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THE NICHOLAS, FAYETTE AND GREENBRIER RAILROAD COMPANY

(C. & O. Ry. Co. and P. C. Co., Lessees)

TIMETABLE NO. 1

Effective 3:01 A.M. Eastern Standard Time

SUNDAY, APRIL 27, 1969

DESTROY ALL TIMETABLES OF PREVIOUS DATE

Read The Instructions

FOR INFORMATION OF EMPLOYES ONLY

W. H. FROST,
Superintendent,
C. & O. Rwy.

W. D. MURPHY,
Superintendent,
P. C. Co.

C&O-B&O Book of Rules, dated April 27, 1969, governs

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Note.—Additional instructions, distances, passing sidings, office hours, junctions, etc., may be found on station pages.

Distance	Passing Siding Capy. Cars (50 ft.)	Other Tracks Capy. Cars (41 ft.)	SEWELL VALLEY SUBDIVISION — STATIONS		OFFICE HOURS From	OFFICE HOURS To	Office Call	Junction of SD or RR
0.0	....	159	MEADOW CREEK	1.2	Con	Con	MD	C&O
1.2	....	....	Alpha	2.9	.....	.....	A	.....
4.1	....	12	Claypool	4.1	.....	.....	SA	.....
8.2	....	32	Meadow Bridge	0.4	.....	.....	BD	.....
8.6	38	37	Hawley	2.3	.....	.....	HW	Hawley
10.9	17	....	Top Siding	0.6	.....	.....	TY	.....
11.5	....	20	Springdale	3.5	.....	.....	SG	.....
15.0	....	....	Bellwood	0.1	.....	.....	WB	.....
15.1	33	....	Griffith	3.0	.....	.....	GX	.....
18.1	....	....	Woody	0.1	.....	.....	W	.....
18.2	....	70	Farm Siding	1.1	.....	.....	F	.....
19.3	....	50	Rainelle	0.5	Con	Con	RA	.....
19.8	....	192	JD Cabin	0.6	#Con	Con	JD	.....
20.4	....	....	Y Rainelle Jct.	0.2	.....	.....	NA	Rupert
20.6	....	....	Y G&E Jct.	3.8	.....	.....	GE	G&E
24.4	....	....	Surbaugh	6.2	.....	.....	SU	.....
30.6	....	....	Burdett's Creek	0.1	.....	.....	BU	.....
30.7	....	20	C.R.-5	6.2	.....	.....	CR	.....
36.9	....	....	Russellville	0.5	.....	.....	RV	.....
37.4	....	70	Babcock	2.0	.....	.....	BA	Lands'bg.
39.4	....	15	Nallen	6.1	* 700A	400 P	N	.....
45.5	....	115	Deegans	7.4	.....	.....	DE	.....
52.9	....	107	Carnifex	6.1	.....	.....	CX	.....
59.0	....	....	Peters Jct.	2.4	.....	.....	PJ	Peters
61.4	....	42	Koontz	4.6	.....	.....	KZ	.....
66.0	....	....	Omega	1.5	.....	.....	OM	.....
67.5	....	170	SWISS JCT.		.....	.....	S	PC
			HAWLEY SUBDIVISION					
0.0	....	....	HAWLEY	2.1	.....	.....	HW	S. Valley
2.1	....	....	END OF TRACK		.....	.....	....	.....
			LANDISBURG SUBDIVISION					
12.8	....	....	LANDISBURG	3.2	.....	.....	LB	.....
9.6	....	....	Clifftop	6.4	.....	.....	CT	.....
3.2	....	....	Medo	3.2	.....	.....	ME	.....
0.0	....	....	BABCOCK		.....	.....	BA	S. Valley
			PETERS BRANCH SUBDIVISION					
13.8	....	66	CORNELIA	6.5	.....	.....	CN	.....
7.3	....	....	Jerrys Fork Jct.	2.1	.....	.....	JJ	.....
5.2	....	....	Drennen	1.2	.....	.....	DR	.....
4.0	....	....	Clearfield	2.0	.....	.....	CL	.....
2.0	....	....	Lockwood	2.0	.....	.....	DO	.....
0.0	....	....	PETERS JCT.		.....	.....	PJ	S. Valley

*–Daily except Saturday and Sunday.
#–Office closed 700A Saturday to 700A Monday.
Con.–Continuous.

