

**NORFOLK AND WESTERN
RAILWAY CO.**

POCAHONTAS DIVISION

TIME TABLE No. 15

No. 14 OMITTED

**EFFECTIVE 3:30 A. M.
Sunday, April 29, 1951**

EASTERN STANDARD TIME



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

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

It is for the information of employees only.

Bluefield to Williamson—Westward

Distance from Bluefield	Time Table No. 15 EFFECTIVE Sunday, April 29, 1951		FIRST CLASS						
	STATIONS		9	15	25		23	3	
			Passenger Lv. Daily	Passenger Lv. Daily	Passenger Lv. Daily		Passenger Lv. Daily	Passenger Lv. Daily	
			A. M.	A. M.	P. M.		P. M.	P. M.	
3.27	Bluefield, W. Va. Y W T C O	F 6.30	{ 9.55	{ 2.45		{ 6.40	{ 10.35		
6.51	Bluefield, Va.	S 6.38	{ 10.15	{ 2.50		{ 7.00	{ 10.50		
7.56	Falls Mills	F 6.44	S 10.24	2.56		S 7.08	10.57		
	Flat Top W	F 6.46	10.31	3.01		F 7.15	11.02		
			10.33	3.03		F 7.17	11.04		
10.80	Bluestone	S 6.55	S 10.42	3.08		S 7.25	11.09		
15.41	Maybeury	F 7.04	10.51	3.15		F 7.34	11.16		
16.71	Lick Branch	F 7.07	10.53	3.17		F 7.37	11.18		
19.04	Elkhorn W	S 7.13	10.57	3.21		S 7.43	11.22		
20.45	Powhatan	F 7.17	10.59	3.23		F 7.47	11.24		
22.10	North Fork W	S 7.27	S 11.06	3.26		S 7.54	S 11.29		
23.38	Keystone	S 7.33	11.10	3.29		S 7.59	11.32		
24.45	Eckman C W T	F 7.37	11.12	3.31		F 8.02	11.34		
26.93	Vivian W	F 7.44	11.17	3.35		F 8.07	11.38		
27.94	Kimball	S 7.47	11.19	3.37		S 8.11	11.40		
31.16	Huger	S 7.58	11.25	3.43		S 8.16	11.44		
34.23	Welch S	S 8.13	S 11.37	S 3.50		S 8.24	S 11.53		
34.55	Tug	S 8.16	11.40	3.51		S 8.26	11.55		
36.18	Farm Y C W	S 8.20	11.44	3.54		S 8.29	11.58		
39.92	Davy W	S 8.29	11.52	4.00		S 8.37	12.03AM		
43.11	Claren F	F 8.36	11.58	4.05		F 8.44	12.08		
44.90	Roderfield S	S 8.42	12.01PM	4.08		F 8.48	12.11		
48.32	Wilmore W	F 8.49	12.06	4.13		F 8.53	12.16		
52.41	Iaeger Y S	S 9.03	S 12.13	4.19		S 9.02	12.22		
56.05	Hull W F	F 9.11	12.19	4.24		F 9.08	12.26		
59.94	Panther S	S 9.21	12.25	4.30		S 9.16	12.31		
64.77	Alnwick Y	S 9.31	12.33	4.37		S 9.24	12.39		
70.30	Glen Alum W S	S 9.44	12.43	4.45		F 9.35	12.48		
72.67	Lindsey F	F 9.49	12.47	4.48		F 9.40	12.51		
76.91	Devon Y S	S 9.57	12.54	4.54		S 9.49	12.57		
82.19	Vulcan W S	S 10.09	1.03	5.01		F 9.59	1.06		
83.72	Delorme S	S 10.14	1.06	5.03		F 10.04	1.08		
86.38	Thacker Y S	S 10.21	1.11	5.07		S 10.10	1.12		
88.83	White	S 10.27	1.14	5.10		S 10.15	1.17		
90.68	Matewan W S	S 10.33	X 1.17	5.12		S 10.22	1.19		
92.92	Sprigg F	S 10.38	1.20	5.15		F 10.27	1.22		
98.14	{ W END D T Y W T C O } E. Williamson	S 10.49	1.27	5.21		S 10.39	1.28		
99.57	Williamson	S 10.55	{ 1.35	{ 5.30		{ 10.45	{ 1.40		
			{ 1.50	{ 5.35		{ 11.00	{ 1.50		
			A. M.	P. M.	P. M.	P. M.	A. M.		

PASSENGER STOP NOTES:

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

(X) Stop to let off revenue passengers from Welch, W. Va., or receive passengers for beyond Williamson.

Bluefield to Williamson—Westward

Distance from Bluefield	Time Table No. 15 EFFECTIVE Sunday, April 29, 1951		THIRD CLASS			Telegraph Office	Telegraph Signals	Station Sidings, Capacity in Feet	Passing Sidings, Capacity in Feet
	STATIONS		89	99	85				
			Time Freight Lv. Daily	Time Freight Lv. Daily	Time Freight Lv. Daily				
			A. M.	A. M.	P. M.				
3.27	{ Bluefield, W. Va. Y W T C O } Bluefield, Va.	F 6.30	{ 7.00	{ 11.00	{ 5.15	D N	{ B F		Yard
6.51	Falls Mills	S 6.38	{ 8.30	{ 12.15PM	{ 6.20	D N	{ N M	710	
7.56	Flat Top W	F 6.44	8.38	12.23	6.25	D	{ H Q	466	
		F 6.46	8.45	12.30	6.32		{ F M		Yard
			8.54	12.35	6.34				
10.80	Bluestone	S 6.55	9.00	12.45	6.40				
15.41	Maybeury	F 7.04	9.17	1.07	6.59				
16.71	Lick Branch	F 7.07	9.20	1.10	7.02				2500
19.04	Elkhorn W	S 7.13	9.26	1.16	7.08	D	R N	710	
20.45	Powhatan	F 7.17	9.29	1.19	7.11				7100
22.10	North Fork W	S 7.27	9.34	1.24	7.15				400
23.38	Keystone	S 7.33	9.37	1.27	7.17				578
24.45	Eckman C W T	F 7.37	9.39	1.29	7.24	D N	J H		Yard
26.93	Vivian W	F 7.44	9.44	1.34	7.30				268
27.94	Kimball	S 7.47	9.55	1.45	7.32	D	B K		{ EB 2935
31.16	Huger	S 7.58	10.03	1.53	7.47				{ WB 2440
34.23	Welch S	S 8.13	10.11	2.01	8.00	D N	H I	840	3000
34.55	Tug	S 8.16	10.11	2.01	8.00				
36.18	Farm Y C W	S 8.20	10.14	2.04	8.06				7000
39.92	Davy W	S 8.29	10.22	2.12	8.14	D	Z A	872	
43.11	Claren F	F 8.36	10.27	2.17	8.20				4430
44.90	Roderfield S	S 8.42	10.30	2.20	8.23				680
48.32	Wilmore W	F 8.49	10.37	2.27	8.30				11120
52.41	Iaeger Y	S 9.03	10.45	2.35	8.38	{ D	{ C T	425	
56.05	Hull W	F 9.11	10.52	2.42	8.45	{ D N	{ D Y		20300
59.94	Panther S	S 9.21	11.01	2.50	8.54	D	P F	350	
64.77	Alnwick Y	S 9.31	11.10	2.59	9.03				10835
70.30	Glen Alum W	S 9.44	11.19	3.09	9.14	D	G	958	
72.67	Lindsey F	F 9.49	11.23	3.13	9.19				539
76.91	Devon Y S	S 9.57	11.32	3.22	9.28	D N	V O		6850
82.19	Vulcan W	S 10.09	11.42	3.32	9.38				{ EB 7426
83.72	Delorme S	S 10.14	11.46	3.36	9.43	D	J M	873	{ WB 8160
86.38	Thacker Y	S 10.21	11.51	3.41	9.49				75
88.83	White	S 10.27	11.55	3.45	9.54				11150
90.68	Matewan W	S 10.33	12.01PM	3.50	10.00	D	V X	483	
92.92	Sprigg F	S 10.38	12.05	3.54	10.04				4800
98.14	{ W END D T Y W T C O } E. Williamson	S 10.49	{ 12.30	{ 4.15	{ 10.20	D N	W Y		Yard
99.57	Williamson	S 10.55	{ 2.00	{ 5.00	{ 10.50				
			P. M.	P. M.	P. M.				

