goes back to flag.

125. Conductors of work trains working in Elkhorn tunnel must consult Operator at Coaldale personally or by 'phone before entering tunnel.

No train will cross over from west to eastward track at Ruth without first consulting Operator at Coaldale.

Eastward trains finding first automatic signal on eastward track east of Ruth in stop position must remain there until it changes to clear or permissive, but after waiting five (5) minutes will 'phone Operator at Coaldale, who will advise condition of block ahead. If Operator at Coaldale instructs train to proceed it will do so.

126. An engine has been assigned to pusher service and will work extra, Honaker to Finney, and will have right over all except first-class trains and those running on train order schedule, Honaker to Finney. All eastward trains, except first-class and those running on train order schedule, will wait at Finney until pusher engine arrives there, unless they receive orders giving them right thereover. The number of the pusher engine must be checked with the register kept by the Operator at Finney and all eastward trains, except first-class and those running on train order schedule, must know before leaving Finney that pusher has arrived there. Pusher engine will clear first-class trains and those running on train order schedule according to rule and will not move east of Finney, except when coupled to a train unless otherwise directed by train order.

127. Absolute block will apply to passenger trains and permissive block will apply to freight trains between Graham and Norton.

128. 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 at Coeburn 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.

129. When more than one engine in a westward freight train, one engine must be used on rear, Boody to Norton.

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

All Norfolk & Western trains, except first-class, will approach and run through these limits under control expecting to find the track occupied.

Gates have been installed at road crossing just east of St. Paul Station, with a watchman on duty between the hours of 7:00 A. M. and 9:00 P. M. Trains and engines will not cross over any street where gates are located and watchman on duty before securing a signal from watchman.

131. 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 should be notified, giving full particulars, as to what is holding the car up, as far as the Conductors are able to determine.

132. All trains will reduce speed passing high rock bluff at Mile Post 10, Dry Fork Branch, in order to be under control and prepared to stop in event of an obstruction on track.

133. Westbound trains handled by steam engines, Bluefield to Eckman, must carry ninety (90) pounds train pipe pressure.

Retainers should be turned up on loaded trains between Ruth and Eckman.

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

YARD LIMITS.

136. Yard limit signs are placed as follows:

On north side westward track at extreme east end Bluefield Yard, protects trains and engines on west track to yard board on westward track east of Graham and protects trains and engines on eastward track east of Allen Street bridge.

On westward track east of Graham, protects westward trains to Graham Tower.

On eastward track one hundred (100) feet west of Bridge No. 834, second bridge west of Graham, protects eastward trains at Graham Tower.

On westward track east of Flat Top, protects westward trains to cross-over at west end of Flat Top Yard.

On eastward track west of Flat Top Yard, protects eastward trains to cross-over at east end of Flat Top.

On westward track east of Bluestone, protects westward trains to the tower.

On westward track east of Ruth, protects westward trains to home signal at Ruth.

On westward track just east of Turkey Gap Tipple, protects westward trains to west switch, to westward passing siding at Morgan.

On westward track east of North Fork, protects westward trains to the cross-over at west end of North Fork Yard.

On eastward track west of North Fork, protects eastward trains to station at North Fork.

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

On north side of westward track east of Keystone, protects westward trains to cross-over at Eckman.

On westward track east of East Vivian, protects westward trains to Bridge No. 834a.

On eastward track west of Tug, protects eastward trains to Tug.

At junction of Dry Fork Branch, protects southward trains to south switch of Auville Yard.

South of Auville Yard, protects northward trains to Dry Fork Junction.

On westward track east of East Williamson Yard, protects westward trains to East Williamson Yard.

On north side of track west of Montcalm, protects eastward trains to Montcalm.

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

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

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

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

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.

On north side of main track of Tug Fork Branch west of Tug, protects eastward trains to Tug.

On Clear Fork Branch west of storage track, protects eastward trains on Clear Fork Branch to Gordon.

East and west of Leckieville, protects trains between these boards.

East and west of Stone, protects trains between these boards.

On south side of main track west of Hockman, protects eastward trains to Graham Tower.