Distance	Passing Siding Capy. Cars (50 ft.)	Other Tracks Capy. Cars (41 ft.)	RUPERT SUBDIVISION — STATIONS		OFFICE HOURS From	OFFICE HOURS To	Office Call	Junction of SD or RR
0.0	....	....	Y RAINELLE JCT.	0.2	.....	.....	NA	S. Valley
0.2	....	....	Y Wye Switch	0.4	.....	.....	WS	.....
0.6	....	....	Lincoln Mine	1.2	.....	.....	LM	.....
1.8	....	....	Reese	5.3	.....	.....	RS	.....
7.1	....	30	Rupert	0.1	.....	.....	RU	.....
7.2	....	....	Rupert Jct.	2.1	.....	.....	RJ	BigClr.Ck.
9.3	....	2	Shawvers Crossing	1.5	.....	.....	SX	.....
10.8	....	....	Gilbert	0.3	.....	.....	G	.....
11.1	....	....	RADERS RUN		.....	.....	JE	.....
			BIG CLEAR CREEK SUBDIVISION					
0.0	....	....	RUPERT JCT.	3.4	.....	.....	RJ	Rupert
3.4	....	....	Gumm	2.5	.....	.....	GM	.....
5.9	....	....	Anjean	4.1	.....	.....	AJ	.....
10.0	....	....	Duo	1.6	.....	.....	DU	.....
11.6	....	....	Cobb	1.5	.....	.....	CB	.....
13.1	....	....	CLEARCO		.....	.....	CO	.....
			G&E SUBDIVISION					
0.0	....	81	G&E JCT.	1.3	.....	.....	GE	S. Valley
1.3	....	....	Foothill	1.7	.....	.....	FH	.....
3.0	....	....	Evelyn	4.5	.....	.....	EV	.....
7.5	....	....	Bellburn	0.8	.....	.....	BN	.....
8.3	....	....	Leslie	0.6	.....	.....	NI	.....
8.9	....	....	Crichton	0.1	.....	.....	CR	.....
9.0	....	80	HOMINY CREEK JCT.		.....	.....	HK	Hom. Crk.
			HOMINY CREEK SUBDIVISION					
0.0	....	7	HOMINY CREEK JCT.	4.2	.....	.....	HK	G&E
4.2	....	80	Peaser Jct.	0.9	.....	.....	PX	Peaser
5.1	....	....	LEE		.....	.....	LE	.....
			PEASER BRANCH SUBDIVISION					
0.0	....	....	PEASER JCT.	1.7	.....	.....	PX	Hom. Crk.
1.7	....	....	Brushy Jct.	2.2	.....	.....	BJ	Brushy
3.9	....	....	WATTS		.....	.....	WA	.....
			BRUSHY BRANCH SUBDIVISION					
0.0	....	46	BRUSHY JCT.	4.5	.....	.....	BJ	Peaser
4.5	....	....	LEIVASY JCT.		.....	.....	LJ	Leivasy

SPECIAL INSTRUCTIONS

T-A.—DESIGNATION AND USE OF MAIN TRACKS.

SUBDIVISION OR TRACK SECTION BETWEEN	RULES IN EFFECT	TRACK/S
East Interchange Track Meadow Creek and Alpha Station Sign	See Note 1	
Alpha Station Sign and Woody Station Sign	230-237, TTTO	
Woody Station Sign and G&E Jct.	See Note 1	
G&E Jct. and Omega	230-237, TTTO	
Peters Branch Subdivision	S-241	
Hawley Subdivision	See Note 1	Single
Omega and Swiss Jct.		
Landisburg Subdivision	S-241	
Rainelle Jct. and Lincoln Mine Switch	See Note 1	
Lincoln Mine Switch and Raders Run	230-237, TTTO	
Big Clear Creek Subdivision		
G&E Jct. and Wye Switch Through Wye	See Note 1	
G&E Jct. and Foothill		
Foothill and Hominy Creek Jct.		
Hominy Creek Jct. and Peaser Jct.	230-237, TTTO	
Peaser Branch Subdivision		
Brushy Branch Subdivision		
Peaser Jct. and Lee	See Note 1	

Note 1.—Movement of trains and engines may be made without train orders on verbal instructions of Train Dispatcher. Movement must be made prepared to stop within one-half the range of vision expecting to find track occupied.

JOINT USE OF TRACKS.

