



Norfolk and Western
Railway Company

Eastern Region

Pocahontas Division

Effective Sunday, December 29, 1985

12:01 A.M. Eastern Standard Time

Timetable Number

3

For The Government of Employees Only



IT'S ENTIRELY IN YOUR HANDS

Depending on whether this car reaches its destination safely, with car and its valuable contents in good condition and on time, it's up to YOU.

YOU'RE THE EXPERT WHO CAN DO IT!

Bluefield to Williamson—Westward

Miles from Norfolk	STATIONS	Mile Post	T. O. Stations	Interlockings	Sidings, Capacity in feet
	POCAHONTAS DIST.				
355.3	Bluefield, W. Va.	N 363.1			Yard
358.4		Bluefield, Va.	366.3		
361.7		Falls Mills	369.6		
362.8		Flat Top	370.6		Yard
366.0		Bluestone	373.9		
370.1	Maybeury	377.9			
375.6	Powhatan	383.5			7100
376.7	North Fork	386.1			
378.1	Keystone	387.3			
379.1	Eckman	388.3			Yard
381.6	Vivian	390.8			Yard
382.6	Kimball	391.9			
383.7	Big Four	393.7			
385.8	Huger	396.0			
388.4	Welch	398.7			
389.2	Tug	399.6			
390.8	Farm	402.2			7000
394.6	Davy	407.1			
397.7	Claren	410.3			
399.6	Roderfield	412.6			
403.3	C Wilmore	418.1	Two Tracks		11120
407.0	laeger	421.9			
409.9	Hull	424.7			20300
414.6	Panther	429.5			
419.4	Alnwick	434.3			
420.2	War Eagle	435.1			
422.4	Old Joe	437.4			
422.9	Wharnccliffe	437.9			
423.9	Ben	438.8			
425.0	Glen Alum	440.2			
427.3	Lindsey	442.6			
431.4	Devon	446.7			
434.7	Cedar	449.9			
436.8	Vulcan	452.2			
438.4	Delorme	453.7			
441.0	Thacker	456.4			
443.7	White	459.0			11150
445.3	Matewan	460.9			
447.6	Sprigg	463.0			
450.3	Rawl	465.7			
452.1	Sycamore	467.5			
452.7	East Williamson ..	468.1			Yard
454.5	Williamson	470.0		C	

Bluefield to Norton—Westward

Miles from Norfolk	STATIONS	Mile Post	T. O. Stations	Interlockings	Sidings, Capacity in feet
	CLINCH VALLEY DIST.				
355.3	Bluefield, W. Va. } Two	N 363.1			Yard
358.4	Bluefield, Va. } Tracks	366.3			
359.3	Furnace	367.1			4850
362.0	Sam	370.7			9031
368.2	Tip Top	376.0			
375.6	Burks Garden ...	383.4			8340
377.7	Tazewell	385.5			
382.2	Youngs	390.0			
386.8	Gillespie	394.6			8525
389.2	Pounding Mill ...	397.0			
393.0	Cedar Bluff	400.8			
393.8	Indian	401.6			
396.0	T Richlands	403.8			7170
396.7	Alley	405.0			
399.4	C Raven	407.0			
402.3	Daw	409.8			5083
407.4	Swords Creek ...	415.2			7690
412.2	Honaker	420.0			
417.5	Finney	425.3			8524
423.7	Cleveland	431.5			8276
426.7	Carbo	434.4			
428.4	Carterton	436.3			10000
432.5	Castlewood	440.3			
434.1	Boody	441.9			5310
435.5	St. Paul	443.2	DN	C	
438.9	Russell Creek ...	446.7			
445.7	Banner	453.5			
447.8	Coeburn	455.6			
451.8	Tacoma	459.7			6865
457.9	Norton	465.8	DN	C	Yard

Clinch Valley Extension—Westward

Mile Post	Stations	Capacity of Storage Tracks
IN-33.5	Miller Yard	3500'
26.0	Maytown	750'
19.8	Ramsey	
17.6	Hawthorne	1750'
16.6	Norton Jct.	
16.0	Norton	Yard
14.5	Dorchester Jct.	2250'
12.5	Blackwood	1100'
9.7	Kent Jct.	2019'
		5600'
4.5	Andover	Yard
3.9	Arno Jct.	
2.4	Mudlick Jct.	4250'
1.0	Stonega	4000'
*	Wentz	3500'

* Distance from Stonega to Wentz is 1.9 miles.