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

On north side of main track east of Cedar Bluff, on south side of main track at west end of Indian Passing Siding, protects trains in both directions between these Yard Limit Signs.

On west side of main track north of Indian Yard, protects trains to Cedar Bluff and east end Indian Passing Siding, in both directions.

On south side of main track west of Richlands, protects eastward trains to east end of Richlands Passing Siding.

On north side of main track east of Richlands, protects westward trains to brick yard siding west of Richlands.

On north side of main track east of Carbo, protects westward trains to Carbo Telegraph Office.

On south side of main track west of Carbo, protects eastward trains to Carbo Telegraph Office.

On north side of main track east of Boody, protects westward trains to Boody Tank.

On south side of main track west of Boody, protects eastward trains to east switch of Boody Passing Siding.

On north side of main track east of Banner, protects westward trains to junction of Little Toms Branch.

Tonnage Ratings and Weather Reductions for Locomotives

On north side of main track east of Coeburn, protects westward trains to Toms Creek Junction.

On south side of main track west of Coeburn, protects eastward trains to telegraph office at Coeburn.

On north side of Main track east of Norton, protects westward trains to Norton Yard.

On north side of main track east of Toms Creek, protects westward trains to east end scale-tracks Toms Creek Yard.

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

Rule 99 (b) is hereby modified to the extent that all freight trains between Bluefield and Kimball, including Pocahontas, Blue-stone, Crane Creek, and North Fork Branches, must be protected according to Rule 99 at all points, except in yard limits, so designated by yard limits signs, which all freight trains and work trains must approach and pass through under full control, expecting to find a train occupying the main track unprotected. All concerned should, however, bear in mind that trains of inferior class must, in all cases, at all points, protect themselves against trains of superior class. See Rule 103 (b); elsewhere Rule 99 (b) will apply.

Stop boards have been erected along main line and Toms Creek Branch four hundred (400) feet west of Coeburn Junction. Eastward freight trains will come to full stop at these boards.

A stop board has been erected at Carbo, four hundred (400) feet east of C. C. & O. Junction. Westward freight trains will come to full stop at this board.

Stop board has been erected east of Flipping Junction; Westward freight trains will come to full stop at this board.

Stop board has been erected just west of Widemouth Branch Junction at Montcalm; Eastward freight trains will come to full stop at this board.

Stop board has been erected just east of Widemouth Branch Junction at Montcalm; Westward freight trains will come to full stop at this board.

Stop board has been erected at Angle Branch Junction; Eastward freight trains will come to full stop at this board.

FIGURES TO BE USED IN COMPUTING TONNAGE FOR CARS OF DIFFERENT CAPACITY AND LOADING.

Hoppers and Gonds. Capacity	Loaded with Coal Tons	Hoppers and Gonds. Capacity	Loaded with Coke Tons
180,000	120	180,000	100
140,000	95	140,000	75
115,000	75	115,000	43
100,000	70	100,000	41
85,000	60	85,000	36
80,000	58	80,000	34
60,000	44	Steel Coke Cars Loaded with Coke	
(Battleships) 100,000	78	(Battleships) 100,000	67
N. & W. Rack Cars	Loaded with Coke	Box and Stock Cars	Loaded with Coke
60,000	44	80,000	44
		60,000	37

BLUEFIELD TO RUTH

CLASS OF ENGINES	Class of Service	Rating A	Rating B	Rating C	Rating D	Rating F	Rating G	Rating H
		Normal	40° to 32°	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.	30% red.	
Electric	Slow	2500	2375	2250	2125	2000	1875	1750
	Time	2200	2090	1980	1870	1760	1650	1540
Y-2 or 3	Slow	2300	2185	2070	1955	1840	1725	1610
	Time	2000	1900	1800	1700	1600	1500	1400
Z1a	Slow	1800	1710	1620	1530	1440	1350	1260
	Time	1700	1615	1530	1445	1360	1275	1190
M-2	Slow	1000	950	900	850	800	750	700
	Time	900	855	810	765	720	675	630
B, M or W	Slow	850	808	765	723	680	638	595
	Time	750	713	675	638	600	563	525

CAR LIMITS—Slow freights, 90 cars. Time freights, 60 cars.