CONNECTIONS:
No. 15 with Nos. 22 and 51 at Bluestone.

Williamson to Bluefield—Eastward

Distance from Williamson	Time Table No. 15 EFFECTIVE Sunday, April 29, 1951 STATIONS	FIRST CLASS					
		4	24		26	12	16
		Passenger Lv. Daily	Passenger Lv. Daily		Passenger Lv. Daily	Passenger Lv. Daily	Passenger Lv. Daily
	Williamson	A. M. 5.20	A. M. 6.05		P. M. 1.20	P. M. 4.00	P. M. 5.40
1.43	{ W E N D D T Y W T C O } E. Williamson	{ 5.35 } 5.37	{ 6.20 } 6.24		{ 1.25 } 1.27	4.04	{ 5.50 } 5.52
6.65	Sprigg	5.45	F 6.36		1.35	F 4.16	6.00
8.89	Matewan	5.48	S 6.43		1.38	S 4.23	E 6.03
10.74	White	5.51	6.47		1.41	4.26	6.05
13.19	Thacker	5.54	S 6.54		1.44	S 4.34	6.09
15.85	Delorme	5.58	S 7.00		1.48	S 4.40	E 6.14
17.38	Vulcan	6.01	F 7.05		1.51	F 4.45	6.17
22.66	Devon	6.09	S 7.18		1.59	S 4.58	6.26
26.90	Lindsey	6.15	F 7.25		2.05	F 5.06	6.33
29.27	Glen Alum	6.19	S 7.30		2.09	S 5.12	6.37
34.80	Alnwick	6.27	F 7.41		2.17	F 5.24	6.45
39.63	Panther	6.34	S 7.50		2.24	S 5.33	6.52
43.52	Hull	6.39	F 8.00		2.29	F 5.43	6.58
47.16	Iaeger	6.44	S 8.08		2.34	S 5.52	S 7.04
51.25	Wilmore	6.50	F 8.15		2.40	F 6.01	7.10
54.67	Roderfield	6.55	S 8.25		2.45	F 6.10	7.15
56.46	Claren	6.58	F 8.30		2.48	F 6.15	7.18
59.65	Davy	7.02	S 8.39		2.52	S 6.24	7.23
63.39	Farm	7.07	F 8.47		2.57	F 6.32	7.29
65.02	Tug	7.10	S 8.50		3.00	S 6.35	7.32
65.34	Welch	S 7.15	S 8.55		S 3.03	S 6.40	S 7.38
68.41	Huger	7.20	9.04		3.08	6.45	7.44
71.63	Kimball	7.26	S 9.12		3.12	S 6.56	7.51
72.64	Vivian	7.28	F 9.16		3.14	F 7.00	7.53
75.12	Eckman	7.32	F 9.24		3.19	F 7.05	7.58
76.19	Keystone	7.34	S 9.30		3.21	S 7.10	8.00
77.47	North Fork	7.39	S 9.38		3.24	S 7.15	S 8.07
79.12	Powhatan	7.43	F 9.42		3.27	F 7.19	8.11
80.53	Elkhorn	7.46	S 9.48		3.30	F 7.23	8.15
82.86	Lick Branch	7.51	F 9.55		3.34	F 7.29	8.22
84.16	Maybeury	7.54	F 9.59		3.36	F 7.33	8.25
88.77	Bluestone	8.05	S 10.11		3.44	S 7.45	8.36
92.01	Flat Top	8.11	S 10.18		3.50	F 7.53	8.43
93.06	Falls Mills	8.13	F 10.31		3.52	F 7.57	8.45
96.30	Bluefield, Va.	8.19	F 10.35		3.58	F 8.05	8.51
99.57	{ Bluefield, W. Va. } Y W T C O	{ 8.35 } 8.55	{ 10.50 } 11.15		{ 4.08 } 4.13	8.20	{ 9.05 } 9.20
		A. M.	A. M.		P. M.	P. M.	P. M.

PASSENGER STOP NOTES:

- (E) Stop to let off revenue passengers from Kenova and beyond.
- (K) Stop to discharge revenue passengers from Kenova and beyond or receive revenue passengers for Roanoke and beyond.
- (Q) Stop to discharge revenue passengers from beyond Portsmouth or receive revenue passengers for Bluefield and beyond.

Williamson to Bluefield—Eastward

Distance from Williamson	Time Table No. 15 EFFECTIVE Sunday, April 29, 1951 STATIONS	THIRD CLASS			Telegraph Offices	Telegraph Signals	Station Sidings, Capacity in Feet	Passing Sidings, Capacity in Feet
		84	86	94				
		Time Freight Lv. Daily	Time Freight Lv. Daily	Time Freight Lv. Daily				
	Williamson	P. M.	A. M.	A. M.				
1.43	{ W E N D D T Y W T C O } E. Williamson	11.40	6.30	11.30	D N	W Y	Yard	
6.65	Sprigg	12.15	7.00	1.15			4800	
8.89	Matewan	12.30	7.13	1.30	D	V X	483	
10.74	White	12.35	7.17	1.35			11150	
		12.39	7.21	1.39				
13.19	Thacker	12.46	7.28	1.46			75	
15.85	Delorme	12.53	7.33	1.53	D	J M	873	
17.38	Vulcan	12.58	7.38	1.58			EB 7426	
22.66	Devon	1.08	7.49	2.09	D N	V O	WB 8160	
26.90	Lindsey	1.21	8.00	2.20			539 6850	
29.27	Glen Alum	1.26	8.05	2.25	D	G	958	
34.80	Alnwick	1.39	8.18	2.38			10835	
39.63	Panther	1.53	8.30	2.52	D	P F	350	
43.52	Hull	2.05	8.41	3.05			20300	
47.16	Iaeger	2.15	8.49	3.15	{ D D }	{ C N D T Y }	425	
51.25	Wilmore	2.25	8.59	3.25			11120	
54.67	Roderfield	2.35	9.09	3.35			680	
56.46	Claren	2.40	9.13	3.40			4430	
59.65	Davy	2.48	9.21	3.50	D	Z A	872	
63.39	Farm	2.58	9.31	4.03			7000	
65.02	Tug	3.05	9.36	4.10	D N	H I		
65.34	Welch						840	
68.41	Huger	3.15	9.44	4.20			3000	
71.63	Kimball	3.25	9.52	4.30	D	B K	EB 2935	
72.64	Vivian	3.30	9.55	4.35			WB 2440	
							Yard	
75.12	Eckman	3.40	10.04	4.45	D N	J H	175	
76.19	Keystone	3.45	10.08	4.50			578	
77.47	North Fork	3.50	10.12	4.55			400	
79.12	Powhatan	3.55	10.16	5.00			80 7100	
80.53	Elkhorn	4.00	10.19	5.05	D	R N	710	
82.86	Lick Branch	4.10	10.30	5.15			2500	
84.16	Maybeury	4.15	10.35	5.20				
88.77	Bluestone	4.30	10.50	5.35				
92.01	Flat Top	4.38	11.00	5.45			Yard	
93.06	Falls Mills	4.40	11.02	5.47	D	F M	466	
96.30	Bluefield, Va.	4.47	11.15	6.00	D N	H Q	710	
99.57	{ Bluefield, W. Va. } Y W T C O	{ 4.55 } 5.40	{ 11.30 } 12.15	{ 6.15 } 8.15	D N	{ B F } { N M }	Yard	
		A. M.	P. M.	P. M.				

CONNECTIONS:

No. 24 with No. 312 at Devon, and Nos. 21 and 51 at Bluestone.

POCAHONTAS BRANCH

Westward

Distance from Bluestone	Time Table No. 15 EFFECTIVE Sunday, April 29, 1951	FIRST CLASS						Passing Sidings, Capacity in Feet
		STATIONS	19 Passenger Lv. Daily	21 Passenger Lv. Daily	33 Passenger Lv. Daily			
.....	Bluestone.....	A. M.	A. M.	P. M.				
1.48	Pocahontas.....	9.45	10.47	3.05				Yard
4.72	Boissevain.....	9.50	10.52	3.10				
		9.58						
		A. M.	A. M.	P. M.				

CONNECTIONS:

Nos. 21 and 22 with No. 15 at Bluestone.

