NORFOLK AND WESTERN RAILWAY CO.

POCAHONTAS DIVISION

TIME TABLE No. 8

(No. 7 OMITTED)

EFFECTIVE 3:30 A. M.
Sunday, September 26, 1954

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.

THE STONE PRINTING & MFG. CO., ROANOKE, VA.

Bluefield to Williamson—Westward

Distance from Bluefield	Time Table No. 8 EFFECTIVE Sunday, Sept. 26, 1954 — STATIONS	FIRST CLASS 15 Passenger Lv. Daily	25 Passenger Lv. Daily	23 Passenger Lv. Daily	3 Passenger Lv. Daily
		A. M.	P. M.	P. M.	P. M.
.....	Y W T C O Bluefield, W. Va.	9.05 9.25	2.45 2.50	6.40 7.00	10.10 10.20
3.27	Bluefield, Va.	S 9.34	2.56	S 7.08	10.27
6.51	Falls Mills	9.39	3.01	F 7.15	10.32
7.56	Flat Top W	9.41	3.03	F 7.17	10.34
10.80	Bluestone	F 9.46	3.08	F 7.25	10.39
15.41	Maybeury	9.53	3.14	F 7.34	10.46
16.71	Lick Branch	9.55	3.16	F 7.37	10.48
19.04	Elkhorn W	9.58	3.20	F 7.43	10.52
20.45	Powhatan	10.00	3.22	F 7.47	10.54
22.10	North Fork W	S 10.05	3.24	S 7.54	S 10.59
23.38	Keystone	10.09	3.27	S 7.59	11.02
24.45	Eckman W	10.11	3.29	F 8.02	11.04
26.93	Vivian W	10.16	3.33	F 8.07	11.08
27.94	Kimball	10.18	3.35	S 8.11	11.10
31.16	Huger	10.23	3.41	8.16	11.14
34.23	Welch	S 10.34	S 3.48	S 8.24	S 11.23
34.55	Tug	10.37	3.49	8.26	11.25
36.18	Farm Y C W	10.41	3.52	8.29	11.28
39.92	Davy	W 10.47	3.58	S 8.37	11.33
43.11	Claren	10.52	4.03	F 8.44	11.38
44.90	Roderfield	10.55	4.06	F 8.48	11.41
48.32	Wilmore W	11.00	4.11	F 8.53	11.46
52.41	Iaeger Y	S 11.08	4.17	S 9.02	11.52
56.05	Hull W	11.14	4.22	F 9.08	11.56
59.94	Panther	11.20	4.28	S 9.16	12.01AM
64.77	Alnwick Y	11.29	4.35	9.24	12.09
70.30	Glen Alum	F 11.41	4.43	F 9.35	12.18
72.67	Lindsey	F 11.46	4.46	F 9.40	12.21
76.91	Devon Y	F 11.54	4.52	S 9.49	12.27
82.19	Vulcan W	12.04PM	5.00	F 9.59	12.35
83.72	Delorme	12.08	5.03	F 10.04	12.37
86.38	Thacker	12.13	5.07	F 10.10	12.41
88.83	White	12.16	5.10	10.15	12.45
90.68	Matewan W	X 12.19	5.12	S 10.22	12.47
92.92	Sprigg	12.22	5.15	F 10.27	12.50
98.14	W END D T Y W T C O E. Williamson	12.29	5.21	10.39	12.56
99.57	Williamson	12.40 12.55	5.30 5.35	10.45 11.00	1.05 1.20
		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 revenue passengers for beyond Williamson.

Bluefield to Williamson—Westward

Distance from Bluefield	Time Table No. 8 EFFECTIVE Sunday, Sept. 26, 1954 — STATIONS	THIRD CLASS 89 Time Freight Lv. Daily	99 Time Freight Lv. Daily	85 Time Freight Lv. Daily	Telegraph Offices	Station Sidings, Capacity in Feet	Passing Sidings, Capacity in Feet
		A. M.	A. M.	P. M.			
.....	Y W T C O Bluefield, W. Va.	7.00 8.30	11.00 12.15PM	5.15 6.20	D N	.....	Yard
3.27	Bluefield, Va.	8.38	12.23	6.25	D N	710	.....
6.51	Falls Mills	8.45	12.30	6.32	D	466	.....
7.56	Flat Top W	8.54	12.35	6.34	.....	.....	Yard
10.80	Bluestone	9.00	12.45	6.40	.....	.....	.....
15.41	Maybeury	9.17	1.07	6.59	.....	.....	.....
16.71	Lick Branch	9.20	1.10	7.02	.....	.....	.....
19.04	Elkhorn W	9.26	1.16	7.08	.....	.....	.....
20.45	Powhatan	9.29	1.19	7.11	.....	.....	7100
22.10	North Fork W	9.34	1.24	7.15	.....	400	.....
23.38	Keystone	9.37	1.27	7.17	.....	578	.....
24.45	Eckman W	9.39	1.29	7.24	.....	.....	Yard
26.93	Vivian W	9.44	1.34	7.30	.....	268	Yard
27.94	Kimball	9.55	1.45	7.32	D	.....	WB 2440
31.16	Huger	10.03	1.53	7.47	.....	.....	3000
34.23	Welch	.....	.....	.....	.....	840	.....
34.55	Tug	10.11	2.01	8.00	D N	.....	.....
36.18	Farm Y C W	10.14	2.04	8.06	.....	.....	7000
39.92	Davy	10.22	2.12	8.14	D	872	.....
43.11	Claren	10.27	2.17	8.20	.....	.....	4430
44.90	Roderfield	10.30	2.20	8.23	.....	680	.....
48.32	Wilmore W	10.37	2.27	8.30	.....	.....	11120
52.41	Iaeger Y	10.45	2.35	8.38	D D N	425	.....
56.05	Hull W	10.52	2.42	8.45	.....	.....	20300
59.94	Panther	11.01	2.50	8.54	D	350	.....
64.77	Alnwick	11.10	2.59	9.03	.....	.....	10835
70.30	Glen Alum	11.19	3.09	9.14	D	958	.....
72.67	Lindsey	11.23	3.13	9.19	.....	.....	6850
76.91	Devon	11.32	3.22	9.28	D N	.....	.....
82.19	Vulcan W	11.42	3.32	9.38	.....	.....	EB 7426 WB 8160
83.72	Delorme	11.46	3.36	9.43	D	873	.....
86.38	Thacker	11.51	3.41	9.49	.....	75	.....
88.83	White	11.55	3.45	9.54	.....	.....	11150
90.68	Matewan W	12.01PM	3.50	10.00	D	483	.....
92.92	Sprigg	12.05	3.54	10.04	.....	.....	4800
98.14	W END D T Y W T C O E. Williamson	12.30 2.00	4.15 5.00	10.20 10.50	D N	.....	Yard
99.57	Williamson	.....	.....	.....	.....	.....	.....
		P. M.	P. M.	P. M.			