ECKMAN OR WILCOE TO WILLIAMSON

CLASS OF ENGINES	Class of Service	Rating A	Rating B	Rating C	Rating D	Rating F	Rating G	Rating H
		Normal	40° to 32°	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.	30% red.	
Y-2 or 3	Slow	6500	6175	5850	5525	5200	4875	4550
	Time	2000	1900	1800	1700	1600	1500	1400
Z1a	Slow	6000	5700	5400	5100	4800	4500	4200
	Time	1700	1615	1530	1445	1360	1275	1190
M-2	Slow	4000	3800	3600	3400	3200	3000	2800
	Time	900	855	810	765	720	675	630
B, M or W	Slow	3000	2850	2700	2550	2400	2250	2100
	Time	750	713	675	638	600	563	525

CAR LIMITS—Slow freights, 85 cars. Time freights, 60 cars.

WILLIAMSON TO WILCOE OR ECKMAN

CLASS OF ENGINES	Class of Service	Rating A	Rating B	Rating C	Rating D	Rating F	Rating G	Rating H
		Normal	40° to 32°	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.	30% red.	
Y-2 or 3	Slow	2500	2375	2250	2125	2000	1875	1750
	Time	2100	1995	1890	1785	1680	1575	1470
Z1a	Slow	2000	1900	1800	1700	1600	1500	1400
	Time	1700	1615	1520	1445	1360	1275	1190
M-2	Slow	1250	1188	1125	1063	1000	938	875
	Time	1100	1045	990	935	880	825	770
B, M or W	Slow	1000	950	900	850	800	750	700
	Time	900	855	810	765	720	675	630

CAR LIMITS—Slow freights, 90 cars. Time freights, 55 cars.

ECKMAN TO FLAT TOP

CLASS OF ENGINES	Class of Service	Rating A	Rating B	Rating C	Rating D	Rating F	Rating G	Rating H
		Normal	40° to 32°	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.	30% red.	
Electric	Slow	1625	1544	1463	1381	1300	1219	1138
Y-2 or 3	Slow	1400	1330	1260	1190	1120	1050	980
Z1a	Slow	1100	1045	990	935	880	825	770
M-2	Slow	700	665	630	595	560	525	490
B, M or W	Slow	550	523	495	468	440	413	385

SIMMONS TO FLAT TOP

CLASS OF ENGINES	Class of Service	Rating A	Rating B	Rating C	Rating D	Rating F	Rating G	Rating H
		Normal	40° to 32°	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.	30% red.	
Electric	Slow	3800	3610	3420	3230	3040	2850	2660
Y-2 or 3	Slow	4000	3800	3600	3400	3200	3000	2800
Z1a	Slow	3200	3040	2880	2720	2560	2400	2240
M-2	Slow	2300	2185	2070	1955	1840	1725	1610
B, M or W	Slow	1500	1425	1350	1275	1200	1125	1050

Tonnage Ratings and Weather Reductions for Locomotives—Continued

FLAT TOP TO BLUEFIELD

CLASS OF ENGINES	Class of Service	Rating							
		Rating A	Rating B	Rating C	Rating D	Rating F	Rating G	Rating H	Zero to 8° Below
		Normal	40° to 32° 5% red.	31° to 24° 10% red.	23° to 16° 15% red.	15° to 8° 20% red.	7° to Zero 25% red.	Zero to 8° Below 30% red.	
Electric	Slow	2350	2232	2115	1998	1880	1763	1645	
	Time	2350	2232	2115	1998	1880	1763	1645	
Y-2 or 3	Slow	2500	2375	2250	2125	2000	1875	1750	
	Time	2100	1995	1890	1785	1680	1575	1470	
Z1a	Slow	2000	1900	1800	1700	1600	1500	1400	
	Time	1700	1615	1530	1445	1360	1275	1190	
M-2	Slow	1250	1188	1125	1063	1000	938	875	
	Time	1150	1093	1035	978	920	863	805	
B, M or W	Slow	1000	950	900	850	800	750	700	
	Time	850	808	765	723	680	638	595	