Nos. 19 and 22 will stop at Olivette.

BLUESTONE BRANCH

Westward

Distance from Bluestone	Time Table No. 15 EFFECTIVE Sunday, April 29, 1951	FIRST CLASS						Telegraph Offices	Telegraph Signals	Station Sidings, Capacity in Feet	Passing Sidings, Capacity in Feet
		STATIONS	51 Passenger Lv. Daily								
.....	Bluestone.....	A. M.									
1.46	Cooper.....	11.00									
2.55	Bramwell.....	11.05					D	B M			
3.18	Simmons.....	11.09							850		
		11.12									
5.53	Clift..... W	11.20					D	C Y		Yard	
7.45	Flipping.....	11.25								1140	
		11.45									
8.61	Montcalm.....	11.50					D	C S	320		
		12.30 PM									
11.20	Rock.....	12.40							470		
15.84	Matoaka..... W	12.55							733	Yard	
16.82	Giatto..... Y	1.00									
17.66	Big Branch Jct.....	1.02									
19.42	Widemouth.....	1.10									
17.66	Big Branch Jct.....	1.20									
17.84	Smokeless.....	1.22									
18.71	Hiawatha.....	1.27									
20.02	Springton.....	1.32									
20.15	Modoc Jct.....	1.34									
21.86	Arista.....	1.40									
20.15	Modoc Jct.....	1.47									
20.76	Wenonah.....	1.50									
		P. M.									

CONNECTIONS: No. 51 with Nos. 15 and 24 at Bluestone.

No. 51 wait at Bluestone 30 minutes for No. 15.

No. 51 has right over No. 72 to Widemouth, over No. 68 to Arista, and over No. 60 to Wenonah.

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

POCAHONTAS BRANCH

Eastward

Distance from Boissevain	Time Table No. 15 EFFECTIVE Sunday, April 29, 1951	FIRST CLASS					
		STATIONS	22 Passenger Lv. Daily	28 Passenger Lv. Daily	34 Passenger Lv. Daily		
.....	Boissevain.....	A. M.	A. M.	P. M.			
3.24	Pocahontas.....	10.08	10.52	3.10			
4.72	Bluestone.....	10.15	10.57	3.15			
		10.19					
		A. M.	A. M.	P. M.			

No. 21 has right to Pocahontas over No. 28.

No. 19 has right to Boissevain over No. 22.

No. 33 has right to Pocahontas over No. 34.

BLUESTONE BRANCH

Eastward

Distance from Wenonah	Time Table No. 15 EFFECTIVE Sunday, April 29, 1951	FIRST CLASS					
		STATIONS	60 Passenger Lv. Daily	72 Passenger Lv. Daily	68 Passenger Lv. Daily		
.....	Wenonah.....	P. M.	P. M.	P. M.			
0.61	Modoc Jct.....	1.51					
2.32	Arista.....	1.53					
0.61	Modoc Jct.....			1.40			
				1.47			
0.74	Springton.....	1.55					
2.05	Hiawatha.....	2.01					
2.92	Smokeless.....	2.04					
3.10	Big Branch Jct.....	2.06					
4.86	Widemouth.....		1.10				
3.10	Big Branch Jct.....		1.20				
3.94	Giatto..... Y	2.11					
4.92	Matoaka..... W	2.16					
9.56	Rock.....	2.31					
12.15	Montcalm.....	2.39					
13.31	Flipping.....	2.43					
15.23	Clift..... W	2.48					
17.58	Simmons.....	2.54					
18.21	Bramwell.....	2.56					
19.30	Cooper.....	3.00					
20.76	Bluestone.....	3.05					
		P. M.	P. M.	P. M.			

CONNECTIONS:

No. 60 with Nos. 12 and 23 at Bluestone.

Westward		GOODWILL BRANCH				Eastward			
Distance from Flipping	FIRST CLASS			Time Table No. 15 EFFECTIVE Sunday, April 29, 1951	FIRST CLASS			STATIONS	130 Passenger Ar. Daily
	129 Passenger Lv. Daily				A. M.				
0.27					Flipping.....				11.45
1.95					Duhring.....				11.43
					Goodwill.....				11.35
									A. M.

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

Westward		CRANE CREEK BRANCH				Eastward					
Distance from Montcalm	Telegraph Offices	Telegraph Signals	FIRST CLASS			Time Table No. 15 EFFECTIVE Sunday, April 29, 1951	FIRST CLASS			STATIONS	132 Passenger Ar. Daily
			131 Passenger Lv. Daily				P. M.				
2.28	D	C S					Montcalm.....				12.30
4.10	D	M A					Crystal.....				12.20
							McComas.....				12.10
											P. M.

No. 131 has right over No. 132 Montcalm to McComas.

Eastward		BUCHANAN BRANCH				Westward					
Distance from Devon	FIRST CLASS		Storage Sidings, Capacity in Feet	Passing Sidings, Capacity in Feet	Time Table No. 15 EFFECTIVE Sunday, April 29, 1951	STATIONS	Station Sidings, Capacity in Feet	FIRST CLASS		Telegraph Offices	Telegraph Signals
	312 Mixed Leave Daily Except Sunday							311 Mixed Leave Daily Except Sunday	315 Mixed Leave Daily Except Sunday		
						Devon, W. Va.....		P. M.	A. M.		D N V O
			2-3880 1-4900			Woodman, Ky.....		3.15			
2.11	S	8.49				Bill.....		S	3.07		
4.69	F	8.59			Burke.....		F	2.57			
5.16	S	9.01		7875				2.55			
						Kelsa, Va.....		F	2.42		
9.49	F	9.15				Luke.....		F	2.35		
11.50	F	9.25	11691			Hurley.....	208	S	2.25		D H U
12.37	S	9.35	7620			Raitt.....		S	2.10		
18.58	S	9.55		6130							
						Home Creek.....		S	2.00		
19.75	S	10.00	3928			Thomas.....		S	1.41		
26.48	S	10.20				Stric.....					10.30
27.66		10.25				Thomas.....					10.35
26.48		10.35				Weller.....		S	1.35		D N J W
27.32	S	10.40	Yard			Harman.....		S	1.25		
30.04	S	10.53				Grundy.....	1455	S	1.10		D R U
36.15		11.25							P. M.		A. M.

CONNECTIONS: No. 312 with No. 24 at Devon; No. 311 with Nos. 23 and 12 at Devon.

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

Bluefield to Norton—Westward

Distance from Bluefield	Time Table No. 15 EFFECTIVE Sunday, April 29, 1951		FIRST CLASS						
	STATIONS		5 Passenger Lv. Daily						
			A. M.						
3.27	Bluefield, W. Va. Y W T C O	F	10.30						
4.12	Bluefield, Va.	F	10.39						
8.17	Furnace		10.41						
	Sam		10.50						
13.06	Tip Top	F	11.00						
20.46	Burks Garden		11.14						
22.49	Tazewell W S		11.23						
26.99	Youngs		11.32						
31.13	Gillespie		11.40						
34.01	Pounding Mill	F	11.46						
37.83	Cedar Bluff Y F		11.54						
38.62	Indian		11.56 ⁸⁶						
40.82	Richlands C W Y O S		12.06 PM						
41.47	Alley		12.08						
44.20	Raven	F	12.16						
47.04	Daw	F	12.22						
52.23	Swords Creek	F	12.35 ⁹⁶						
57.01	Honaker	S	12.47						
61.62	Finney W F		12.57						
68.49	Cleveland S		1.12 ⁸⁸						
71.40	Carbo	F	1.18						
73.28	Carterton	F	1.24						
77.33	Castlewood	F	1.33						
79.05	Boody W Y		1.37						
79.95	S X Tower X		1.39						
80.22	St. Paul	S	1.47						
83.67	Russell Creek		1.56						
90.42	Banner	F	2.14						
92.51	Coeburn W S		2.20						
96.67	Tacoma	F	2.28						
103.06	Norton W T C O		2.45 P. M.						

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

Operators register passenger trains at Coeburn and Toms Creek.