Williamson to Bluefield—Eastward

Distance from Williamson	Time Table No. 8 EFFECTIVE Sunday, Sept. 26, 1954 STATIONS	FIRST CLASS 4 Passenger Lv. Daily	24 Passenger Lv. Daily	26 Passenger Lv. Daily	16 Passenger Lv. Daily			
		A. M.	A. M.	P. M.	P. M.			
.....	Williamson	5.10 5.25	6.20 6.35	1.10 1.15	5.05 5.15	.....	.....	.....
1.43	W END D T Y W T C O E. Williamson	5.27	6.40	1.17	5.17	.....	.....	.....
6.65	Sprigg	5.34	F 6.54	1.25	5.25	.....	.....	.....
8.89	Matewan ..... W	5.37	F 7.02	1.28	E 5.28	.....	.....	.....
10.74	White	5.40	7.06	1.31	5.30	.....	.....	.....
13.19	Thacker	5.43	F 7.13	1.34	5.34	.....	.....	.....
15.85	Delorme	5.47	S 7.20	1.38	E 5.39	.....	.....	.....
17.38	Vulcan ..... W	5.50	F 7.25	1.41	5.42	.....	.....	.....
22.66	Devon	5.58	S 7.39	1.49	F 5.51	.....	.....	.....
26.90	Lindsey	6.04	F 7.47	1.55	F 5.58	.....	.....	.....
29.27	Glen Alum	6.08	S 7.52	1.59	F 6.02	.....	.....	.....
34.80	Alnwick	6.16	8.04	2.07	6.10	.....	.....	.....
39.63	Panther	6.23	S 8.14	2.14	6.17	.....	.....	.....
43.52	Hull ..... W	6.28	F 8.24	2.19	6.23	.....	.....	.....
47.16	Iaeger ..... Y	X 6.33	S 8.34	2.24	S 6.29	.....	.....	.....
51.25	Wilmore ..... W	6.39	F 8.41	2.30	6.35	.....	.....	.....
54.67	Roderfield	6.44	S 8.51	2.35	6.40	.....	.....	.....
56.46	Claren	6.47	F 8.56	2.38	6.43	.....	.....	.....
59.65	Davy	6.51	S 9.05	2.42	6.48	.....	.....	.....
63.39	Farm ..... Y C W	6.56	9.13	2.47	6.54	.....	.....	.....
65.02	Tug	6.59	9.16	2.50	6.57	.....	.....	.....
65.34	Welch	S 7.04	S 9.26	S 2.53	S 7.06	.....	.....	.....
68.41	Huger	7.09	9.35	2.58	7.12	.....	.....	.....
71.63	Kimball	7.14	S 9.44	3.02	7.19	.....	.....	.....
72.64	Vivian ..... W	7.16	F 9.48	3.04	7.21	.....	.....	.....
75.12	Eckman ..... W	7.20	F 9.57	3.09	7.26	.....	.....	.....
76.19	Keystone	7.22	S 10.03	3.11	7.28	.....	.....	.....
77.47	North Fork ..... W	X 7.27	S 10.12	3.14	S 7.36	.....	.....	.....
79.12	Powhatan	7.31	F 10.16	3.17	7.40	.....	.....	.....
80.53	Elkhorn	7.34	F 10.23	3.20	7.44	.....	.....	.....
82.86	Lick Branch ..... W	7.39	F 10.30	3.24	7.51	.....	.....	.....
84.16	Maybeury	7.42	F 10.34	3.26	7.54	.....	.....	.....
88.77	Bluestone	7.53	F 10.46	3.33	8.05	.....	.....	.....
92.01	Flat Top ..... W	7.59	S 10.53	3.38	8.12	.....	.....	.....
93.06	Falls Mills	8.01	F 10.57	3.39	8.14	.....	.....	.....
96.30	Bluefield, Va.	8.07	F 11.10	3.45	8.20	.....	.....	.....
99.57	Y W T C O Bluefield, W. Va.	8.20 8.30	11.25 11.50	3.55 4.00	8.35 8.50	.....	.....	.....
		A. M.	A. M.	P. M.	P. M.			