T-A-2.—Meadow River Lumber Company trains will be governed by rules and instructions of the N.F.& G. R.R., and their employes must have a copy of current timetable.

T-B.—STANDARD CLOCKS, WATCH REGISTER FORMS, BULLETIN AND NOTICE BOOKS.

STATION	LOCATION OF CLOCK AND FORM CDT-43	LOCATION OF BULLETIN AND NOTICE BOOKS
Rainelle	*Train Dispatchers Office	
	§Shop Crew Office	Shop Crew Office

*No Form CDT-43.
§No standard clock.

T-S.—MAXIMUM AUTHORIZED SPEED.

BETWEEN	TRAINS
	MPH
Meadow Creek and Woody	20
Woody and Nallen	25
Nallen and Swiss Jct.	30
Hawley and End of Track	15
Babcock and Landisburg	20
Peters Jct. and Cornelia	20
Rainelle Jct. and Rupert Jct.	25
Rupert Jct. and Raders Run	15
Rupert Jct. and Clearco	25
G&E Jct. and Hominy Creek Jct.	25
Hominy Creek Jct. and Lee	25
Peaser Jct. and Watts	25
Brushy Jct. and Leivasy Jct.	25

T-S-1.—SPEED RESTRICTIONS.

LOCATIONS AND CONDITIONS	TRAINS
	MPH
Between Woody and Foothill	10
Between Rainelle Jct. and Lincoln Mine	10
Duo Mine Track	10
Sewell Valley SD: First curve east of MP-45 On curves between MP-48 and MP-50 On curves between MP-59 and MP-60	20
Eastward Trains Handling Loads: Sewell Valley SD Springdale to MP-9.5 and Meadow Bridge to Meadow Creek Big Clear Creek SD Clearco to Bridge 118 and MP-9 to Anjean and on Peaser Branch SD Watts to Peaser Jct. and Brushy Branch SD between MP-0.5 and Brushy Jct.	10
Over public crossing one-fourth mile west of MP-11 Big Clear Creek SD	5

T-S-2.—SPEED RESTRICTIONS-EQUIPMENT.

ENGINE OR EQUIPMENT, unless otherwise restricted to lower speeds:	TRAINS
	MPH
Unless otherwise restricted by train order, Derricks, Power Shovels, Cranes, Ditchers and similar pivoted machinery moving on own wheels	15
Scale Test Cars	15

T-S-2(a).—PIVOTED CRANES.

Except C&O tool car derrick or work trains, trains handling cranes moving on own wheels must have boom secured in trailing position.

T-S-3.—ENGINE AND EQUIPMENT RESTRICTIONS—GENERAL.

Where authority of Superintendent is required (except defective equipment), Superintendent must secure such authorization from Chief Engineer.

(b).—*Hauling Dead or Disabled Engine in Train.*—Dead or disabled engines must not be dispatched or moved dead in any train, without authority of the Chief Train Dispatcher, who will secure instructions for movement from the proper Mechanical Department officer before authorizing movement. When for any reason lower speeds than specified in the timetable are required such speeds will be requested before engine is dispatched. When enroute in charge of messenger, and conditions require further speed restrictions, Chief Train Dispatcher should be so notified, who will advise whether to set engine out or reduce speed.

(c).—*Scale Tracks.*—Engine must not be operated over live rail of scale tracks. Cars with gross weight exceeding 220,000 lbs. must not be moved on track scales with capacity of less than 200 tons.

(e).—*Heavy Cars.*—Cars with gross weight exceeding 263,000 lbs. must not be operated without authority of Superintendent. Loaded cars must not be operated on pits, trestles and tracks of industrial facilities unless noted in special instructions. (See T-3(x)).

(f).—*Reachers.*—Reachers must be used in switching tracks or portions of tracks not safe for engines.

(g).—*Wood Rack Cars.*—C&O Wood Rack Cars of Series 80000-80299, loaded with cross ties bound in bundles will be handled near head or rear of trains to permit close observation of lading by crew members.

In trains handling over 50 loaded coal cars such wood rack cars will be placed near rear of train.

Partly loaded wood rack cars will be handled only in work train or as authorized by Superintendent.

T-S-3.—Continued.

(h).—*Handling of Loaded Bi-level and Tri-level Cars.*—Loaded bi-level and tri-level cars must be placed at least five (5) cars behind the engine and must not be placed directly behind open gondola or hopper cars loaded with sand, gravel, coal, or similar commodity.