Norton to Bluefield—Eastward

Distance from Norton	Time Table No. 15 EFFECTIVE Sunday, April 29, 1951		FIRST CLASS	THIRD CLASS			FOURTH CLASS	Telegraph Offices	Telegraph Signals	Station Sidings Capacity in Feet	Passing Sidings Capacity in Feet
	STATIONS		6 Passenger Lv. Daily	86 Time Freight Lv. Daily	88 Time Freight Lv. Daily Ex. Sunday	84 Time Freight Lv. Daily	96 Local Freight Lv. Mon., Wed., Fri.				
			P. M.	A. M.	A. M.	P. M.	A. M.				
6.39	Norton W T C O		4.15	7.40	10.45	7.05	7.45	D N	N I	785	3080
	Tacoma	F	4.29	7.56	11.00	7.26	8.05				
10.55	Coeburn W S		4.37	8.06	11.08	7.40	8.25	D	M Q	1095	
			4.57								
12.64	Banner	F	5.02	8.12	11.14	7.48	8.35			1426	
19.39	Russell Creek		5.16	8.38	11.40	8.16	9.00				
22.84	St. Paul	S	5.28	8.47	11.49	8.30	9.25			1871	
23.11	S X Tower X		5.29	8.48	11.50	8.32	9.35	D N	S X		
24.01	Boody W Y		5.31	9.30	11.54	8.36	10.15				3475
25.73	Castlewood	F	5.36	9.35	12.37 PM	8.50	10.30	D	W O	1407	
29.78	Carterton	F	5.45	9.47	12.48	9.03	10.45			660	4300
31.66	Carbo	F	5.50	9.53	1.02	9.10	10.55			337	
34.57	Cleveland	S	5.57	10.08	1.12 ^s	9.19	11.15	D	C V	1393	4220
41.44	Finney W F		6.12	10.22	1.37	9.41	11.50	D N	H B	565	4200
46.05	Honaker	S	6.22	10.40	2.07	10.04	12.20 PM	D	H K	1210	3000
50.83	Swords Creek	F	6.33	10.51	2.21	10.15	12.35 ^s	D	S W		4250
56.02	Daw	F	6.45	11.02	2.37	10.35					3400
58.86	Raven	F	6.51	11.12	2.47	10.45	1.25			450	
61.59	Alley		6.58	11.21	3.00	10.58	1.38				2300
62.24	Richlands C W Y O S		7.00	11.47	3.10	11.05	1.55	D N	R S		7170
64.44	Indian		7.05	11.56 ^s	3.25	11.13					4250
65.23	Cedar Bluff Y F		7.08	11.58	3.28	11.15		D	C F	600	
69.05	Pounding Mill	F	7.18	12.08 PM	3.55	11.33		D	P M	985	1350
71.93	Gillespie		7.25	12.21	4.05	11.45					4750
76.07	Youngs		7.34	12.40	4.25	12.01 AM					5000
80.57	Tazewell W S		7.44	12.55	4.40	12.28		D	J D	2335	1400
82.60	Burks Garden		7.47	1.01	4.45	12.36				310	5000
90.00	Tip Top	F	8.04	1.38	5.20	1.15		D	F N	320	4700
94.89	Sam		8.12	1.50	5.32	1.27					4730
98.94	Furnace		8.21	2.05	5.45	1.43				230	4850
99.79	Bluefield, Va.	F	8.25	2.10	5.50	1.45		D N	H Q	1259	
103.06	Bluefield, W. Va. . . Y W T C O		8.35	2.30	6.10	2.05		D N	{ B F N M }		Yard
			P. M.	P. M.	P. M.	A. M.	P. M.				

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

Westward

TOMS CREEK BRANCH

Eastward

Distance from Coeburn	Telegraph Offices	Telegraph Signals	FIRST CLASS				Time Table No. 15 EFFECTIVE Sunday, April 29, 1951	FIRST CLASS			
						119 Passenger Lv. Daily					120 Passenger Ar. Daily
							STATIONS				
						P. M.					P. M.
2.49	D	M Q	.....	.....	.....	4.37	Coeburn.....W	4.57	.....	.....	.....
	D	T C	.....	.....	.....	4.47	Toms Creek.....Y	4.47	.....	.....	.....
						P. M.					P. M.

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

POCAHONTAS DIVISION

SPECIAL INSTRUCTIONS

STANDARD TIME

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

REGISTERING

2. (a) Conductors only will examine registers, will fill out and deliver conductor's check of train register, Form C. T. 24-A, to each engineman. (Note Rules 83 and 590, Book of Rules.)
(b) All trains will register at Bluefield, Pocahontas, Goodwill, Montcalm, Giatto, McComas, Big Branch Junction, Pond Creek Junction, East Williamson and Norton. Regular and extra passenger trains register at Williamson passenger station. Simmons Branch trains register at Simmons. Bluestone Branch scheduled trains and Goodwill Branch trains register at Flipping.
(c) North Fork Branch trains register at North Fork.
(d) Dry Fork Branch trains register at Iaeger Tower. They may be registered by operator from slip thrown off by Conductor.
(e) Modoc Branch trains register at Modoc Junction.
(f) Clinch Valley District freight trains register at "HQ" Tower. They may be registered by Operator from slip thrown off by Conductor.
(g) Trains to and from Toms Creek register at Coeburn. First-class trains and passenger extras register at Toms Creek.
(h) Dispatcher transmit the register of first-class trains and passenger extras to the Operator at East Williamson; first and third-class trains to Operator at Eckman Yard; Clinch Valley District first-class trains and passenger extras to Operator at "HQ" Tower which must be repeated and entered in Train Order Book and the Operator register the trains in accordance therewith.
(i) Train order signal at "HQ," Tug, Devon and Iaeger Towers at clear will indicate to trains entering double track that overdue superior trains have passed. Operator hold such trains until overdue superior trains have passed unless they hold train orders giving such trains right to proceed. Where there are train orders for delivery and such trains can proceed, Operator will issue overdue message (in lieu of clear signal) to train over signature of the Superintendent, retaining a copy for file.
(j) On Bluestone Branch west of Clift Yard, on Tug Fork Branch west of Gary, and on Buchanan Branch east of Weller Yard, all train movements (except schedule train) must be made under flag protection, except when otherwise directed by the Yardmaster or when crews make arrangements between themselves. In either case the instructions or arrangements must be in writing and the Conductor and Engineman each given copy. When such instructions are given or arrangements made by use of the telephone they must be written out and repeated from written copy, and every precaution taken to guard against errors or misunderstanding.
(k) The movement of extra trains on Pocahontas Branch west of Pocahontas, Simmons Creek, Angle, North Fork, Dans, Kings, Superior, Spice Creek, Twin Branch, Clear Fork, Jacobs Fork, Four Pole, War Eagle, Gilbert, Glen Alum, Freeburn, Lick Fork, Thacker, McCarr, Mate Creek, Cedar, Alma, Sycamore, Pond Creek, Upper Elk Creek Spur, Levisa, Dismal Branch, Bull Creek, Feds Creek Spur, Big Creek, Town Hill, Coal Creek, and Honaker Branch must be handled as follows:
(l) Extra trains using these branches will be governed by registers located at junctions. The first extra train on the branch has right thereto without protecting. Other extra trains must protect against trains registered on branch, except where arrangements are made by Conductors as stipulated in the second and third sentences, paragraph (l) of this rule.
(m) Trains using Caretta Branch will be governed as follows: "TRAINS, OTHER THAN THE REGULAR SHIFTER, MUST PROTECT THEMSELVES IN USING CARETTA BRANCH."

LOCATION OF BULLETIN BOARDS

3. Bluefield: Passenger Station, Call Office, Roundhouse.
Clift. Williamson.
Eckman Yard Office, Roundhouse. Richlands.
Wilcoe Yard Office and Roundhouse. Norton Yard Office.
Weller Yard Office.
Auville Yard and Shop Office. Weller Shop Office.
East Williamson Yard Office and Roundhouse.