PASSENGER STOP NOTES:

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

Williamson to Bluefield—Eastward

Distance from Williamson	Time Table No. 8 EFFECTIVE Sunday, Sept. 26, 1954 — STATIONS	THIRD CLASS 84 Time Freight Lv. Daily	86 Time Freight Lv. Daily	94 Time Freight Lv. Daily	Telegraph Offices	Station Sidings, Capacity in Feet	Passing Sidings, Capacity in Feet
		P. M.	A. M.	A. M.			
.....	Williamson	.....	.....	.....	.....	.....	.....
1.43	W END D T · Y W T C O E. Williamson	11.40 12.15	6.30 7.00	11.30 1.15	D N	.....	Yard
6.65	Sprigg	12.30	7.13	1.30	.....	.....	4800
8.89	Matewan w	12.35	7.17	1.35	D	483	.....
10.74	White	12.39	7.21	1.39	.....	.....	11150
13.19	Thacker	12.46	7.28	1.46	.....	75	.....
15.85	Delorme	12.53	7.33	1.53	D	873	.....
17.38	Vulcan w	12.58	7.38	1.58	.....	.....	EB 7426 WB 8160
22.66	Devon	1.08	7.49	2.09	D N	.....	.....
26.90	Lindsey	1.21	8.00	2.20	.....	.....	6850
29.27	Glen Alum	1.26	8.05	2.25	D	958	.....
34.80	Alnwick	1.39	8.18	2.38	.....	.....	10835
39.63	Panther	1.53	8.30	2.52	D	350	.....
43.52	Hull w	2.05	8.41	3.05	.....	.....	20300
47.16	Iaeger y	2.15	8.49	3.15	D D N	425	.....
51.25	Wilmore w	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	872	.....
63.39	Farm y c w	2.58	9.31	4.03	.....	.....	7000
65.02	Tug	3.05	9.36	4.10	D N	.....	.....
65.34	Welch	.....	.....	.....	.....	840	.....
68.41	Huger	3.15	9.44	4.20	.....	.....	3000
71.63	Kimball	3.25	9.52	4.30	D	....	WB 2440
72.64	Vivian w	3.30	9.55	4.35	.....	268	Yard
75.12	Eckman w	3.40	10.04	4.45	.....	175	Yard
76.19	Keystone	3.45	10.08	4.50	.....	578	.....
77.47	North Fork w	3.50	10.12	4.55	.....	400	.....
79.12	Powhatan	3.55	10.16	5.00	.....	.....	7100
80.53	Elkhorn	4.00	10.19	5.05	.....	.....	.....
82.86	Lick Branch	4.10	10.30	5.15	.....	.....	.....
84.16	Maybeury	4.15	10.35	5.20	.....	.....	.....
88.77	Bluestone	4.30	10.50	5.35	.....	.....	.....
92.01	Flat Top w	4.38	11.00	5.45	.....	.....	Yard
93.06	Falls Mills	4.40	11.02	5.47	D	466	.....
96.30	Bluefield, Va.	4.47	11.15	6.00	D N	710	.....
99.57	Y W T C O Bluefield, W. Va.	4.55 5.40	11.30 12.15	6.15 8.15	D N	.....	Yard
		A. M.	P. M.	P. M.			

Bluefield to Norton—Westward

Distance from Bluefield	Time Table No. 8 EFFECTIVE Sunday, Sept. 26, 1954 STATIONS		FIRST CLASS 5 Passenger Lv. Daily	THIRD CLASS 97 Time Freight Lv. Daily	81 Time Freight Lv. Daily				
			A. M.	A. M.	P. M.				
.....	Bluefield, W. Va. ..... Y W T C O		10.30	12.15	2.30	.....	.....	.....	.....
3.27	Bluefield, Va.	F	10.39	12.30	2.41	.....	.....	.....	.....
4.12	Furnace		10.41	12.38	2.48	.....	.....	.....	.....
8.17	Sam		10.50	12.51	3.02	.....	.....	.....	.....
13.06	Tip Top	F	11.00	1.15 84	3.14	.....	.....	.....	.....
20.46	Burks Garden		11.14	1.34	3.35	.....	.....	.....	.....
22.49	Tazewell ..... W	S	11.23	1.39	3.41	.....	.....	.....	.....
26.99	Youngs		11.32	1.51	3.51	.....	.....	.....	.....
31.13	Gillespie		11.40	2.03	4.05 88	.....	.....	.....	.....
34.01	Pounding Mill	F	11.46	2.08	4.14	.....	.....	.....	.....
37.83	Cedar Bluff ..... Y	F	11.54	2.18	4.27	.....	.....	.....	.....
38.62	Indian		11.56 86	2.20	4.30	.....	.....	.....	.....
40.82	Richlands ..... C W Y O	S	12.06PM	2.37	4.35	.....	.....	.....	.....
41.47	Alley		12.08	2.40	4.38	.....	.....	.....	.....
44.20	Raven	F	12.16	2.51	4.46	.....	.....	.....	.....
47.04	Daw	F	12.22	3.02	4.54	.....	.....	.....	.....
52.23	Swords Creek	F	12.35 96	3.22	5.10	.....	.....	.....	.....
57.01	Honaker	S	12.47	3.41	5.25	.....	.....	.....	.....
61.62	Finney ..... W	F	12.57	3.55	5.37 6	.....	.....	.....	.....
68.49	Cleveland	S	1.12 88	4.22	5.48	.....	.....	.....	.....
71.40	Carbo	F	1.18	4.34	6.10	.....	.....	.....	.....
73.28	Carterton	F	1.24	4.42	6.20	.....	.....	.....	.....
77.33	Castlewood	F	1.33	4.50	6.35	.....	.....	.....	.....
79.05	Boody ..... W Y		1.37	5.15	7.00	.....	.....	.....	.....
79.95	S X Tower X		.....	.....	.....	.....	.....	.....	.....
80.22	St. Paul	S	1.47	5.19	7.05	.....	.....	.....	.....
83.67	Russell Creek		1.56	5.29	7.17	.....	.....	.....	.....
90.42	Banner	F	2.14	5.51	7.42	.....	.....	.....	.....
92.51	Coeburn ..... W	S	2.20	5.57	7.52	.....	.....	.....	.....
96.67	Tacoma	F	2.28	6.14	8.12	.....	.....	.....	.....
103.06	Norton ..... W T C O		2.45	6.30	8.30	.....	.....	.....	.....
			P. M.	A. M.	P. M.				