Clinch Valley Extension—Branch Lines

Between	Distance	Designation
Mudlick Jct. and Wentz ..	3.1 Miles	Stonega Branch
Mudlick Jct. and Roda ...	3.5 Miles	Roda Branch
Arno Jct. and Derby	3.0 Miles	Derby Branch
Kent Jct. and Pardee	8.0 Miles	Pardee Branch
Roaring Fork & Pine	3.3 Miles	Pine Branch
Dorchester Jct. & Dorchester	2.6 Miles	Dorchester Branch
Norton Jct. & Glamorgan	5.5 Miles	Glamorgan Branch
Holton and Dixiana	7.4 Miles	Dixiana Branch

Timetable Direction for these Branch Lines will be Westward from the Junction Switch.

Dry Fork Branch—Westward

Distance	STATIONS	Mile Post	T. O. Stations	Interlockings	Sidings, Capacity in feet	
.0	Cedar Bluff	I 44.9			Yard	
.8		44.1			Yard	
6.0		Bandy	38.9			4200
10.3		Field	34.6			
11.5		Amonate	33.4			
15.0	Hix	30.0			3300	
15.4	Canebrake	29.5				
18.0	Berwind	26.9				
18.4	T Dawson	26.5				
19.3		Rift	25.6		4295	
22.7		C War	22.2			
23.3	Excelsior	21.6				
25.1	Lomax	19.8			7550	
27.3	English	17.6				
30.8	Atwell	14.1			7200	
34.2	Bradshaw	10.7				
37.7	Carlos	7.2				
40.8	Ritter	4.1				
43.9	Auville	1.0			Yard	
44.9	Dry Fork Jct.(laeger)	.0				
45.3	laeger	N 421.9				

Richlands to Devon—Westward

Distance	STATIONS	Mile Post	T. O. Stations	Interlockings	Sidings, Capacity in feet
.0	Richlands	R .0			
6.4		Lark	6.4		8966
14.7		T Wyatt	14.7		
15.9	Whitewood	DC { 16.2			10600
19.8	C Dwight	11.1			
23.9		Roth	7.0		
30.9	D Dismal Creek Jct.	.0			10088
31.4		Dismal Yard	42.5		Yard
38.6		Grundy	42.0		
45.5		Weller East End .	34.8		
47.4	Weller Thomas Wye Lynn Camp	26.0			Yard
48.2		} Two Tracks	25.3		
49.1			24.2		
54.9			18.4		3928
56.1			Raitt	16.5		6451
62.3	T Hurley		11.3		7620
63.2	C Luke	10.1			11691
65.2		Kelsa	8.1		
69.5		Burke	3.8		8269
70.0		Bill	3.3		
72.6		Woodman .....	.7		
74.7		Devon	N 446.7		

Princeton—Deepwater District—Westward

Distance	STATIONS	Mile Post	T. O. Stations	Interlockings	Sidings, Capacity in feet	
.0	Kellysville	V327.8				
7.4		Ingleside	335.2			
12.4		Princeton	340.2		10800	
17.2		Kegley	345.0			
20.8		King	348.6			
23.7	Rock	351.8				
28.2	Matoaka	356.0				
28.4	MX	356.2				
32.1	Clarks Gap	359.9				
33.5	Algonquin	361.3				
38.6	Covel	366.4				
40.0	Herndon	367.8				
44.2	Alpoca	372.0				
46.7	Elmore	374.5				
48.7	Gulf Junction	376.5				
52.6	T Virwest	380.4				
53.9	Maben	381.7		6712		
57.8	C Hotchkiss	385.6				
60.1	Slab Fork	387.9				
62.3	Jenny Gap	390.1				
64.4	Lester	392.2				
66.9	Surveyor	394.7		4147		
72.8	Harper	400.6		6345		
78.6	Cirtsville	406.4				
81.3	Pax	409.1		5755		
82.1	Long Branch	409.9				
83.8	Lively	411.6				
89.0	Silver Gap	416.8				
89.9	Oak Hill Jct.	417.7		3495		
95.1	Ingram Branch	422.9				
99.0	Page	426.8		4000		
102.5	Beards Fork Jct. .	430.3				
103.0	Robson	430.8				
106.3	Vaco Junction ...	434.1				
106.8	Deepwater	434.6				
107.2	D. B.	435.0				