SPEED RESTRICTIONS

Class of Service and Miles Per Hour

LOCATION AND CONDITIONS

	Passenger Trains	Freight Trains	Freight or Mixed Trains Handled by Class A, K or E Engines
4. (a)			
Between Bluefield and Bluestone.....	40	35	40
Between Bluestone and Vivian.....	40	30	40
Between Vivian and Davy.....	45	35	40
Between Davy and Williamson.....	50	40	45
(b)			
Between Bluefield and Tip Top.....	45	35	35
Between Tip Top and Raven.....	40	30	30
Between Raven and Mile Post N-416.....	35	28	..
Between Mile Post N-416 and Mile Post N-425.....	40	28	..
Between Mile Post N-425 and Mile Post N-428.....	55	40	..
Between Mile Post N-428 and Carbo.....	45	35	..
Between Carbo and Virginia City.....	35	35	..
Between Virginia City and Banner.....	40	35	..
Between Banner and Mile Post N-458.....	45	35	..
Between Mile Post N-458 and Norton.....	35	28	..
(c)			
Tug Fork Branch.....	30	25	..
Between Pageton and Anawalt.....	25	20	..
Between Gary and Filbert.....	25	20	..
(d)			
Pocahontas, Bluestone, Crane Creek, North Fork, Pond Creek, Big Creek, Toms Creek, Spice Creek and Clear Fork Branches.....	20	18	..
When backing on Pocahontas, Bluestone, Crane Creek, North Fork, Buchanan, Pond Creek, Big Creek, Toms Creek, Tug Fork, Clear Fork, Spice Creek, and Jacobs Fork Branches.....	15	15	..
(e)			
Dry Fork and Jacobs Fork Branches.....	25	20	20
Between Canebrake and Cedar Bluff.....	35	30	30
(f)			
Upper Elk Creek Spur.....	..	20	..
Buchanan and Gilbert Branches.....	25	20	20
South Fork Spur.....	..	20	..
(g)			
Angle, Cherokee, Dans, Kings, Superior, Twin Branch, Four Pole, War Eagle, Glen Alum, Freeburn, Lick Fork, Thacker, McCarr, Mate Creek, Cedar, Alma, Sycamore, Williamson, Caretta, Coal Creek, Honaker, Town Hill and Bull Creek Branches.....	12	12	..
(h)			
Class M-2 and Mallet engines over Bridge 2141, located near junction of Poplar Creek Branch.....	5	5	..
(i)			
Class Y engines over Bridges 1395, 1396, 1397 and 1398.....	10	10	..
(j)			
Mallet engines over Bridge 1252 on old Peerless No. 1 delivery track.....	4	4	..

SPEED RESTRICTIONS

LOCATION AND CONDITIONS

Class of Service and Miles Per Hour	Freight or Mixed Trains		
	Passenger Trains	Freight Trains	Handled by Class A, K or E Engines

(k) Engines in backward motion with or without cars.....	30	30	30
Curve boards and rules requiring greater restriction to govern.			
(l) When handling wrecking cranes of two hundred (200) tons or more capacity through Pounding Mill Tunnel No. 3, Little Bull Tunnel and Hatfield Tunnel, westward track.....		15	
(m) Passenger trains entering Bluefield and Williamson passenger stations.....	6		
(n) Between east switch and west switch, Welch loop track.....	20	20	20

SPEED LIMIT SIGNALS AT APPROACH TO CURVES

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

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

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

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

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

(q) Scale test cars will be handled only in local freight trains and at a speed not to exceed thirty (30) miles per hour.

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

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

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

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

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

On eastbound track at White, beginning test mile at Mile Post 458 plus 3,360 feet, end of test mile at Mile Post 457 plus 3,568 feet.

On eastbound track, Mile Post 368 plus 4,134.6 feet and 369 plus 4,140.6 feet, and on westbound track, Mile Post 368 plus 4,134.6 feet and 369 plus 4,155.6 feet.

On Clinch Valley District, west of Finney, between Mile Post 426 plus 2,640 feet and Mile Post 427 plus 2,643 feet.

(z) **SPEED TABLE**

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

5. STATIONS FOR WHICH NO TIME IS SHOWN

No. 23 stop at Nemours, Kyle, Landgraff, Big Four, Superior, Maitland, Shannon, Mohegan, Marytown, Big Sandy, Sandy Huff, Krollitz, Vedra, War Eagle, Wharnccliffe, Cedar, McCarr, Merrimac and Rawl on signal.

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

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

No. 24 stop at Rawl, Merrimac, McCarr, Cedar, Wharnccliffe, War Eagle, Vedra, Krollitz, Big Sandy, Marytown, Mohegan, Shannon, Maitland, Superior, Big Four, Landgraff and Nemours on signal.

Scheduled trains stop at Bondtown, Kopp and Argo on signal.

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

Nos. 24 and 23 stop at west end of Cooper Tunnel, for exchange of U. S. mail.

No. 24 stop at Twin Branch on signal, for exchange of Parcel Post.

GENERAL

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

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

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

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

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

Freight Service: (a) Locomotives, Classes J, K-1, K-2, M-2 and E-2, when equipped with 9,000-gallon tenders or larger, may be coupled next to the train when being double-headed by loco-

motives Classes A, K-1, K-2, Y-2, Y-3, Y-4, Y-5, Y-6 and Z.

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

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

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

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

10. The following definition is adopted and will supersede the definition of **Restricted Speed** which appears on pages 11 and 157 of the Rules and Regulations for the Government of the Operating Department:

Low (Restricted) Speed—A speed that will permit stopping short of another train or an obstruction, but not exceeding 15 miles per hour.

11. When disposing of disabled cars, the hand brakes on such cars must be tested and if inoperative, sufficient cars with operative hand brakes to provide adequate braking power should be coupled or chained to the disabled car at the end away from the engine when practicable, and a trainman must ride on the cars having operative hand brakes. Chain should not be placed around the axle of car except as a last resort, and then the car must not be moved a distance that will endanger wearing the chain in two.

12. Second paragraph of Rule No. 541, Book of Rules, is modified as follows:

When steam heat is in operation, passenger trainmen will give signal 16(m) approaching the end of a train's run, and engine men will promptly shut off steam from train line when signal is given.

13. Rule 16(a), Book of Rules, designating location at which whistle posts shall be placed, reading as follows:

"Located one-fourth mile from public road crossings," is revised to read:

"Located 1,400 feet from public road crossings."

14. Third paragraph of Rule 2, Book of Rules, is revised to read: "All train service employees will submit their watches monthly to a local watch inspector, or other designated party, for comparison with standard time and have comparison entered upon prescribed form."

15. In automatic signal territory, in lieu of the semaphore type train order signal shown on page 204, Book of Operating Rules, a color light fixed signal will be used at stations specified in time table, indications of which will be as follows:

Train order signals of this type installed outside of position light signal territory will be flashing type signal.

If the train order signal is not illuminated at open telegraph offices, trains which have not been notified must stop and ascertain the cause and report the facts to the Superintendent from the first available point of communication.

16. The speed of Class S-1 yard locomotives, numbered 200 to 284, inclusive, is restricted to twenty-five (25) miles per hour, both in service and in tow.

17. The first sentence of Rule 445, Book of Rules, is revised to read as follows: "When handling or switching passenger equipment or occupied camp cars, air hose must be coupled and air cut in."

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

LOCAL

100. **TRAFFIC CONTROL IS IN SERVICE AS FOLLOWS:**

- (a) Bluestone to Powhatan.
- (b) Bluestone to Pocahontas.
- (c) Bluestone to Clift.
- (d) Big Four to Wye west of Farm.
- (e) Dry Fork Junction to West end of Hull.
- (f) Dry Fork Junction to Caretta Branch Junction.
- (g) East end of Devon Interlocking on Buchanan Branch to East end of Home Creek.

(Note: Rules 261 to 264, Book of Rules)

101. **AUTOMATIC BLOCK IS IN EFFECT AS FOLLOWS:**

- (a) Between "HQ" Interlocking, Bluefield, Va., and eastward signal C-4654 located at east end of Norton Yard, on Clinch Valley District.
- (b) Between Tug Interlocking and eastward signal T-48 located about 1,250 feet east of MP T-5, on Tug Fork Branch.

(c) Between Allen Street Bridge, Bluefield, W. Va., and eastward signal 4694 located at the east end of passenger station platform at Williamson.

(d) Between Devon and westward signal D-260 located at Weller Yard Office, on Buchanan Branch.

(e) Between eastward signal P-30 about 1,000 feet west of MP 3 and westward signal P-1 located about 1,600 feet east of MP 0, on Pond Creek Branch.

(f) Between eastward signal 4700 located just west of Prichard Street and eastward signal W-4 located at roundhouse, on Scioto Division pull-in track at Williamson.

(g) Between Dry Fork Junction and Indian Passing Siding.