Norton to Bluefield—Eastward

Distance from Norton	Time Table No. 8 EFFECTIVE Sunday, Sept. 26, 1954 — STATIONS		FIRST CLASS	THIRD CLASS			FOURTH CLASS	Telegraph Offices	Station Sidings, Capacity in Feet	Passing Sidings, Capacity in Feet		
			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.					
.....	Norton..... WTCO		4.00	7.40	10.45	7.05	7.45	D N	....	Yard	.....	.....
6.39	Tacoma.....	F	4.14	7.56	11.00	7.26	8.05	.....	785	3080	.....	.....
10.55	Coeburn..... W	S	4.22	8.06	11.08	7.40	8.25	D	1095	.....	.....	.....
12.64	Banner.....	F	4.27	8.12	11.14	7.48	8.35	.....	1426	.....	.....	.....
19.39	Russell Creek.....		4.41	8.38	11.40	8.16	9.00	.....	....	.....	.....	.....
22.84	St. Paul.....	S	4.53	8.47	11.49	8.30	9.25	D N	1871	.....	.....	.....
23.11	S X Tower..... X		.....	.....	.....	.....	.....	.....	....	.....	.....	.....
24.01	Boody..... WY		4.56	9.30	11.54	8.36	10.15	.....	....	3475	.....	.....
25.73	Castlewood.....	F	5.01	9.35	12.37PM	8.50	10.30	D	1407	.....	.....	.....
29.78	Carterton.....	F	5.10	9.47	12.48	9.03	10.45	.....	660	4300	.....	.....
31.66	Carbo.....	F	5.15	9.53	1.02	9.10	10.55	.....	....	.....	.....	.....
34.57	Cleveland.....	S	5.22	10.08	1.12 S	9.19	11.15	D	1393	4220	.....	.....
41.44	Finney..... W	F	5.37 81	10.22	1.37	9.41	11.50	D	565	4200	.....	.....
46.05	Honaker.....	S	5.47	10.40	2.07	10.04	12.20PM	D	1210	3000	.....	.....
50.83	Swords Creek.....	F	5.58	10.51	2.21	10.15	12.35 S	D	....	4250	.....	.....
56.02	Daw.....	F	6.10	11.02	2.37	10.35	.....	.....	....	3400	.....	.....
58.86	Raven.....	F	6.16	11.12	2.47	10.45	1.25	.....	450	.....	.....	.....
61.59	Alley.....		6.23	11.21	3.00	10.58	1.38	.....	....	2300	.....	.....
62.24	Richlands..... CWYO	S	6.25	11.47	3.10	11.05	1.55	D N	....	7170	.....	.....
64.44	Indian.....		6.30	11.56 S	3.25	11.13	.....	.....	....	4250	.....	.....
65.23	Cedar Bluff..... Y	F	6.33	11.58	3.28	11.15	.....	D	112	.....	.....	.....
69.05	Pounding Mill.....	F	6.43	12.08PM	3.55	11.33	.....	D	985	1350	.....	.....
71.93	Gillespie.....		6.50	12.21	4.05 81	11.45	.....	.....	....	4750	.....	.....
76.07	Youngs.....		6.59	12.40	4.25	12.01AM	.....	.....	....	5000	.....	.....
80.57	Tazewell..... W	F	7.09	12.55	4.40	12.28	.....	D	2335	1400	.....	.....
82.60	Burks Garden.....		7.12	1.01	4.45	12.36	.....	.....	310	5000	.....	.....
90.00	Tip Top.....	F	7.29	1.38	5.20	1.15 97	.....	D	320	4700	.....	.....
94.89	Sam.....		7.37	1.50	5.32	1.27	.....	.....	....	4730	.....	.....
98.94	Furnace.....		7.46	2.05	5.45	1.43	.....	.....	230	4850	.....	.....
99.79	Bluefield, Va.....	F	7.50	2.10	5.50	1.45	.....	D N	1259	.....	.....	.....
103.06	Bluefield, W. Va... YWTCO		8.00	2.30	6.10	2.05	.....	D N	....	Yard	.....	.....
			P. M.	P. M.	P. M.	A. M.	P. M.					