(i).—*Handling Defective Cars in Train.*—Unless otherwise authorized by the Superintendent, cars with broken center sills, defective drawbars, draft gears, or similar defects must be handled on rear behind caboose of freight trains other than manifest. Air brakes must be cut in and in proper working condition.

If air brakes are inoperative or if there is question of drawbar standing the pull, such car must be chained to the caboose.

Mechanical Department employe reporting such defective equipment ready for movement will designate the speed required for safe movement.

(k).—*Handling Loaded Welded or Continuously Jointed Rail Cars.*—Cars loaded with welded or continuously jointed rail must be handled in through trains as follows:

A loaded hopper car as a buffer must be placed on each end of the rail cars. Except cars relating to the welded rail such as unloading cars, etc., no other equipment will be handled in this type train and speed must not exceed 30 MPH except through tunnels and over truss bridges where speed must not exceed 10 MPH.

(l).—*Handling C&O Fuel Tank Cars or C&O Rodger Ballast Cars (Loaded or Empty).*—C&O Fuel Tank Cars 40-206, inclusive, and C&O Rodger Ballast Cars 20000-20699, inclusive, should be handled in local freight trains when practicable to do so.

If necessary to move these cars on trains other than local freights, they should be placed on rear regardless of classification.

(m).—*Handling Hydrocyanic Acid (HCN) Tank Cars.*—Tank cars containing Hydrocyanic Acid (HCN) painted white with horizontal and vertical red stripes placarded on both sides and ends of cars must be handled according to the following instructions.

1. To be handled only when authorized by message over the signature of the Chief Dispatcher.
2. Notify Chief Dispatcher immediately of any occurrence that may be hazardous.
3. In case of suspected leakage, isolate car and keep all except authorized persons away.
4. Under no circumstances should other than authorized persons get close to car in case of derailment.
5. Read carefully the placarded instructions posted in yard offices, cabooses and work force bunk cars involving the handling of these cars.
6. Instructions attached to each waybill and boarded instructions on each car must be complied with.
7. These instructions are applicable to empty cars as well as loaded cars.

(n).—*Loaded Covered Hoppers.*—All loaded covered hoppers CNJ series 450-456 inclusive, 501-625 inclusive, L&NE series 12101-12665 inclusive, and CRDX series 4040-4059 inclusive, must be handled on rear of freight trains at a speed not exceeding 30 MPH.

T-S-3.—Concluded.

(x).—Unless otherwise authorized by the Superintendent, engines and/or equipment are restricted in use of tracks, bridges, trestles, etc., as designated below:

STATION—TRACK, BRIDGE, ETC.	ENGINE OR EQUIPMENT	RESTRICTION
Sewell Valley SD: Bellwood Mine, above drop-in switch above tipple	Equipment other than loaded or empty cars	Must not operate on.
Hawley SD: Beelick Knob Mine and Century Mine, above drop-in switch above tipple		
All Locations: Temporary tracks installed to serve MRL Company		
Peters Branch SD: Cornelia-No. 4 Mine Supply Track, Peerless Eagle Coal Co.	Equipment other than empty coal cars	Must not be operated over car cleaning pit

Additional Restrictions—General.

STATION—TRACK, BRIDGE, ETC.	ENGINE OR EQUIPMENT	RESTRICTION
All bridges and trestles on other than industrial tracks	Tenders 18,000-21,000 gallon capacity	When loaded with coal or water, must not move on unless separated from engine or another tender by at least two cars
G&E SD	Tenders 21,000 gallon capacity	Must not move on unless emptied of coal and water.

T-19.—MARKERS.

The use of reflectorized markers is permitted.

T-83.—TRAIN CLEARANCE.

Unless otherwise instructed by the Train Dispatcher, trains will get Clearance Form A before leaving:

Station	*Trains*
Meadow Creek	All trains
Nallen	All trains(when office is open)

T-103-C.—HIGHWAY AND STREET CROSSINGS.

(a).—*Rainelle.*—In addition to complying with Rule 103-C, eastward trains and engines will not exceed 2 MPH when stopped or delayed within 400 feet of U. S. Route 60, crossing or when approaching crossing at a speed of 8 MPH or less.

(b).—*Hawley.*—Trains or engines entering or leaving Hawley passing siding at either end will not move over highway crossing unless the movement is protected by an employe stationed at the crossing.