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

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

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

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

No. 311 get clearance card at Grundy.

No. 312 get clearance card at Devon.

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

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

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

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

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

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

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

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

106. Wreck cars of 200 tons or more capacity must not be used on Crane Creek Branch, Big Creek Branch and Honaker Branch. Trains Handling such Wreck Cars must not exceed Speed of 10 miles per hour over Wooden trestles and must not exceed a speed of 10 miles per hour over Bridges 1395, 1396, 1397 and 1398, Clinch Valley District.

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

(b) Westward first-class trains, passenger extras, and light engines moving over westward or eastward track will not proceed from passenger station at Bluefield without hand signal from Stationmaster or Yardmaster, or instructions received from them by word of mouth

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

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

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

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

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

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

110. Westward trains receiving written instructions over signature of General Yardmaster to use single track from east end Williamson Yard to Passenger Station against overdue superior trains, may do so without their own flag protection. Yardmasters and others receiving such instructions by telephone must repeat them to the person issuing and will then deliver one copy each to Con-

ductor and Engineman, preserving a copy. In case of accident, party receiving instructions over telephone will be held responsible unless he holds copy of written instructions.

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

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

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

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

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

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

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

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

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

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

(e) Automatic crossing gates with flashing light signals have been installed at Wyoming and McDowell Street crossings in Welch, W. Va. These gates and flashing light signals will be manually operated only between the hours from 8:00 A. M. to 4:00 P. M. each weekday and will operate automatically the balance of the 24-hour period and including Sundays. When on automatic operation gates will operate to down position on approach of trains in either direction on mail line and will remain in down position until rear of train passes over crossings. A trainman's indicator lamp has been installed on gateman's box at Wyoming Street and when illuminated will indicate that the gates at that crossing are down. A trainman's indicator lamp has been installed on a pole at McDowell Street and when illuminated will indicate that the gates at that crossing are down. A trainman's indicator lamp has also been installed on a pole approximately 1,350 feet east of Wyoming Street. When illuminated, it will indicate to the engineman on eastward trains that the rear of their train is occupying Wyoming Street Crossing and when extinguished that the rear of their train is in the clear of this crossing.

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

118. Conductors in charge of mine crews will make a report to Car Distributor of all cars being unnecessarily delayed at operations worked by them. If a car is not being loaded or tagged and taking its turn with other cars for any reason, the Car Distributor's

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

119. (a) Westward time freight trains, Bluefield to Williamson, must carry eighty (80) pounds train pipe pressure.

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

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

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

Westward time freight trains make regular train inspection at Farm.

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

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

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

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

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

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

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

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

(d) Eastward trains using eastward siding Morgan must pull by and back in.

(e) Enginemen of eastward trains, when finding signal at east end of Pocahontas Yard in stop position, will bring their trains to a stop to clear fouling point of pull-out switch.

123. Rule No. 43S, Book of Rules, is supplemented as follows:

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

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

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

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

127. At H. Q. Tower, Richlands and Tug in lieu of semaphore type train order signals shown on page 204, Book of Operating Rules, a color light fixed signal is in service, indications of which are as follows:

Red—Stop for orders
Green—Proceed

YARD LIMITS

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

(b-4) Stop boards have been erected on War Eagle and McCarr Branches near Station ground. Eastward trains will come to full stop at these boards.

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

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

Tip Top	except Sat. & Sun.	7:00 A. M. to 4:00 P. M.
Tazewell	daily	8:00 A. M. to 5:00 P. M.
Pounding Mill	except Sat. & Sun.	10:30 A. M. to 7:30 P. M.
Cedar Bluff	except Sat. & Sun.	10:30 A. M. to 7:30 P. M.
Swords Creek	except Sat. & Sun.	10:00 A. M. to 7:00 P. M.
Honaker	daily	9:45 A. M. to 6:45 P. M.
Finney	except Sat. & Sun.	10:30 A. M. to 6:30 P. M.
Cleveland	daily	9:00 A. M. to 6:00 P. M.
Castlewood	except Sat. & Sun.	9:15 A. M. to 6:15 P. M.
Coeburn	daily	8:30 A. M. to 5:30 P. M.
Toms Creek	except Sat. & Sun.	9:15 A. M. to 6:15 P. M.
Clift	except Sat. & Sun.	11:00 A. M. to 8:00 P. M.
Montcalm	except Sat. & Sun.	8:00 A. M. to 5:00 P. M.
English	except Sat. & Sun.	8:00 A. M. to 5:00 P. M.
Bradshaw	except Sat. & Sun.	8:00 A. M. to 5:00 P. M.
War	except Sat. & Sun.	8:00 A. M. to 5:00 P. M.
Berwind	except Sat. & Sun.	8:30 A. M. to 5:30 P. M.
Hurley	except Sat. & Sun.	9:00 A. M. to 6:00 P. M.
Grundy	except Sat. & Sun.	8:30 A. M. to 5:30 P. M.

130. LOCATION OF SPRING SWITCHES

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

131. LOCATION OF OUTSIDE TELEPHONES Bluefield to Williamson

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

Mullens: Crossover (M)
Flat Top: Pump house (D)
Nemours: Outside of station (M)
Elkhorn Tunnel: Middle (M)
Maybeury: Outside of station (M)
Angle Junction: (M)
East end Lick Branch: Middle track (M)
Ennis: Crossover (M)
Morgan: Water tank (M)
Upland: Outlet (P)
Northfork Junction (M)
Keystone: Delivery Track
Eckman: East end of wreck car track (M)
Vivian: Station platform (M)
Vivian: Water tank (M)
Kimball: Outside of station (M)
Huger: West end of middle track (M)
Welch: East end of tunnel (M)
Welch Station: Outside (M)
Twin Branch Junction (D&M)
Roderfield: Outside of station (D)
Wilmore: Tank (D&M)
Wilmore: Middle Crossovers (D&M)
Hull: Middle of siding (M)
On Post: Motor Car Set-off MP 428
Panther: Outside of station (M)
Lathrop: Crossover (M)
Mohawk: Hot box spur (D)
Mohawk: Coaling station (D)
Alnwick: Middle crossover (M)
War Eagle: Station platform (M)
Old Joe: Crossover (M)
Wharnciffe: Outside of station (D&M)

Glen Alum: Outside of station (M)
 Devon: Station platform (M)
 Beech Creek: Crossover (M)
 Lick Fork: Crossover (M)
 White: Middle crossover (M)
 Matewan: Station platform (D)
 Hatfield Tunnel: Watchman's shanty, east end (M)
 Merrimac: Crossover (M)
 East end Rawl middle track (M)
 Williamson Yard: East end switchman's shanty (Yard)

POCAHONTAS BRANCH

Pocahontas: East end of yard
 Pocahontas: Station platform

BLUESTONE BRANCH

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

TUG FORK BRANCH

Tuglum Siding: (M)
 Havaco: 1,500 feet west of outlet (M)
 Wilcoe: East crossover (M)
 Wilcoe: East end of yard (M)
 U. S. C. & C. Company No. 2: Outlet (L)
 U. S. C. & C. Company No. 2: Tipple (L)
 U. S. C. & C. Company No. 3: Outlet (L)
 Gary: Station (L)
 U. S. C. & C. Company No. 10: Outlet (L)
 Thorpe: East and west end passing siding (L)
 U. S. C. & C. Company No. 5: Outlet (L)
 Page Coal and Coke Company: Outlet and delivery (L)
 Anawalt: Station (L)
 O'Toole: Coal outlet (L)
 Ballard-Harman Branch: Junction (L)
 Jenkinjones: Station (L)
 U. S. C. & C. Company No. 6: Outlet (L)
 U. S. C. & C. Company No. 8: Outlet (L)
 Filbert: Station (L)

DRY FORK BRANCH

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

Under Bridge 2287: At Junction of Pocahontas No. 30 spur (D&M)
 Amonate: Substation (D&M)
 Field: West end siding (M)
 Summit: West end siding (D&M)
 Bandy: Station (D&M); East end siding (D&M)
 Indian Yard: West end (D)