Guyandot River Branch—Westward

Distance	STATIONS	Mile Post	T. O. Stations	Interlockings	Sidings, Capacity in feet	
.0	Elmore	V374.5	.....	.....	Yard	
2.3						Paul Green
4.0						Itmann
6.7						Jazbo
11.9						Pinnacle Creek Jct.
12.0	T Pineville	12.0	.....	.....	6126	
18.1						Mada
24.0						Aliff
28.2						Shannon
29.7						Simon
31.0	C Simon Junction ..	31.0	.....	.....	.....
33.3						Cub Creek
34.0						Cub Creek Jct. ..
39.5						Justice
41.4						Gilbert Yard
43.2						Gilbert
43.2						Gilbert

Winding Gulf Branch—Westward

Distance	STATIONS	Mile Post	T. O. Stations	Interlockings	Railroad Crossing	Sidings, Capacity in feet	
.0	T Gulf Junction	V376.5	.....	.....	.....	.....
1.7							Black Eagle
3.7							Allen Junction ..
5.9							Stephenson
7.6							Amigo
10.6	C Helen	10.6	.....	.....	.....	.....
12.9							Tams
13.0							Slab Fork No. 2 ..
14.7							Stotesbury
16.1							Woodbay
18.4	Loop Junction ...	18.4	.....	.....	.....	.....
21.1							Sophia
22.6							Affinity
23.6							Pemberton
25.7	Sullivan	25.7	.....	.....	.....	.....
28.2							Bowyer
30.6							Fireco
33.5							Willabet

SPECIAL INSTRUCTIONS POCAHONTAS DIVISION

1. CLOCKS SHOWING STANDARD TIME—BULLETIN BOOKS

Location	Office	Standard Clock	Bulletin Book
Bluefield	Register Room	X	X
	Dispatcher's	X	
Williamson	Yard	X	X
Wilcoe	Yard	X	X
Auville	Yard	X	X
	Engineer's Reg. Room	X	X
Weller	Yard	X	X
	Shop Register Room	X	X
Dismal	Yard	X	X
Richlands	Yard	X	
	Engineer's Reg. Room	X	X
Carbo	Yard	X	X
St. Paul	Operator's	X	
	SBD Register Room		X
Norton	Yard	X	X
	Engineer's Reg. Room		X
Andover	.....	X	X
Roanoke	.....	
Shaffers	.....	
	Crossing Reg. Room-Call Ofc.	X	X
Princeton	Yard Office		X
Elmore	East Yard Office	X	X
	West Yard Office	X	X
Page, W. Va.	Enginehouse	X	X
Page, W. Va.	Reg. Room		X
Plunkett	Reg. Room		X

X - Indicates Location.

2. REGISTERING OF TRAINS

Train registers are located and trains will be registered as follows:

(a) Originating or terminating trains will register at Bluefield Register Room, West Williamson Yard Office, Norton Yard Office, Wilcoe, Iaeger, Richlands, Carbo, Andover, Weller, Dismal, Princeton, Elmore, Page, or Plunkett.

(b) SBD trains originating or terminating at St. Paul or Norton will register reporting or relieving time as the case may be.

2-A OPERATION OF TRAINS

(a) On Tug Fork Branch, between west end Wilcoe and Gary, movements in either direction on either running track will be controlled by the yardmaster at Auville under the direction of the trainmaster. Movements must not be made on these tracks without the yardmaster's personal permission. Except where further restricted, movements must be made at a speed that will permit stopping short of a train ahead but not exceeding 15 miles per hour.