(c).—*Meadow Creek.*—When trains are of such length that highway crossing at old passenger station at Meadow Creek is blocked, Conductors will arrange for crossing to be cut while switch lists are being made up, in order to prevent undue delay to highway traffic.

T-104.—HAND OPERATED SWITCHES.

Normal position of designated switches:

G&E Jct.....For movement to Hominy Creek Jct.
Hominy Creek Jct....For movement to Lee
Peaser Jct.....For movement to Watts
Brushy Jct.....For movement to Leivasy Jct.
Rupert Jct.....For movement to Clearco

T-105.—USE OF SIDINGS AND SPECIFIED TRACKS.

(a).—In complying with Rule 105, trains and engines must not exceed 10 miles per hour on the following tracks:

Jerrys Fork Spur
Petersen Spur
Leivasy Spur
Quinwood Spur

(b).—*Leivasy-Quinwood No's. 4, 5 and 7 Mines.*—Quinwood No. 5 track (Old Richwood No. 2) will be used for loads from Quinwood No. 4 and Quinwood No. 7 mines. When serving Quinwood No. 4 and Quinwood No. 7, train crews must not foul load track switches of these mines until they have a thorough understanding with coal company tipple employes as to how work is to be performed.

Normal position of Quinwood No. 4 main line load track switch and Quinwood No. 5 track switch will be for movement from Quinwood No. 4 load track to Quinwood No. 5 track.

Quinwood No. 7 load track switch will have no normal position and may be left in position last used.

T-206.—USE OF FOREIGN LINE ENGINES.

When Baltimore and Ohio, Western Maryland or Reading engines are used on NF&G rails, it will not be necessary to precede the engine number with initials of the other railroad in train orders. Rule 206 modified.

DIVISION OFFICERS

NAME AND LOCATION	TITLE
RAINELLE:	
J. A. Niehaus	Asst. Supt.
D. F. Hanley	Trainmaster
H. H. Buster	RFE-ATM
W. W. Wickline, Jr.	CTD
R. T. Fleshman	Supr. Track

SPEED TABLE

TIME PER MILE		MILES PER HOUR	TIME PER MILE		MILES PER HOUR
Min.	Sec.		Min.	Sec.	
1	30	40.00	2	50	21.18
1	32	39.13	3	0	20.00
1	34	38.30	3	10	18.95
1	36	37.50	3	15	18.46
1	38	36.73	3	20	18.00
1	40	36.00	3	30	17.14
1	42	35.29	3	45	16.00
1	45	34.29	4	0	15.00
1	50	32.73	4	17	14.00
1	55	31.30	4	36	13.00
2	0	30.00	5	0	12.00
2	5	28.70	5	27	11.00
2	10	27.69	6	0	10.00
2	15	26.67	6	40	9.00
2	20	25.71	7	30	8.00
2	24	25.00	8	34	7.00
2	30	24.00	10	0	6.00
2	40	22.50	12	0	5.00

SURGICAL STAFF

STATION	SURGEON'S NAME	OFFICE ADDRESS	TELEPHONE NUMBER
Rainelle, W. Va.	W. B. Davis	Rainelle, W. Va.	438-8081
Quinwood, W. Va.	Lee B. Todd	Quinwood, W. Va.	438-6126

T-A-35(CDT-30).—USE OF RETAINING VALVES:

(a).—*Springdale—Meadow Creek.*—Before starting down grade between Springdale and Meadow Creek, retainers on loaded cars must be in the high value position; retainers on empty cars must be in low value position, except retainers need not be used on empty cars if number of empty cars in train does not exceed 20% of the total. When trains double from Griffith to Top Siding this instruction applies at Top Siding instead of Springdale.

When cars are picked up along line of road, brakes must be tested in accordance with Rule No. 132.13(d)(1) of Rules and Instructions for Train Handling. Retainers on such cars picked up by eastward trains must be tested to know that they are operative.

The Engineer of eastward train, when one or more cars are added to train at Springdale, or points between Springdale and Meadow Creek, after train line is coupled through entire train, will wait ten minutes before starting train in order to make sure that all reservoirs are fully charged.

(b).—*Deegans-Carnifex, Clifftop-Babcock and Leivasy Jct.-Peaser Jct.*—On trains of forty cars or less, enginemen will designate how many retainers to turn up. On trains of over forty cars, retainers will be turned up on all cars in excess of forty cars and as many more as engineman may designate.