Eastward | **BUCHANAN BRANCH** | **Westward**

Distance from Devon	FIRST CLASS 312 Mixed Leave Daily Except Sunday	Storage Sidings, Capacity in Feet	Passing Sidings, Capacity in Feet	Time Table No. 8 EFFECTIVE Sunday, Sept. 26, 1954 STATIONS	Station Sidings, Capacity in Feet	FIRST CLASS 311 Mixed Leave Daily Except Sunday	FIRST CLASS 315 Mixed Leave Daily Except Sunday	Telegraph Offices
	A. M.					P. M.	A. M.	
.....	8.40	2-3880 1-4900	.....	Devon, W. Va. y	.....	2.50	.....	D N
2.13	F 8.46	.....	.....	Woodman, Ky.	.....	F 2.42	.....	.....
4.67	F 8.51	.....	.....	Bill	.....	F 2.33	.....	.....
5.93	F 8.56	.....	7875	Burke	.....	F 2.30	.....	.....
9.48	F 9.05	.....	.....	Kelsa, Va.	.....	F 2.21	.....	.....
11.49	F 9.15	11691	.....	Luke	.....	F 2.15	.....	.....
12.66	S 9.25	7620	.....	Hurley w	208	S 2.08	.....	D
18.26	F 9.40	.....	6130	Raitt	.....	F 1.50	.....	.....
19.75	F 9.46	3928	.....	Home Creek	.....	F 1.44	.....	.....
26.47	S 10.05	.....	.....	Thomas y	.....	F 1.26	.....	.....
27.66	10.10	.....	.....	Stric	.....	.....	10.11	.....
26.47	10.20	.....	.....	Thomas	.....	.....	10.21	.....
27.93	S 10.25	Yard	.....	Weller w c	.....	S 1.25	.....	D N
30.08	F 10.35	.....	.....	Harman	.....	F 1.15	.....	.....
36.22	11.00	.....	.....	Grundy	1455	1.00	.....	D
	A. M.					P. M.	A. M.	

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.

POCAHONTAS DIVISION

SPECIAL INSTRUCTIONS

STANDARD TIME

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

REGISTERING

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

(b) Regular and extra passenger trains will register at Bluefield, Williamson and Norton passenger stations.

Other trains will register at Bluefield Call Office, East Williamson Yard Office and Norton Yard Office.

Trains originating or terminating at Iaeger and Richlands will register at Iaeger and Richlands Yard Offices.

Bluestone Branch trains will register at Montcalm.

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

(d) Trains to and from Toms Creek register at Coeburn.

(e) Dispatcher transmit the register of first-class trains and passenger extras to the Operator at East Williamson; 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.

(f) 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.

(g) 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.

(h) The movement of extra trains on Pocahontas Branch west of Pocahontas, Simmons Creek, Goodwill, Crane Creek, Left Fork of Widemouth, Right Fork of Widemouth, Big Branch, Modoc, 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, Bull Creek, Feds Creek Spur, Big Creek, Town Hill, Coal Creek and Honaker Branches must be handled as follows:

(i) 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 (g) of this rule.

(k) 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.

Auville Yard and Shop Office.
East Williamson Yard Office and Roundhouse
Williamson
Richlands.
Norton Yard Office
Weller Yard Office.
Weller Shop Office.

SPEED RESTRICTIONS

LOCATION AND CONDITIONS	Class of Service and Miles Per Hour		
	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		
	Passenger Trains	Freight Trains	Freight or Mixed Trains Handled by Class A, K or E Engines
(k) Engines in backward motion with or without cars	30	30	30
Curve signs 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

(o) Class S—Yard Engines, 25 miles per hour in service or in tow.

SPEED LIMIT SIGNALS AT APPROACH TO CURVES

(p) 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.

(q) 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.

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

(s) Slow signs are erected west of Bluestone Junction, and one mile west of Pocahontas Tunnel No. 1 for the protection of this tunnel.

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

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

(u) 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 4,091.4 feet; end of test mile, Mile Post 413 plus 1,981.4 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.

(v) **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, Wharncliffe, Cedar, McCarr, Merrimac and Rawl on signal.

No. 15 stop at War Eagle and Wharncliffe on signal.

No. 16 stop at War Eagle and Wharncliffe on signal.

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

Scheduled trains stop at Kopp and Argo on signal.

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

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 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.

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

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

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

Passenger Service: (c) 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.

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

9. 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.

10. Instructions for operating dual control switch machines are posted inside the telephone box near each of these machines. The machines must not be operated until the instructions are clearly understood.

11. In order to further designate Stop and Stay signals, an additional plate bearing the letter "S" has been attached to the number plates of all Stop and Stay signals, other than dwarf signals.

12. Trains handling locomotives dead-in-tow with both side and main rods removed are restricted to a speed of 20 miles per hour, and trains handling locomotives dead-in-tow with main rods only removed are restricted to a speed of 30 miles per hour.

13. Rule 21, Book of Rules is Modified as follows:

(a) The use of white classification signals will not be required in double track territory. All freight trains will be considered as extra trains.

(b) The use of white classification signals will not be required on single track where Traffic Control is in service, as covered by Rule 261. All freight trains will be considered as extra trains.

LOCAL

100. TRAFFIC CONTROL IS IN SERVICE AS FOLLOWS:

(a) Bluestone to Wye west of Farm.
(b) Bluestone to Pocahontas.
(c) Bluestone to Clift.
(d) East end of Wilmore to West end of Hull.
(e) Dry Fork Junction to Caretta Branch Junction.
(f) 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 westward signal 3627, located east of Grant Street Bridge, Bluefield Yard, 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.

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

The use of Class A engines is restricted to the main line between Bluefield and Williamson.

Sign reading "All Class Y Engines Not Allowed Beyond This Point," have been placed on North Side of Operation Track at Pond Creek No. 4 Delivery.