On Tug Fork Branch west of Gary, all train movements must be made under flag protection, except when otherwise directed by the trainmaster, or when crews make arrangements between themselves.

(b) On Levisa Branch and on Levisa Spur, all train movements must be made under flag protection except when otherwise directed by the general yardmaster at Weller, or when crews make arrangements between themselves.

In either case the instructions or arrangements must be in writing and the conductor and engineer 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.

(c) Yard limits are in effect on Pond Creek Branch between Pond Creek Junction switch and yard limit sign located at MP W-2.8 and trains and engines must not enter this track section from either direction without first securing permission from the yardmaster at Williamson. The yardmaster must not grant such authority until positive arrangements have been made for protection of the movement.

Operation of trains on Pond Creek Branch between MP W-2.8 and end of Branch at MP W-10.9, including all Branches and Spurs leading from this track section, will be governed by train register located at Pond Creek Junction.

The first train registering on the above referred to track section is authorized to occupy it without protecting against other trains.

When the train register indicates that the track section west of MP W-2.8 is occupied by a train, another train must not enter this track section without protecting against such train, except when written flagging instructions are arranged between conductors of the trains concerned.

When flagging instructions are made, the conductors will use every precaution to guard against error or misunderstanding and will give each engineer a copy.

(d) Trains must not occupy the following branches and spurs without permission of the train dispatcher or governing control station:

North Fork	Upper Elk Creek
Crane Creek	Bull Creek Spur
Left Fork Widemouth	Big Prater Creek Spur
Right Fork Widemouth	Buchanan Branch east of Page
Big Branch Spur	Long Branch Spur
Wenonah Spur	Spruce Pine Branch
Spice Creek	Dismal Creek Branch east
Four Pole	of Wyatt
Ben Creek Spur	Feds Creek Spur
Glen Alum	Hanger Spur
Cedar	Pinnacle Creek Spur
Delorme	Morri Branch west of MP 11.9
Lick Fork	Vaco
Thacker	Glen Rogers
McCarr	*White Oak
Mate Creek	Beards Fork
Alma	Huff Creek
Sycamore	Allen Branch
Coal Creek	Stone Coal
Toms Creek	Cub Creek
Caretta	Winding Gulf Branch west
Jacobs Fork	of MP 16.1
	Allen Branch
	Devils Fork Branch
	Boyer Creek Branch

Where a power-operated switch provides access to any branch or spur shown above, the display of the proper proceed indication on the governing home signal will be the necessary permission for a train to enter or leave the branch or spur.

*Trains clearing White Oak Branch must be so reported to the train dispatcher.

(e) The timetable direction for branches not shown on station pages in the timetable is as follows:

- Gilbert Branch—Eastward from the junction switch at Wharncliffe.
- Buchanan Branch—Eastward Dismal Creek Jct. to Page
- Dismal Creek Branch—Eastward from Dismal Creek Branch Jct.
- Levisa Branch—Eastward from Thomas Wye.
- Branches from Dry Fork Branch—Eastward from junction switch with Dry Fork main track.

All other branches leading from Pocahontas District and Clinch Valley District main tracks including branches from such branches—WESTWARD from junction switch.

(f) On the Princeton—Deepwater District, timetable direction for branches is WESTWARD from junction switch.

(g) Operation of trains on Dumps Creek Branch west of Hurricane Jct. will be under the direction of the yardmaster at Carbo, and no train may enter this track section without first securing his permission. The yardmaster must not grant such permission until positive arrangements have been made for protection of the movement.

2-B. DISPATCHER'S BULLETINS

Dispatcher's Bulletins will be issued at Bluefield, Williamson, Portsmouth, Roanoke, Richlands, Carbo, St. Paul, Norton, Andover, Auville, Weller, and Elmore. These bulletins will contain current operating instructions, including temporary speed restrictions and other restrictive conditions.