POCAHONTAS TO FLAT TOP

CLASS OF ENGINES	Class of Service	Rating							
		Rating A	Rating B	Rating C	Rating D	Rating F	Rating G	Rating H	Zero to 8° Below
		Normal	40° to 32° 5% red.	31° to 24° 10% red.	23° to 16° 15% red.	15° to 8° 20% red.	7° to Zero 25% red.	Zero to 8° Below 30% red.	
Electric	Slow	4200	3990	3780	3570	3360	3150	2940	
Y-2 or 3	Slow	4200	3990	3780	3570	3360	3150	2940	
Z1a	Slow	3500	3325	3150	2975	2800	2625	2450	
M-2	Slow	2500	2375	2250	2125	2000	1875	1750	
B, M or W	Slow	1900	1805	1710	1615	1520	1425	1330	

NORTON OR TOMS CREEK TO RICHLANDS—With Pusher

CLASS OF ENGINES	Class of Service	Rating							
		Rating A	Rating B	Rating C	Rating D	Rating F	Rating G	Rating H	Zero to 8° Below
		Normal	40° to 32° 5% red.	31° to 24° 10% red.	23° to 16° 15% red.	15° to 8° 20% red.	7° to Zero 25% red.	Zero to 8° Below 30% red.	
Z1a	Slow	2100	1995	1890	1785	1680	1575	1470	
	Time	1900	1805	1710	1615	1520	1425	1330	
M-2	Slow	1250	1188	1125	1063	1000	938	875	
	Time	1150	1093	1035	978	920	863	805	
B, M or W	Slow	1050	998	945	893	840	788	735	
	Time	950	903	855	808	760	713	665	

RICHLANDS TO BLUEFIELD

CLASS OF ENGINES	Class of Service	Rating							
		Rating A	Rating B	Rating C	Rating D	Rating F	Rating G	Rating H	Zero to 8° Below
		Normal	40° to 32° 5% red.	31° to 24° 10% red.	23° to 16° 15% red.	15° to 8° 20% red.	7° to Zero 25% red.	Zero to 8° Below 30% red.	
Y-2 or 3	Slow	2100	1995	1890	1785	1680	1575	1470	
	Time	1900	1805	1710	1615	1520	1425	1330	
Z1a	Slow	1700	1615	1530	1445	1360	1275	1190	
	Time	1600	1520	1440	1360	1280	1200	1120	
M-2	Slow	1050	998	945	893	840	788	735	
	Time	850	808	765	723	680	638	595	
B, M or W	Slow	850	808	765	723	680	638	595	
	Time	800	760	720	680	640	600	560	

BERWIND TO SUMMIT TUNNEL

CLASS OF ENGINES	Class of Service	Rating							
		Rating A	Rating B	Rating C	Rating D	Rating F	Rating G	Rating H	Zero to 8° Below
		Normal	40° to 32° 5% red.	31° to 24° 10% red.	23° to 16° 15% red.	15° to 8° 20% red.	7° to Zero 25% red.	Zero to 8° Below 30% red.	
Y-2 or 3	Slow	1600	1520	1440	1360	1280	1200	1120	
Z1a	Slow	1300	1235	1170	1105	1040	975	910	
M-2	Slow	850	808	765	723	680	638	595	
B, M or W	Slow	650	618	585	553	520	488	455	

BLUEFIELD TO ST. PAUL

CLASS OF ENGINES	Class of Service	Rating							
		Rating A	Rating B	Rating C	Rating D	Rating F	Rating G	Rating H	Zero to 8° Below
		Normal	40° to 32° 5% red.	31° to 24° 10% red.	23° to 16° 15% red.	15° to 8° 20% red.	7° to Zero 25% red.	Zero to 8° Below 30% red.	
Y-2 or 3	Slow	1750	1663	1575	1488	1400	1312	1225	
Z1a	Slow	1400	1330	1260	1190	1120	1050	980	
M-2	Slow	900	855	810	765	720	675	630	
B, M or W	Slow	700	665	630	595	560	525	490	