Class Y Engines should not be operated beyond this point.

Norfolk and Western engines are not permitted beyond derail at junction on Kennedy Spur.

The use of engines heavier than Class G is prohibited on Honaker Branch.

The use of engines heavier than Class Z is prohibited on Pocahontas Branch west of Pocahontas, Ballard Harmon Spur of Tug Fork Branch, Superior, Spice Creek, Cedar, Simmons and Goodwill Branches.

If necessary to pick up and 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 engine on these tracks.

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) Movement of trains and engines will be governed by the following signal indications displayed by automatic signals located between the West End of Bluefield Passenger Station and Allen Street Bridge:

Westward Stop and Stay Signal No. 3633-A located approximately 400 ft. East of Mercer Street Bridge when displaying a clear or an approach indication will govern Westward movement on the Westward main track, when displaying a restricting indication will govern Westward movement from the Westward main track to the Eastward main track.

Westward Stop and Stay Signal No. 3635 located North of the Pocahontas Division Engine Track approximately 30 ft. West of Mercer Street Bridge when displaying a medium clear indication or a medium approach indication will govern Westward movement from the Pocahontas Division Engine Track to the Westward main track, when displaying a restricting indication will govern movement into the cab track.

Westward Stop and Stay Dwarf Signal located between Eastward and Westward main track at a point approximately 400 ft. East of Mercer Street Bridge when displaying a restricting indication will govern Westward movement from the Eastward main track to the Westward main track.

Eastward Stop and Stay Signal No. 3636 located on Allen Street Bridge when displaying an approach indication will govern Eastward movement on the Eastward main track, when displaying a medium approach indication it will govern Eastward movement from the Eastward main track to the Westward main track, when displaying a restricting indication will govern Eastward movement from the Eastward main track into the East Scale Yard pull-in track.

Eastward Passenger Trains receiving restricting indication (See Page 107, Book of Rules) on eastward stop-and-stay signal No. 3636 located on Allen Street Bridge, or Westward Passenger Trains receiving restricting indication on westward stop-and-stay signal No. 3633-A located approximately 400 feet east of Mercer Street Bridge, must bring train to a full stop, and must not proceed until proper signal indication has been received, or instructions by word of mouth over loud speaker are received by engineman to proceed.

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

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

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

111. No-Whistling Ordinances in effect through city limits of Bluefield, Va., Iaeger, W. Va., and Matewan, W. Va., as follows:

Bluefield, Va., and Matewan all hours except as may be necessary for transmission of signals and in case of emergency to prevent accidents.

Iaeger between the hours of 9:00 P. M. and 7:00 A. M. on main line only.

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, Pinson 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) Automatic crossing gates with flashing light signals located at Wyoming and McDowell Street crossings in Welch, W. Va., will be operated automatically at all times. Gates will operate to down position on approach of trains in either direction on main line and will remain in down position until rear of train passes over crossings.

A trainman's indicator lamp on a pole at Wyoming Street, when illuminated, will indicate that gates at that crossing are down.

A trainman's indicator lamp on a pole at McDowell Street, when illuminated, will indicate that gates at that crossing are down.

A trainman's indicator lamp on a pole approximately 1,350 feet east of Wyoming Street, when illuminated, will indicate to the engineman on eastward trains that rear of train is occupying Wyoming Street crossing and, when extinguished, that rear of train is in clear of this crossing.

All trains approach these streets under control and will not cross or foul these streets until gates are lowered or train is protected as prescribed by Rules 103 and 103(a), Book of Rules.

(e) 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) Retainers must be turned up to low pressure position on the 20 head cars in time freight trains Flat Top to Eckman.

(b) Retainers must be turned up to high pressure position on one-third of the cars in loaded coal trains Flat Top to Eckman.

(c) Retainers must be turned up to high pressure position on two-thirds of the cars in loaded coal trains Raitt to Hurley.

(d) Retainers must be turned up to high pressure position on one-third of the cars in loaded coal trains Bandy to Rift.

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. Enginemen of westward crews stopped at stop and stay signal just west of first highway crossing east of Northfork station will stop their trains to clear highway crossing. Westward crews setting off empties in the vicinity of Northfork will leave detached portion of train east of highway crossing to avoid blocking same for highway traffic.

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

(b) 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.

(c) 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. 438, Book of Rules, is supplemented as follows:

Trainmen must observe caboose gauge pressure at frequent intervals and record of same must be made in the Conductor's train book when approaching Tip Top and Home Creek in either direction, Banner, Va., eastward; Summit Tunnel, westward; and 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. Highway Crossings requiring flag protection at night when trains or engines are operated over such Crossings.