Trains to operate over the Pocahontas Division must not depart any of the above locations until both the conductor and engineer have received a current Dispatcher's Bulletin which is addressed to their train.

Conductor and engineer must show Dispatcher's Bulletin and messages to other members of the crew. Other members of the crew must read and be familiar with the contents of these bulletins and must assist the conductor and engineer in complying with the instructions contained in them.

When a Dispatcher's Bulletin is received, the conductor and engineer, and when practicable other crew members, must promptly see that the total number of items and messages indicated above the dispatcher's initials correspond with the actual number of items and messages listed in the bulletin. If any discrepancy is noted the dispatcher must be immediately contacted for further operating instructions.

Instructions contained in Dispatcher's Bulletins regarding temporary speed restrictions or other restrictive conditions must be respected on all trips during the tour of duty on which the bulletin is received.

Conductors of originating trains must contact train dispatcher before departing Eckman, Wilcoe, Plunkett, Page (W. Va.), Dismal, or Princeton.

3. RAILROAD CROSSINGS AT GRADE

(a) PEMBERTON—CHESAPEAKE AND OHIO RAILWAY:

All trains will come to a full stop at the stop sign. If no trains are approaching on C&O main track, after two blasts of the engine whistle, proceed over the crossing.

(b) NORTON—2 CROSSINGS

Trains, engines, or on-track equipment operating on Mullins Coal Co. No. 2 Spur must not foul the Clinch Valley Extension main track crossing or the Glamorgan Branch wye track crossing until authorized by the train dispatcher.

The train dispatcher must not grant such authority until positive block protection has been provided against movements operating on the Clinch Valley Extension

Trains operating on the Clinch Valley Extension must approach these crossings prepared to stop, and must not enter either crossing until the way is seen to be clear.

(c) DORCHESTER JCT.

Trains holding right of track are not required to stop at the crossing.

4. GENERAL SPEED RESTRICTIONS

CONDITIONS	Miles Per Hour All Trains and Engines
Except where a speed of 25 MPH or more is authorized by timetable or by special instructions, speed on sidings must not exceed	10
Trains handling 30 or more open-top cars loaded with mineral freight	40
EXCEPTION: Restriction does not apply to the handling of loaded 100-Ton ballast cars in series NW 544100 - 544365	
Trains handling empty bulkhead flat cars and/or empty woodrack cars, foreign or system	45
All shoving movements when caboose is on leading end	25
Derrick car, power shovel, crane, pile driver, Jordan spreader, or similar pivoted or rotating machinery moving on its own wheels, revenue or non-revenue	35
Scale Test Cars, NW 514751 and 514754	30
Snow plow NW 590000, when plowing	25
Loaded Welded Rail Trains	30
Through turnouts or crossovers	10
Exception: Movement throughout turnouts or crossovers where maximum authorized speed is 40 MPH or greater may be made at	30
30 cubic yard, 50-ton capacity* side dumps, loaded or empty	30
*Car Nos.: PWV 131 NW 540068 VGN B-69 NW 540071 NKP 50030 NW 550026 NW 514150 thru NW 556701 NW 514229	
Loaded covered hoppers* and open-top hoppers + in series shown below	25
*NW 514300-514352	
+NW 58500-65814 NW 263650-264399	
NW 72500-73999 VGN 11000-14099	
NW 79500-83999 VGN 23000-24499	
NW 87500-87907 NKP 63650-64399	
NW 111000-114099 ACY 6300-6399	
NW 123000-124499 ACY 6700-7098	
Such cars will not be forwarded in through trains the movement of which will thereby be restricted without permission of the Division Superintendent.	
Locomotive units 2105 and 2106	45
AMTRAK SDP-40F six-axle locomotive units, numbered 500 through 649, on all curves	40
Note: Units can be further identified by "SDP-40F" stamped on builder's plate outside of carbody near control cab.	
Also six-axle units running light either singly or in consist with other units, or with caboose only	25

4. GENERAL SPEED RESTRICTIONS—Continued

CONDITIONS	Miles Per Hour All Trains and Engines
Any other light single diesel unit	30
Locomotive unit not equipped with a speed indicator, when operated singly or as the controlling unit	20
Short ore hopper cars:	
DM&IR, when loaded	40
when empty	45
Other, when loaded	30
when empty	35
PRR (or PC or CR) short gondos, series 13000-15999,	
when loaded	30
when empty	35

Freight trains handling any loaded cars will avoid prolonged operation in the speed range of 16 to 21 miles per hour. If speed cannot be maintained above 21 miles per hour, it must be reduced to 15 miles per hour.