(c).—*Hominy Creek Jct.-G&E Jct.*—On trains being handled by locomotive consisting of two or more diesel units equipped with dynamic brakes, in proper working order, use of retaining valve will not be required unless the Engineer or Conductor thinks it necessary because of condition of brakes or any other cause to use them. Under other conditions, before starting down grade, retainers on loaded cars must be in high value position.

(d).—*Burdettes Creek-Russellville, Cornelia-Peters Jct.*—On trains of over forty cars, retainers will be turned up on not less than 20 percent of total cars in train and as many more as the Engineer may designate. This will not apply to trains composed of empty cars.

(e).—*Clearco-Anjean, Duo Mine Track, Watts-Brushy Jct.*—Before starting down grade, retainers on loaded cars must be in high value position.

(f).—*All Subdivisions.*—The above are minimum requirements, and do not relieve enginemen and trainmen of their responsibility in the proper performance of their duty.

(g).—*Top Siding.*—When loads are set off at Top Siding, hand brakes must be set on all cars, retainers turned down, and air brakes released, before engine is detached. When picking up from Top Siding, air must be pumped up, brakes applied and car to car check made to see that all brakes are applied, before hand brakes are released.

(h).—*All Subdivisions.*—Operating Train in Two Parts.—When necessary to cut trains to take to top of hill, or from one station to another in two or more cuts, Conductor will accompany each cut.

CHANGES IN OPERATING, TRAIN HANDLING, AND MOTOR CAR RULES:

RULE OR INST. NO.	REVISION
A-28, L-414, CDT-30 supplemented	(a) The dynamic brake may be used to reduce speed of trains for slowdowns or control speed during the descent of grades, but must not be used for stopping. The same care must be used in bunching slack with the dynamic brake as with the independent brake or rough handling will result. To avoid sliding wheels the dynamic brake and independent brake must not be used at the same time on the locomotive. The dynamic brake must always be applied and released gradually. Depress independent brake handle frequently enough to insure that brake cylinder pressure does not develop. (b) Maximum dynamic braking must not exceed the equivalent of twenty (20) operative traction motors. This can be accomplished by observing the load indicator. When the number of traction motors in dynamic braking exceeds 20, the amperage reading shown on load indicator must be limited to 25 amperes less than the maximum of 700 amperes for each additional traction motor. (c) The load indicator meter must be carefully observed at all times during dynamic braking. When the dynamic brake is being applied and it is noted that amperage does not build up normally with respect to lever position and speed, do not continue its use. This condition will be noted on locomotive inspection report for attention to the relieving Engineer and maintenance forces. (d) It is important to plan movement well in advance, to avoid maximum dynamic brake while head end cars are passing through a crossover, turnout or around sharp curves. This is particularly important when the dynamic brake is used entirely for controlling the speed of train and the train has empties or light loads on head end and heavy loads on rear end. (e) When preparing to use the dynamic brake, the throttle will be in "Idle" position and the selector lever in the No. 1 position. Allow at least ten (10) seconds to elapse for five (5) units (or less) of dynamic brake before the selector lever is moved to "Off" position. If train brakes are not applied at time the selector lever is moved to "Off" position, leave in "Off" position not less than five (5) seconds before moving to "B" position and leave in "B" position not less than five (5) seconds before moving into the braking zone. (NOTE: Allow an additional second for each unit of dynamic brake in excess of five (5) units.) Then apply dynamic brake gradually to properly adjust the slack. After slack has been bunched, increase the dynamic brake output gradually as operating conditions require. Never advance the braking lever rapidly in the braking zone.