GILBERT BRANCH

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

BUCHANAN BRANCH

Bill: Section tool house (M)
 Burke: East end of passing siding (D&M)
 Luke: West and east end and middle crossover of storage track (D&P)
 South Hurley: West and east end and middle crossover of storage track (D&P)
 Hurley: Section tool house (D&M)
 Raitt: West and east end and middle crossover of passing siding (D&P)
 Home Creek: West and east end of storage track (D&P)
 Home Creek: Section tool house (D&M)
 Lynn Camp: At crossover (D&M)
 Thomas: West and east wye switches (D&M)
 Weller Yard: Section tool house (D&M)
 Weller Yard: East end (D&M)
 Bull Creek: Junction (D&M)
 Grundy: Station platform (D&M)
 Dismal Yard: West end (M)
 Dismal Yard: East end (D&M)
 Red Jacket: Outlet (M)
 Hanger: Section tool house (M)
 Roth: Section tool house (M)
 Long Branch: Junction (M)
 Roth: East and west ends of passing siding and middle crossover (M)
 Whitewood: West end of passing siding (M)
 Whitewood: East end of passing siding (M)
 Jewell Valley: Coal outlet (M)

POND CREEK BRANCH

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

CLINCH VALLEY DISTRICT

Dispatchers' telephones are located at each end of all passing sidings, at all stop and stay signals and at all main line junctions.
 Other telephones are located as follows:
 Hockman: Road Crossing (D&M)
 St. Clair: Section tool house (D)
 Reep: (D&M)
 Mile Post 332: (D&M)
 Signal: 391-3 (D&M)
 Cedar Bluff: (D&M)
 Doran: Section tool house (D)
 On Pole Bridge 1362: (D&M)
 Hurts Bluff (D&M)
 On Pole MP 417
 Artrip: Road crossing (D&M)
 Castlewood: Station platform (D)
 Boody Yard: West End (D&M)
 Coeburn: Station platform (D)
 Long Siding—Toms Creek Branch: (D)
 Mile Post 462: On pole (D&M)
 Ramsey: (D&M)
 Norton: Interchange crossover (Yard Line)
NOTE: "D" indicates dispatcher; "M" indicates Message; "P" indicates plant and "L" indicates Leckie Line.

Tonnage Ratings and Weather Reductions for Locomotives

BLUEFIELD OR FLAT TOP TO MAYBEURY

CLASS OF ENGINES	Class of Service	Rating A	Rating B	Rating C	Rating D	Rating F	Rating G
		31° to 24°	23° to 18°	15° to 8°	7° to Zero	Zero to 8° Below	Zero to 8° Below
		Normal	5% red.	10% red.	15% red.	20% red.	25% red.
Y-5 or 6	Slow or Time	6000	5700	5400	5100	4800	4500
A, Y-3 or 4	Slow or Time	5600	5320	5040	4760	4480	4200
Z	Slow or Time	4000	3800	3600	3400	3200	3000

MAYBEURY OR WILCOE TO WILLIAMSON

CLASS OF ENGINES	Class of Service	Rating A	Rating B	Rating C	Rating D	Rating F	Rating G
		14000	13300	12600	11900	11200	10500
Y-5 or 6	Slow	14000	13300	12600	11900	11200	10500
	Time	6000	5700	5400	5100	4800	4500
A, Y-3 or 4	Slow	12500	11875	11250	10625	10000	9375
	Time	5600	5320	5040	4760	4480	4200
Z	Slow	8500	8075	7650	7225	6800	6375
	Time	4000	3800	3600	3400	3200	3000

WILLIAMSON TO WILCOE OR ECKMAN

CLASS OF ENGINES	Class of Service	Rating A	Rating B	Rating C	Rating D	Rating F	Rating G
		31° to 24°	23° to 18°	15° to 8°	7° to Zero	Zero to 8° Below	Zero to 8° Below
		Normal	5% red.	10% red.	15% red.	20% red.	25% red.
Y-5 or 6	Slow	Lds. 5500	5225	4950	4675	4400	4125
		Mtys. 3900	3705	3510	3315	3120	2925
	Time	5000	4750	4500	4250	4000	3750
A, Y-3 or 4	Slow	Lds. 5000	4750	4500	4250	4000	3750
		Mtys. 3900	3705	3510	3315	3120	2925
	Time	4700	4465	4230	3995	3760	3525
Z	Slow	Lds. 3500	3325	3150	2975	2800	2625
		Mtys. 2500	2375	2250	2125	2000	1875

Normal tonnage rating for Nos. 84 and 86, Williamson to Bluefield, is 4,500 tons.

Time Freight Trains with full tonnage will be assisted by Class Y pushers Hull or Wilmore to Bluefield.

Tonnage of slow freight trains of loads will be reduced at Farm as follows:

Y-5 or 6 to 3,400 tons, A, Y-3 or 4 to 3,000 tons.

ECKMAN TO BLUEFIELD

CLASS OF ENGINES	Class of Service	Rating A	Rating B	Rating C	Rating D	Rating F	Rating G
		3000	2850	2700	2550	2400	2250
Y-5 or 6	Slow	3000	2850	2700	2550	2400	2250
A, Y-3 or 4	Slow	2800	2660	2520	2380	2240	2100
Z	Slow	1800	1710	1620	1530	1440	1350

Eastward local freight trains and mine shifters, unless otherwise instructed, will fill out at Flat Top as follows:

Y-5 or 6 to 3,300 tons, A, Y-3 or 4 to 3,000 tons, Z to 2,000 tons.

Tonnage Ratings and Weather Reductions for Locomotives—Continued

CLIFT TO FLAT TOP

CLASS OF ENGINES	Class of Service	Rating A	Rating B	Rating C	Rating D	Rating F	Rating G
		31° to 24° Normal	23° to 16° 5% red.	15° to 8° 10% red.	7° to Zero 15% red.	Zero to 8° 20% red.	Zero to 8° 25% red.
Y-5 or 6	Slow	6600	6270	5940	5610	5280	4950
A, Y-3 or 4	Slow	6000	5700	5400	5100	4800	4500
Z	Slow	4000	3800	3600	3400	3200	3000

POCAHONTAS TO FLAT TOP

Y-5 or 6	Slow	6600	6270	5940	5610	5280	4950
A, Y-3 or 4	Slow	6000	5700	5400	5100	4800	4500
Z	Slow	4000	3800	3600	3400	3200	3000

NORTON OR TOMS CREEK TO FINNEY

Y-5 or 6	Slow	5000	4750	4500	4250	4000	3750
Y-3 or 4	Slow	4500	4275	4050	3825	3600	3375
Z	Slow	3000	2850	2700	2550	2400	2250

FINNEY TO RICHLANDS

Y-5 or 6	Slow	2200	2090	1980	1870	1760	1650
Y-3 or 4	Slow	2000	1900	1800	1700	1600	1500
Z	Slow	1350	1280	1215	1150	1080	1010

RICHLANDS TO BLUEFIELD

CLASS OF ENGINES	Class of Service	Rating A	Rating B	Rating C	Rating D	Rating F	Rating G
		31° to 24° Normal	23° to 16° 5% red.	15° to 8° 10% red.	7° to Zero 15% red.	Zero to 8° 20% red.	Zero to 8° 25% red.
Y-5 or 6	Slow	3300	3135	2970	2805	2640	2475
	Time	3200	3025	2875	2700	2550	2375
Y-3 or 4	Slow	3000	2850	2700	2550	2400	2250
	Time	2900	2750	2600	2450	2325	2175
Z	Slow	2000	1900	1800	1700	1600	1500

BLUEFIELD TO ST. PAUL

Y-5 or 6	Slow	3800	3610	3420	3230	3040	2850
Y-3 or 4	Slow	3500	3325	3150	2975	2800	2625
Z	Slow	2500	2375	2250	2125	2000	1875

ST. PAUL TO TOMS CREEK OR NORTON

Y-5 or 6	Slow	1550	1475	1400	1325	1250	1175
Y-3 or 4	Slow	1400	1330	1260	1190	1120	1050
Z	Slow	1100	1045	990	935	880	825

BERWIND TO SUMMIT TUNNEL

CLASS OF ENGINES	Class of Service	Rating A	Rating B	Rating C	Rating D	Rating F	Rating G
		31° to 24° Normal	23° to 16° 5% red.	15° to 8° 10% red.	7° to Zero 15% red.	Zero to 8° 20% red.	Zero to 8° 25% red.
Y-5 or 6	Slow	2700	2565	2430	2295	2160	2075
Y-3 or 4	Slow	2500	2375	2250	2125	2000	1875
Z	Slow	1600	1520	1440	1360	1280	1200

CEDAR BLUFF TO SUMMIT TUNNEL

Y-5 or 6	Slow	6000	5700	5400	5100	4800	4500
Y-3 or 4	Slow	5500	5225	4950	4675	4400	4125
Z	Slow	3600	3420	3240	3060	2880	2700

HURLEY TO RAITT

Y-5 or 6	Slow	2300	2185	2070	1955	1840	1725
Y-3 or 4	Slow	2000	1900	1800	1700	1600	1500
Z	Slow	1300	1225	1170	1105	1040	975

THOMAS TO RAITT

Y-5 or 6	Slow	2550	2425	2295	2170	2040	1915
Y-3 or 4	Slow	2250	2140	2025	1915	1800	1690
Z	Slow	1300	1235	1170	1105	1040	975

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

When combinations of power are used add single ratings.