EXCEPTION: This restriction does not apply to trains operating on the MAIN track between:

Bluefield, M.P. N-360 and Williamson, M.P. N-470
Bluefield, Va. and Norton

Devon and Page
Dismal Creek Jct. and Wyatt
M.P. 25.8 and M.P. 44.9, Dry Fork Branch
Junction switch and M.P. 8.0, Delorme Branch
Kellysville and MX
M.P. 25 and M.P. 43, Guyandot River Branch
Junction switch and M.P. 5.0, Cub Creek Branch
Norton and Andover

Restrictions for "Schnabel" and other cars equipped with span bolsters; that is, cars having eight axles or more.

(1) Except where further restricted, speed must not exceed that indicated below:

	Number of Axles	When Loaded	When Empty
Where Maximum Authorized Speed is 40 Miles Per Hour or Less	8 and 10	*35 MPH	No Restriction
	12 and 14	*30 MPH	No Restriction
	16 or more	*25 MPH	No Restriction
Where Maximum Authorized Speed is More Than 40 Miles Per Hour	8 and 10	*40 MPH	No Restriction
	12 and 14	*40 MPH	40 MPH
	16 or more	*25 MPH	40 MPH

*PNRX 202, an 8-axle car; APWX 1004, a 12-axle car; and all cars having 16 axles or more must, when loaded, be handled in a special train of no more than 10 cars and speed must not exceed 25 miles per hour.

4-A SPEED RESTRICTIONS BY DISTRICT OR BRANCH—Continued

(2) When loaded or empty cars having 12 axles or more are handled in a train other than a special train, they must be placed at the rear and train must not exceed 100 cars. This restriction also applies to PNRX 202 when moving empty.

(3) In addition to the above restrictions, the cars listed below must not be placed in trains requiring pusher service, must not be humped or flat switched with motive power detached and must, when moving empty, be properly locked and secured:

GEX 711	WECX 101	CEBX 100	APWX 1004
GEX 40010	WECX 102	CEBX 101	BBCX 1000
GEX 40013	WECX 200		CPOX 820
GEX 40014	WECX 201		HEPX 200
GEX 40017	WECX 202		KWUX 10
GEX 40018	WECX 203		PNRX 202
GEX 80000	WECX 301		
GEX 80002			
GEX 80003			

(4) Cars with 10 axles or more, either loaded or empty, must not be forwarded in a train without permission of the division superintendent.

Except where further restricted, snow plow NW 590000, when plowing, must not be operated at a speed in excess of 25 MPH.

Except when plowing, or being moved to a location to begin plowing, it must be handled within the rear five cars of the train.

4-A SPEED RESTRICTIONS BY DISTRICT OR BRANCH

LOCATION AND CONDITIONS	Maximum Speed Miles Per Hour All Trains and Engines
(a) Between:	
East end Bluefield Yard and Mile Post 363 ..	25
Mile Post 363 and Allen St. Bridge	15
Allen St. Bridge and Bluestone	35
Bluestone and west switch at Powhatan	40
West switch at Powhatan and Big Four	25
Big Four and Williamson, MP N-467.8	40
Except through town limits Matewan	35
Williamson, MP N-467.8 and MP N-470	30
Entering, leaving, and through Powhatan Middle Track	25
(b) Between:	
Bluefield, Va. and west switch at Tip Top ...	35
West switch at Tip Top and Pounding Mill Mile Post N-396.5	30
Except through town of Tazwell, M.P. 382.8 to M.P. 387.2	25
Pounding Mill, Mile Post N-396.5 and Mile Post N-403	25
MP N-403 and MP N-405	20
MP N-405 and MP N-410	30
MP N-410 and MP N-416	15
MP N-416 and MP N-425	30
MP N-425 and Carbo Junction	40
Carbo Junction and St. Paul	30
St. Paul and MP N-453	25
MP N-453 and W. E. Tacoma	35
W. E. Tacoma and Norton	15
All SBD trains and engines between Ramsey, MP N-463.5 and Norton, MP N-465.8	10