ST. PAUL TO TOMS CREEK OR NORTON

CLASS OF ENGINES	Class of Service	Rating							
		Rating A	Rating B	Rating C	Rating D	Rating F	Rating G	Rating H	Zero to 8° Below
		Normal	40° to 32° 5% red.	31° to 24° 10% red.	23° to 16° 15% red.	15° to 8° 20% red.	7° to Zero 25% red.	Zero to 8° Below 30% red.	
Z1a	Slow	1200	1140	1080	1020	960	900	840	
M-2	Slow	800	760	720	680	640	600	560	
B, M or W	Slow	600	570	540	510	480	450	420	

CEDAR BLUFF TO SUMMIT TUNNEL

CLASS OF ENGINES	Class of Service	Rating							
		Rating A	Rating B	Rating C	Rating D	Rating F	Rating G	Rating H	Zero to 8° Below
		Normal	40° to 32° 5% red.	31° to 24° 10% red.	23° to 16° 15% red.	15° to 8° 20% red.	7° to Zero 25% red.	Zero to 8° Below 30% red.	
Y-2 or 3	Slow	2600	2470	2340	2210	2080	1950	1820	
Z1a	Slow	2200	2090	1980	1870	1760	1650	1540	
M-2	Slow	1600	1520	1440	1360	1280	1200	1120	
B, M or W	Slow	1100	1045	990	935	880	825	770	

When combinations of power are used add single ratings.

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

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

COMPANY SURGEONS.

Dr. S. S. Gale.....Chief Surgeon.....Roanoke, Va.
 Dr. W. R. Whitman....Asst. Chief Surgeon.....Roanoke, Va.
 Dr. Thos. E. Peery....Oculist.....Bluefield, W. Va.
 Dr. C. T. St. Clair....Asst. Oculist.....Bluefield, W. Va.
 Dr. J. Francke Fox....Surgeon.....Bluefield, W. Va.
 Dr. W. H. St. Clair....Asst. Surgeon.....Bluefield, W. Va.
 Dr. R. O. Rogers....Asst. Surgeon.....Bluefield, W. Va.
 Dr. O. K. Phlegar....Asst. Surgeon.....Graham, Va.
 Dr. V. E. Stiff.....Asst. Surgeon.....Switchback, W. Va.
 Dr. P. D. Johnston....Asst. Surgeon.....Tazewell, Va.
 Dr. J. Walter Witten...Asst. Surgeon.....North Tazewell, Va.
 Dr. W. R. Williams....Surgeon.....Richlands, Va.
 Dr. J. M. Ratliff....Asst. Surgeon.....Raven, Va.
 Dr. J. H. Cox.....Asst. Surgeon.....Honaker, Va.
 Dr. S. C. Couch.....Asst. Surgeon.....Cleveland, Va.
 Dr. J. N. Greear....Surgeon.....St. Paul, Va.
 Dr. D. A. Dunkley....Asst. Surgeon.....Toms Creek, Va.
 Dr. W. H. Bruce.....Asst. Surgeon.....Norton, Va.
 Dr. R. P. Carr.....Asst. Surgeon.....Norton, Va.
 Dr. J. A. McGuire....Asst. Surgeon.....Norton, Va.
 Dr. Jno. P. Haller....Surgeon.....Pocahontas, Va.
 Dr. H. J. Slusher....Asst. Surgeon.....Boissevain, Va.
 Dr. E. T. Cecil.....Asst. Surgeon.....Coopers, W. Va.
 Dr. E. M. Tanner....Asst. Surgeon.....Bramwell, W. Va.
 Dr. W. D. Fitzhugh...Asst. Surgeon.....McComas, W. Va.
 Dr. B. S. Clements...Asst. Surgeon.....Matoaka, W. Va.
 Dr. J. H. Craft.....Asst. Surgeon.....Springton, W. Va.
 Dr. E. F. Peters....Asst. Surgeon.....Maybeury, W. Va.
 Dr. W. B. Young....Surgeon.....Elkhorn, W. Va.
 Dr. L. H. Clark....Surgeon.....Kyle, W. Va.
 Dr. J. H. Bell.....Asst. Surgeon.....North Fork, W. Va.
 Dr. Alexander Irvine...Surgeon.....McDowell, W. Va.
 Dr. W. L. Johnston...Surgeon.....McDowell, W. Va.
 Dr. John W. English...Asst. Surgeon.....McDowell, W. Va.
 Dr. McHenry Tabor...Asst. Surgeon.....Crumpler, W. Va.
 Dr. R. K. Bragonier...Asst. Surgeon.....Keystone, W. Va.
 Dr. H. G. Hammond...Surgeon.....Keystone, W. Va.
 Dr. W. B. Stevens...Asst. Surgeon.....Eckman, W. Va.
 Dr. C. H. Morgan....Asst. Surgeon.....Kimball, W. Va.
 Dr. P. H. Killey....Surgeon.....Vivian, W. Va.
 Dr. S. A. Daniel....Surgeon.....Welch, W. Va.
 Dr. W. C. Hall.....Asst. Surgeon.....Welch, W. Va.
 Dr. H. G. Camper....Asst. Surgeon.....Welch, W. Va.
 Dr. C. F. Hicks....Asst. Surgeon.....Welch, W. Va.
 Dr. G. L. Straub....Asst. Surgeon.....Welch, W. Va.