Branch Line	Mile Post Location		State Route Number	
Simmons Branch	0 X 5235	Ft.	US	52
Flipping Creek Br.	7 X 3276	Ft.	State Rt.	15
Flipping Creek Br.	7 X 1932	Ft.	Sec.	15/1
Crane Creek Br.	10 X 3043	Ft.	State Rt.	11
Crane Creek Br.	12 X 129	Ft.	State Rt.	11
Crane Creek Br.	12 X 2386	Ft.	State Rt.	11
West Fork Crane Creek	0 X 250	Ft.	State Rt.	11
West Fork Crane Creek	0 X 3230	Ft.	State Rt.	13
Outlet Track Sagamore—Opr.	0 X 875	Ft.	State Rt.	11
East Fork Crane Creek	12 X 3812	Ft.	State Rt.	11
East Fork Crane Creek	12 X 8437	Ft.	State Rt.	11
Left Fork Crane Creek	0 X 600	Ft.	State Rt.	11
Right Fork Widemouth	17 X 1125	Ft.	State Rt.	10
Elkhorn Branch Left Fork	0 X 3000	Ft.	Sec.	52/14
Ashland Spur	0 X 386	Ft.	Sec.	17
Dans Br.	0 X 390	Ft.	Sec.	52/9
East End Landgraff—Opp.	389 X 900	Ft.	US	52
West End Landgraff—Opp.	389 X 3780	Ft.	US	52
West End Landgraff—Opp.	389 X 4172	Ft.	US	52
Kimball Loop	0 X 239	Ft.	US	52
Adkins Spur	0 X 640	Ft.	State Rt.	85
Sand Lick Br.	7 X 3958	Ft.	Sec.	13/2
Superior Br.	2 X 2070	Ft.	Sec.	4/1
Superior Br.	2 X 4676	Ft.	Sec.	4/1
Twin Br. Loop	0 X 3320	Ft.	Sec.	7/5
Twin Br. Loop	0 X 3743	Ft.	Sec.	7
Twin Br. Loop	0 X 6256	Ft.	Sec.	7/7
Hensley Spur	0 X 575	Ft.	Sec.	7
Spice Creek Br.	0 X 518	Ft.	Sec.	7
Spice Creek Br.	0 X 2520	Ft.	Sec.	7
Spice Creek Br.	4 X 1028	Ft.	US	52
Spice Creek Br.	4 X 4110	Ft.	US	52
Clear Fork Br.	0 X 1225	Ft.	US	52
Clear Fork Br.	9 X 7886	Ft.	State Rt.	16
Caretta Br.	0 X 2013	Ft.	State Rt.	16
Jacobs Fork Br.—R.	6 X 1639	Ft.	Sec.	11
Jacobs Fork Br.	3 X 5272	Ft.	State Rt.	16
Jacobs Fork Br.	10 X 237.5	Ft.	State Rt.	16
Four Pole Spur	1 X 4472	Ft.	Sec.	13
Amanda Cline Spur	0 X 410	Ft.	Sec.	13
Gilbert Br. Bench Spur	2 X 4688	Ft.	Sec.	10/1
Briar Mt. Br.	0 X 920	Ft.	Sec.	10/1
Briar Mt. Br.	0 X 2900	Ft.	Sec.	10/1
Briar Mt. Br.	0 X 4240	Ft.	Sec.	10/1
Briar Mt. Br.	0 X 5015	Ft.	Sec.	10/1
Briar Mt. Br.	1 X 50	Ft.	Sec.	10/1
Briar Mt. Br.	1 X 3550	Ft.	Sec.	10/1
Briar Mt. Br.	1 X 960	Ft.	Sec.	10/1
Briar Mt. Br.	2 X 4355	Ft.	Sec.	10/1

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 sign 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 west of "H. Q." Tower, protects eastward trains to "H. Q." Tower.

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

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

(g) On westward track east of Bluestone, protects westward trains to Mile Post 374.

(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 east switch, Dismal Yard.

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

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

(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 signs.

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

(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 signs have been erected on War Eagle and McCarr Branches near Station ground. Eastward trains will come to full stop at these signs.

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	9:00 A. M. to 6:00 P. M.
Pounding Mill	except Sat. & Sun.	8:30 A. M. to 5:30 P. M.
Cedar Bluff	except Sat. & Sun.	9:00 A. M. to 6:00 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.	9:00 A. M. to 6:00 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
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

Outside telephone boxes equipped with locks must be locked immediately after use.

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)
Northfork Junction: (M)
Keystone: Delivery Track
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)
Mile Post 401 (D&M)
Twin Branch Junction: (D&M)
Roderfield: Outside of station (D)
Wilmore: Tank (D&M)
Wilmore: Middle of Siding (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: (D)
Alnwick: Middle of Siding (M)
War Eagle: Station platform (M)
Old Joe: Crossover (M)
Wharncliffe: 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 of Siding (M)
Matewan: Station platform (D)
Hatfield Tunnel: Watchman's shanty, east end (M)
Merrimac: (M)
Rawl: (M)
Williamson Yard: East end switchman's shanty (Yard)

POCAHONTAS BRANCH

Pocahontas: Station platform

BLUESTONE BRANCH

Bramwell
Simmons: East and west end of siding (D)
Flipping Junction: Register box (M)
Montcalm: Station platform (M)
Crystal: Outlet (M)
McComas: Station platform (M)
Rock: (M)
Mile Post 13: (M)
Matoaka: East and west end of yard (M)
Matoaka Station: (M)
Giatto: Register box (M)

TUG FORK BRANCH

Tug Fork Junction (M&P)
Tuglum Siding (M&P)
Havaco Outlet (M)
Wilcoe: Yard Board, East end (M&D)
Wilcoe: East Crossover (M)
Wilcoe: East end yard No. 7 Track (Yard Line)
Wilcoe: West end yard (L)
Alpheus: Opposite Rotary Dump (L)
U. S. S. Corpn.: No. 3 Outlet (L)
Gary: Station (L)
Venus: (L)
Thorpe: East and West end passing siding (L)
Lesely: Section tool house (L)
Nassau: Outlet (L)
South Fork Junction: (L)
Page Coal & Coke Company Outlet (L)
Page Coal & Coke Co. and Delivery (L)
Anawalt: Station (L)
O'Toole Coal Outlet (L)
Blythe Bros., Inc., Siding (L)
Ballard-Harman Branch Junction (L)
Jenkinjones: Station (L)
U. S. S. Corpn.: No. 2 Delivery (L)
U. S. S. Corpn.: No. 6 Outlet (L)
U. S. S. Corpn.: No. 6 Delivery (L)
Filbert: Station (L)