LOCATION AND CONDITIONS	Maximum Speed Miles Per Hour All Trains and Engines
Southern automatic unloading hoppers (quick dumps) in series 79300-79999 and 390000-390499 through Creagan Tunnel, MP N-444.6, and through Little Bull Tunnel, MP N-448.6	10
(b-1) Between:	
Andover and Norton	20
EXCEPT:	
Over Diamond at Dorchester Jct.	15
Norton and Ramsey	25
Ramsey and Miller Yard	15
Norton Jct. and Glamorgan	10
Holton and Dixiana	10
Dorchester Jct. and Dorchester	10
Kent Jct. and Pardee	10
Roaring Fork and Pine	10
Arno Jct. and Derby	10
Mudlick Jct. and Wentz	15
Mudlick Jct. and Roda	10
Maximum authorized speed for trains handling Transloader "Yellow Ball" cars on the Clinch Valley Extension is 15 MPH.	
(c) Tug Fork Branch including South Fork and Sand Lick Branch	20
(d) Pocahontas, Bluestone, Crane Creek, North Fork, Pond Creek, Toms Creek, Dumps Creek, Spice Creek and Hurricane Branches	18
(e) Dry Fork Branch	
Between Iaeger and Canebrake	25
Between Canebrake and Cedar Bluff	30
EXCEPT over Bridge 2288 east of Field	20
Jacobs Fork Branch	20
(f) Buchanan Branch	
Between:	
Devon, MP D-0 and Thomas Wye, MP D-25	25
MP D-25 and MP D-28	20
MP D-28 and Page, MP D-49.76	25
EXCEPT over engine track switch, Dismal, MP D-42.5	20
All Branches leading from Buchanan Branch .	20
EXCEPT Dismal Creek Branch between Dismal Creek Jct. and MP DC-16.1	25
Wyatt Cut Off	20
EXCEPT trains handling loaded cars	15
Big Creek Branch	20
EXCEPT trains handling loaded cars	15
(g) Dans, Kings, Four Pole, Glen Alum, Delorme, Lick Fork, Thacker, McCarr, Mate Creek, Cedar, Alma, Sycamore, Caretta, Coal Creek and Bull Creek Branches	12

4-A SPEED RESTRICTIONS BY DISTRICT OR BRANCH—Continued

LOCATION AND CONDITIONS	Maximum Speed Miles Per Hour All Trains and Engines
(h) When handling wrecking cranes of two hundred (200) tons or more capacity through Little Bull Tunnel, Clinch Valley Dist., MP N-448.6	15
(i) Clinch Valley movement over C. V. Junction switch at Bluefield, Va.	25
(j) Through Crossover:	
Falls Mills—Double	35
Bluestone—Double	25
Maybeury—Double	35
Eckman—Double	25
Big Four—Double	25
Welch	25
Davy—Double	25
Roderfield—Double	25
Panther—Double	35
War Eagle	25
Old Joe	35
Glen Alum—Double	40
Delorme—Double	35
Matewan	25
Sprigg	40
Rawl—East Crossover	25
Rawl—West Crossover	35
(k) Princeton — Deepwater District	
Between:	
Kellysville and MP 338.3	25
MP 338.3 and MP 339.7	35
MP 339.7 and MP 340.3	20
MP 340.3 and MP 347.6	35
MP 347.6 and MP 353	30
MP 353 and MP 356.2	25
Through turnout end of double track MX	25
Between MX and Elmore,	
Westward track:	
MP 356.2 and MP 371.9, road crossing	
Alpoca	25
MP 371.9 and MP 374.5	20
Eastward track:	
MP 356.2 and MP 362	25
MP 362 and MP 374.5	20
Between:	
MP 374.5 and MP 382.5	25
MP 382.5 and MP 407	30
MP 407 and MP 415	35
MP 415 and MP 426.1	25
MP 426.1 and MP 427.5	20
MP 427.5 and MP 432	25
MP 432 and MP 435	20