COMPANY SURGEONS—Continued.

Dr. V. L. Wetherby...Asst. Surgeon.....Wilcoe, W. Va.
 Dr. R. R. Stuart....Asst. Surgeon.....Thorpe, W. Va.
 Dr. C. W. Vick.....Asst. Surgeon.....Jenkinjones, W. Va.
 Dr. R. V. Shanklin...Surgeon.....Gary, W. Va.
 Dr. L. L. Whitney....Asst. Surgeon.....Elbert, W. Va.
 Dr. C. R. Woolwine...Asst. Surgeon.....Davy, W. Va.
 Dr. J. H. Anderson...Asst. Surgeon.....Marytown, W. Va.
 Dr. W. L. Peck.....Asst. Surgeon.....Coalwood, W. Va.
 Dr. S. D. Hatfield...Surgeon.....Iaeger, W. Va.
 Dr. D. D. Hatfield...Asst. Surgeon.....English, W. Va.
 Dr. J. Louis McCarty...Surgeon.....Berwind, W. Va.
 Dr. F. B. Quincy....Asst. Surgeon.....Panther, W. Va.
 Dr. T. G. Matney....Asst. Surgeon.....Mohawk, W. Va.
 Dr. C. E. Peery....Asst. Surgeon.....Glen Alum, W. Va.
 Dr. A. S. Richardson...Surgeon.....Devon, W. Va.
 Dr. H. H. Perrinton...Asst. Surgeon.....New Thacker, W. Va.
 Dr. A. G. Rutherford...Surgeon.....Thacker, W. Va.
 Dr. M. P. Link.....Asst. Surgeon.....Vulcan, W. Va.
 Dr. H. M. Coleman...Asst. Surgeon.....Matewan, W. Va.
 Dr. W. S. Williams...Asst. Surgeon.....Sprigg, W. Va.
 Dr. G. B. Irvine....Surgeon.....Williamson, W. Va.
 Dr. G. T. Conley....Asst. Surgeon.....Williamson, W. Va.
 Dr. O. H. Jennings...Asst. Surgeon.....Williamson, W. Va.
 Dr. L. F. Boland....Asst. Surgeon.....Stone, Ky.
 Dr. Hugh Wilson....Asst. Surgeon.....Orinoco, Ky.

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.

W. J. JENKS,
 General Manager,
 ROANOKE, VA.

D. E. SPANGLER,
 General Superintendent Transportation,
 ROANOKE, VA.

E. S. MOORE,
 Superintendent Transportation,
 ROANOKE, VA.

J. T. CAREY,
 General Superintendent, Western General Division,
 BLUEFIELD, W. VA.

W. O. FRANKLIN,
 Superintendent,
 BLUEFIELD, W. VA.