RULE OR INST. NO.	REVISION
A-28, L-414, CDT-30 supplemented—concluded	(f) When train brakes are used in conjunction with the dynamic brake, the air brakes will be started with a minimum brake pipe reduction, (or heavier with respect to local instructions) and followed by additional reductions necessary to properly control the train speed. (g) If train brakes are to be released while the train is moving, leave dynamic brake applied until sufficient time has been allowed for brakes to release on train. After train brakes have been released, continue to use the dynamic brakes as needed. If not needed, gradually reduce the dynamic brake, pausing not less than five (5) seconds in "B" and "Off" positions before using power.
First paragraph C-229 (CDT-30)	Scale Test Cars in regular service must be handled three cars ahead of caboose and train must have 85% operative air brakes. Train on which handled must not exceed a maximum speed of 35 miles per hour.
Locomotive Short Time Rating—CDT-30 supplemented	The following instructions govern the operation of locomotives when the traction motor current is greater than the continuous rating listed on the short time rating plate: 1. *Starting.*—When starting train the load meter reading may exceed the continuous rating for any throttle setting provided its reading reduces below the continuous rating as speed increases and throttle is fully opened. 2. *Full throttle operation.*— a. When operating at full throttle the locomotive should not be operated in the short time ratings any longer than listed on the short time rating plate. b. Operation in short time ratings less than 20 minutes apart must be added together. Their sum shall not exceed that indicated by the most restrictive zone reached by the loadmeter pointer. c. Operation in short time ratings 20 minutes or more apart are to be considered as separate operations. d. (1) The throttle must be kept fully open when operating in Short Time Ratings. (2) Throttle must not be reduced to cause loadmeter reading to reduce below the continuous rating. (3) Throttle may be reduced for short periods to overcome excessive wheel slip when operating in Short Time Ratings.

RULE OR INST. NO.	REVISION
Locomotive Short Time Rating—CDT-30 supplemented—concluded	3. Whenever Short Time Ratings have been used for full allowable time and overload condition still exists, stop train and cool the electrical equipment for 20 minutes by opening GF switch, centering the reverser and place throttle half open (#4 position). After cooling period the locomotive may again be operated within short time ratings as described above. *NOTE:* When locomotive is equipped with a Manual Power Reduction Device, it can be used to overcome excessive wheel slip. However, when using this device, bear in mind the trailing units are still operating under maximum load.
MC-7(c) and MC-7(d)	Motor Car Rules 7(c) and 7(d) referring to "C&O Rule 271 or B&O Rule 676" are modified to refer only to Rule 271.
MC-12(a) modified	The speed of all high-rail trucks, while operating on tracks must not exceed 20 MPH.

MOVEMENT OF MofW CARS

MC-4.—Additional instructions governing the movement of MofW Cars and equipment. Modifying or supplementing MC Rule 4.

Car movements may be made on verbal authority of Train Dispatcher between:

East interchange track Meadow Creek and Alpha Station Sign.
Woody Station Sign and G&E Jct.
Omega and Swiss Jct.
G&E Jct. and Foothill.
Hominy Creek Subdivision between Peaser Jct. and Lee.
G&E Jct. and Wye Switch through Wye.
Rainelle Jct. and Lincoln Mine switch.
Hawley and End of Track, Hawley Subdivision.

The movement must be made under full control expecting to find the main track occupied.

MISCELLANEOUS

(a).—*High Voltage Wires.*—In the event wires carrying high voltage, or power lines in connection with Automatic Block System are broken, swinging or on the ground, employes will immediately notify the Train Dispatcher. If wires are in position to interfere with traffic or are liable to cause injury to persons, arrangements must be made to place watchmen at the point until relief can be obtained.

(b).—*Personal Injury Reports.*—Whenever employes are injured, the officer or employe in charge will act as follows:

(1) *Non-Train Accident.*—Whenever employes are injured in a non-train accident, equipment or machinery involved must be given an immediate inspection by officer or employe in charge to ascertain condition.

(2) *Train Accidents.*—In cases of injuries to employes in train or train service accidents, where the condition or operation of engines and/or cars is or may be involved, an immediate inspection must be made of equipment, including, where necessary, a coupling and uncoupling test, or brake test; also an inspection of the track and roadbed. If not practical to make inspections and tests of equipment at point of accident, same should be made at the next qualified point. Inspection must be made by two qualified persons unless otherwise directed. Inspectors must make a separate report of inspection to their superior officer.

(3) If any employe furnishes to a person, other than an official of the Railway Company, written statement concerning an accident, or injury, employe shall promptly furnish an exact copy of statement to his immediate superior.

(4) In all highway crossing accidents the Conductor of the train involved will make report on Form CJ-8 to the Superintendent. He should include, in space Z, under "REMARKS" the names and addresses of all outside witnesses at the scene, together with the license numbers of all automobiles that were stopped at the crossing at time of accident.

(5) In the event a passenger train is involved in an accident and accident is of such a nature that passengers might possibly have been subjected to injury, the Conductor in charge of train will have such passengers complete and sign Form CJ-99, regardless of whether or not such passengers claim to have been injured, as provided for in printed instructions accompanying Form CJ-99. (See General Rule M-2, Book of Rules.)