DRY FORK BRANCH

Auville Yard: Engineer's register room (M)
Auville Yard: Road crossing west of shop (M)
Signal I-207-S: On Caretta Branch (D&M)
Warrior Branch: Junction (D&M)
Rift: Register box at station shed, and at water tank (D&M)
Pocahontas Fuel No. 33: Bishop outlet (D)
New River No. 1: Outlet (D)
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)
Summit: West end siding (D&M)
Bandy: Station (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)
Luke: West and east end and middle crossover of storage track (D&P)
Hurley: Section tool house (D&M)
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 382: (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
		Normal	31° to 24°	23° to 16°	15° to 8°	7° to Zero	Zero to 8° Below
			5% red.	10% red.	15% red.	20% red.	25% red.
Y-5 or 6	Slow or Time	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

Normal tonnage rating for Nos. 99 and 85, Bluefield to Williamson, is 5,600 tons.

MAYBEURY OR WILCOE TO WILLIAMSON

Y-5 or 6	Slow	14500	13775	13050	12325	11600	10875
	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 FARM OR WILCOE

CLASS OF ENGINES	Class of Service		Rating A	Rating B	Rating C	Rating D	Rating F	Rating G
			Normal	31° to 24°	23° to 16°	15° to 8°	7° to Zero	Zero to 8° Below
				5% red.	10% red.	15% red.	20% red.	25% red.
*Improved Y-5 or 6	Slow	Lds.	7200	6840	6480	6120	5760	5400
		Mtys.	3900	3705	3510	3315	3120	2925
	Time		5000	4750	4500	4250	4000	3750
Unimproved Y-5 or 6	Slow	Lds.	6800	6460	6120	5780	5440	5100
		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.

FARM TO BLUEFIELD

*Improved Y-5 or 6	Slow	3600	3420	3240	3060	2880	2700
Unimproved Y-5 or 6	Slow	3400	3230	3060	2890	2720	2550
A,Y-3 or 4	Slow	3000	2850	2700	2550	2400	2250
Z	Slow	2000	1900	1800	1700	1600	1500

***Improved Y-5 and Y-6 engines are those equipped with booster valves.**

Tonnage Ratings and Weather Reductions for Locomotives—Continued

CLIFT OR POCAHONTAS TO FLAT TOP

CLASS OF ENGINES	Class of Service	Rating A	Rating B	Rating C	Rating D	Rating F	Rating G
		Normal	31° to 24°	23° to 16°	15° to 8°	7° to Zero	Zero to 8° Below
			5% red.	10% red.	15% red.	20% red.	25% red.
*Improved Y-5 or 6	Slow	7200	6840	6480	6120	5760	5400
Unimproved 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

*Improved Y-5 or 6	Slow	5300	5035	4770	4505	4240	3975
Unimproved 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

*Improved Y-5 or 6	Slow	2500	2375	2250	2125	2000	1875
Unimproved 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

*Improved Y-5 or 6	Slow	3600	3420	3240	3060	2880	2700
	Time	3500	3325	3150	2975	2800	2625
Unimproved 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

CLASS OF ENGINES	Class of Service	Rating A	Rating B	Rating C	Rating D	Rating F	Rating G
		Normal	31° to 24°	23° to 16°	15° to 8°	7° to Zero	Zero to 8° Below
			5% red.	10% red.	15% red.	20% red.	25% red.
*Improved Y-5 or 6	Slow	4100	3895	3690	3485	3280	3075
Unimproved Y-5 or 6	Slow	3800	3610	3420	3230	3040	2850
A, 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

*Improved Y-5 or 6	Slow	2900	2755	2610	2465	2320	2175
Unimproved 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

*Improved Y-5 or 6	Slow	6600	6270	5940	5610	5280	4950
Unimproved 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

*Improved Y-5 or 6	Slow	2450	2328	2205	2083	1960	1838
Unimproved 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

*Improved Y-5 or 6	Slow	2700	2565	2430	2295	2160	2025
Unimproved 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

*Improved Y-5 and Y-6 engines are those equipped with booster valves.

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. W. R. Whitman, 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. H. Henderson	Ophthalmologist	Norton, Va.
Dr. H. T. Schiefelbein	Ophthalmologist	Welch, W. Va.
Dr. R. O. Gale	Roentgenologist	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. 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. W. D. Elliott	Surgeon	Crumpler, W. Va.
Dr. H. P. Evans	Surgeon	Keystone, W. Va.
Dr. C. C. Cochran	Surgeon	Kimball, W. Va.
Dr. H. G. Camper	Surgeon	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. J. H. Murry	Surgeon	Jenkinjones, W. Va.
Dr. J. H. Anderson	Surgeon	Hemphill, W. Va.
Dr. J. B. Bailey	Surgeon	Davy, W. Va.
Dr. C. T. Clark	Surgeon	Iaeger, W. Va.
Dr. E. D. Gibson	Assistant	Iaeger, 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. U. O. Sanders	Surgeon	Hurley, Va.
Dr. A. S. Richardson	Surgeon	Grundy, Va.
Dr. J. S. Richardson	Surgeon	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.

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ROANOKE, VA.

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