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

SURGICAL STAFF

POCAHONTAS DIVISION

Dr. W. R. Whitman... Chief Surgeon... Roanoke, Va.
 Dr. M. A. Johnson, Jr... Asst. Chief Surgeon. Roanoke, Va.
 Dr. John McGuire... Ophthalmologist... Bluefield, W. Va.
 Dr. C. T. St. Clair, Jr... Ophthalmologist... Bluefield, W. Va.
 Dr. R. C. Fugate... Ophthalmologist... Bluefield, W. Va.
 Dr. E. L. Gage... Neurosurgeon... Bluefield, W. Va.
 Dr. S. G. Davidson... Roentgenologist... Bluefield, W. Va.
 Dr. C. J. Reynolds... Urologist... Bluefield, W. Va.
 Dr. E. D. Wells... Ophthalmologist... Grundy, Va., and Richlands, Va.
 Dr. C. H. Henderson... Ophthalmologist... Norton, Va.
 Dr. H. T. Schiefelbein... Ophthalmologist... Welch, W. Va.
 Dr. H. C. Hays... Ophthalmologist... Williamson, W. Va.
 Dr. A. J. Villani... Orthopedic Surgeon. Welch, W. Va.
 Dr. E. E. Hale... Dental Surgeon... Coalwood, W. Va.
 Dr. J. Francke Fox... Surgeon... Bluefield, W. Va.
 Dr. W. H. St. Clair... Assistant... Bluefield, W. Va.
 Dr. R. O. Rogers... Assistant... Bluefield, W. Va.
 Dr. D. L. Hosmer... Assistant... Bluefield, W. Va.
 Dr. Hampton St. Clair... Assistant... Bluefield, W. Va.
 Dr. J. R. Shanklin... Assistant... Bluefield, W. Va.
 Dr. C. R. Hughes... Surgeon... Bluefield, Va. (P. O., Bluefield, W. Va.)
 Dr. Jack W. Witten... Surgeon... Tazewell, Va. (P. O., N. Tazewell, Va.)
 Dr. Mary E. Johnston... Assistant... Tazewell, Va.
 Dr. J. P. Williams... Surgeon... Richlands, Va.
 Dr. J. A. Robinson... Assistant... Richlands, Va.
 Dr. Wm. R. Strader... Assistant... Richlands, Va.
 Dr. I. W. Cunningham... Assistant... Richlands, Va.
 Dr. J. M. Peery... Assistant... Richlands, Va., and Cedar Bluff, Va.
 Dr. E. P. Whited... Surgeon... Honaker, Va.
 Dr. S. C. Couch... Surgeon... Cleveland, Va.
 Dr. J. D. Creger... Surgeon... St. Paul, Va.
 Dr. J. D. Culbertson... Surgeon... Coeburn, Va.
 Dr. H. W. Clement... Surgeon... Toms Creek, Va.
 Dr. T. J. Tudor... Surgeon... Norton, Va.
 Dr. H. H. Howze... Assistant... Norton, Va.
 Dr. H. H. Ballard... Surgeon... Pocahontas, Va.
 Dr. H. A. Porter... Surgeon... Boissevain, Va.
 Dr. Peter Galamaga... Surgeon... McComas, W. Va.
 Dr. B. S. Clements... Surgeon... Matoaka, W. Va.
 Dr. C. I. Butte, Jr... Assistant... Matoaka, W. Va.
 Dr. W. B. Young... Surgeon... North Fork, W. Va.
 Dr. J. A. Bennett... Surgeon... North Fork, W. Va.
 Dr. M. F. Torregrosa... Surgeon... Ashland, W. Va.
 Dr. Dwight Rivers... Surgeon... Crumpler, W. Va.
 Dr. H. P. Evans... Surgeon... Keystone, W. Va.
 Dr. R. K. Bragonier... Surgeon... Keystone, W. Va.
 Dr. J. H. Murry... Surgeon... Eckman, W. Va.
 Dr. C. C. Cochran... Surgeon... Kimball, W. Va.

Dr. H. G. Camper... Surgeon... Welch, W. Va.
 Dr. A. H. Bracey... Assistant... Welch, W. Va.
 Dr. R. H. Edwards... Assistant... Welch, W. Va.
 Dr. H. A. Bracey... Assistant... Welch, W. Va.
 Dr. Irvine Saunders... Assistant... Welch, W. Va.
 Dr. J. E. Davis... Assistant... Welch, W. Va.
 Dr. N. F. Coulon... Surgeon... Gary, W. Va.
 Dr. L. L. Whitney... Surgeon... Elbert, W. Va.
 Dr. Sam Milchin... Surgeon... Jenkinjones, W. Va.
 Dr. J. H. Anderson... Surgeon... Hemphill, W. Va.
 Dr. J. B. Bailey... Surgeon... Davy, W. Va.
 Dr. G. P. Evans... Surgeon... Premier, W. Va.
 Dr. C. T. Clark... Surgeon... Jaeger, W. Va.
 Dr. E. D. Gibson... Assistant... Jaeger, W. Va.
 Dr. P. L. Perkins... Surgeon... Caretta, W. Va.
 Dr. D. D. Hatfield... Surgeon... Susanna, W. Va. (P. O., Yukon, W. Va.)
 Dr. A. B. Carr... Surgeon... War, W. Va.
 Dr. E. E. Lovas... Surgeon... Berwind, W. Va.
 Dr. W. C. Jackson... Surgeon... Amonate, Va.
 Dr. A. C. Williams... Surgeon... Gilbert, W. Va.
 Dr. U. O. Sanders... Surgeon... Hurley, Va.
 Dr. A. S. Richardson... Surgeon... Grundy, Va.
 Dr. J. S. Richardson... Surgeon... Grundy, Va.
 Dr. R. M. Rogers... Assistant... Grundy, Va.
 Dr. J. C. Moore... Surgeon... Grundy, Va. (P. O., Keen Mountain, Va.)
 Dr. C. M. Bentley... Surgeon... Vulcan, W. Va.
 Dr. J. C. Lawson... Surgeon... Red Jacket, W. Va.
 Dr. Robt. C. Lawson... Assistant... Red Jacket, W. Va.
 Dr. J. E. Johnson... Surgeon... Stone, Ky.
 Dr. W. W. Scott... Surgeon... Williamson, W. Va.
 Dr. G. W. Easley... Assistant... Williamson, W. Va.
 Dr. F. J. Burian... Assistant... Williamson, W. Va.
 Dr. H. D. Hatfield... Consultant... Huntington, W. Va.

FIRST AID TO INJURED

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

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

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

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

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

F. In case of broken bones, place the injured part in the most natural position or, if this cannot be done, then in the position most comfortable to the patient. Having done this, seek to steady the

limb, either by splints of wood or by a pillow folded around the limb and tied in the desired position. In case of broken ribs, relief will be afforded by a wide bandage around the chest drawn as tightly as can be borne. When a broken bone is suspected, do not move the limb about to find out if this is so.

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

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

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

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

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

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

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

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

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

C. H. TABOR,

Vice President and General Manager,
ROANOKE, VA.

K. V. CONRAD,

General Superintendent Transportation,
ROANOKE, VA.

W. T. ROSS,

Superintendent Transportation,
ROANOKE, VA.

J. P. JACKSON,

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

H. B. SMITH,

Superintendent,
BLUEFIELD, W. VA.