(6) When physically able to do so, an employe sustaining injury, will report it to the Supervisor before leaving company premises. The Supervisor must arrange prompt first aid and when necessary, place the employe under the care of a company surgeon as soon as possible. Injuries must be reported promptly on the prescribed forms, however minor they may appear.

(7) In case of fatal accident on line of road, the nearest state or local police should be promptly notified. If such police cannot be promptly contacted and brought to the scene within a short time, train will proceed without further delay. A member of the crew or other agent of the Company will be left at the scene to notify the police and make sure that the body is placed in the hands of the proper authority.

(c).—*Holidays.*—New Year's, Washington's Birthday, Decoration Day, Fourth of July, Labor Day, Thanksgiving, Christmas.

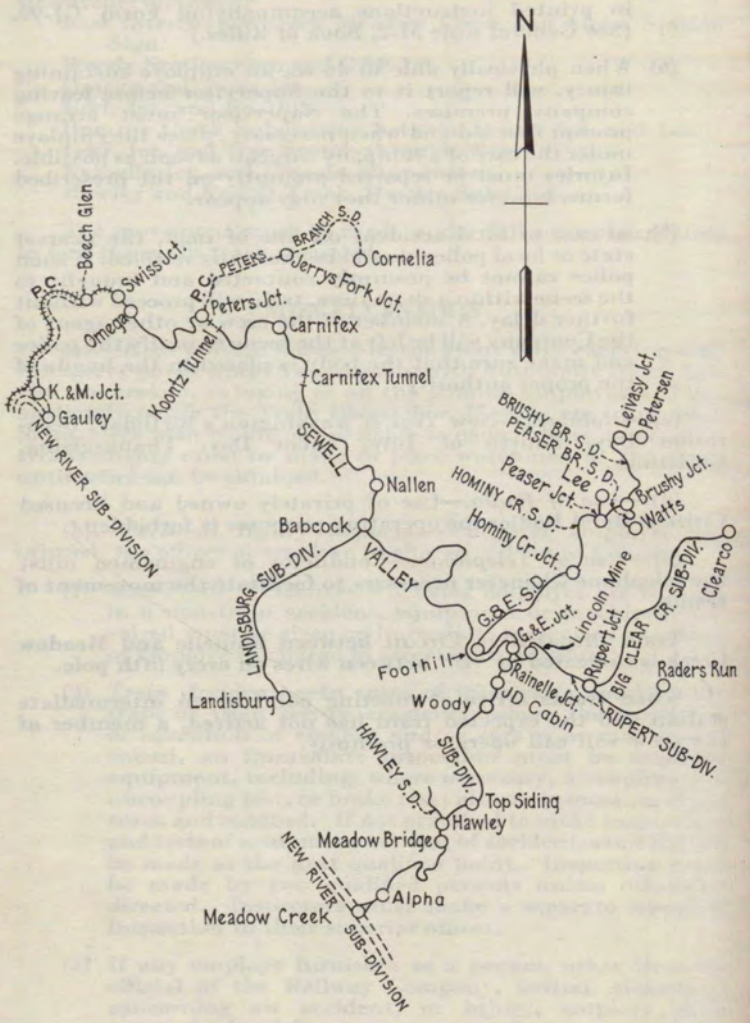
(d).—*Use of Radio.*—Use of privately owned and licensed Citizens Band Radios for operating purposes is forbidden.

(e).—*Use of Telephone.*—Conductor or enginemen must use telephone whenever necessary to facilitate the movement of trains.

Train Dispatching Circuit between Rainelle and Meadow Creek is indicated by "D" between wires on every fifth pole.

When trains arrive at meeting point at an intermediate station and the expected train has not arrived, a member of the crew will call operator promptly.

NICHOLAS, FAYETTE & GREENBRIER RAILROAD



Compliance with

OPERATING RULES

AND

SAFETY RULES

INSURES

SAFE and EFFICIENT Operation

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In Case of DOUBT or UNCERTAINTY the SAFE COURSE MUST BE TAKEN

IMPACT FORCE AT VARIOUS STRIKING SPEEDS

	CAR COUPLED AT (MPH)	IMPACT FORCE
SAFE	1	1
	2	4
	3	9
	4	16
DAMAGING	5	25
	6	36
	7	49
	8	64
	9	81
	10	100