4-A SPEED RESTRICTIONS BY DISTRICT OR BRANCH—Continued

LOCATION AND CONDITIONS	Maximum Speed Miles Per Hour All Trains and Engines
(l) Guyandot River Branch	
Between:	
MP 0.5 and MP 1.4	20
MP 1.4 and MP 12.5	25
MP 12.5 and MP 41	30
MP 41 and MP 43.2	20
(m) Gilbert Branch	25
(n) Pinnacle Creek Spur	15
(o) Morri Branch	
Between:	
MP 0.0 and MP 11.9	20
MP 11.9 and end of line	25
(p) Cub Creek Branch	
Between:	
MP 0.0 and MP 5.0	25
MP 5.0 and end of line	20
(q) Winding Gulf Branch	
Between:	
Gulf Junction and MP 16.1	20
MP 16.1 and MP 28	25
MP 28 and end of line	12
(r) Allen Branch	15
(s) Stone Coal Branch	15
(t) Glen Rogers Branch	
Between:	
MP 0.0 and MP 4.5	20
MP 4.5 and end of line	25
(u) White Oak Branch	10
(v) Beard's Fork Branch	10
(w) Vaco Branch	10
(x) Trains handling loaded hopper and covered hopper cars are restricted to 12 miles per hour on Pocahontas, Bluestone, North Fork, Tug Fork, Spice Creek, Jacobs Fork, Pond Creek, Dumps Creek, Toms Creek, Pinnacle Creek Spur, Morri Branch, Cub Creek Branch, Winding Gulf Branch and Glen Rogers Branch including all branches from these branches; and on all branches leading from Buchanan Branch.	
EXCEPTIONS:	
(1) On Dismal Creek Branch this restriction does not apply between: Dismal Creek Jct., MP DC-0, and East End Wyatt, MP DC-16.1.	
(2) Trains handling loaded hopper and covered hopper cars on Big Prater Creek Spur are restricted to 15 MPH.	

4-B. LOCATIONS OF TEST MILE SIGNS:

Pochahontas District:

Westward

MP N-368.8 - 369.8
MP N-411.8 - 413.4
MP N-428.8 - 429.8
MP N-449.5 - 450.5
MP N-463.7 - 464.7

Eastward

MP N-464.7 - 463.7
MP N-458.2 - 457.3
MP N-429.8 - 428.8
MP N-380.0 - 379.0
MP N-369.8 - 368.8

Clinch Valley District

Westward

MP N-377.0 - 378.0
MP N-398.0 - 399.0
MP N-411.0 - 412.0
MP N-418.0 - 419.0

Eastward

MP N-457.7 - 456.7
MP N-439.0 - 438.0
MP N-423.0 - 422.0
MP N-378.0 - 377.0

Clinch Valley Extension

Westward

MP IN- 15.0 - 14.0

Eastward

MP IN- 7.0 - 8.0

Princeton-Deepwater District

MP V-350 - 349.0

Guyandot River Branch

MP 4 - 5
MP 14 - 15
MP 33 - 34

Winding Gulf Branch

MP 2 - 3
MP 22 - 21

Morri Branch

MP 10 - 11

Buchanan Branch

MP D-23.7 - 22.7
MP D-30.0 - 31.0

GENERAL

8(a). The following restrictions apply to the movement of Scale Test Cars 514751 and 514754, which have an extremely short wheelbase of only seven feet:

Must not be operated at a speed in excess of 30 miles per hour.

Must not be handled in a train coupled to a car exceeding 50 feet in length.

Must be handled in trains as second car ahead of rear car.

Must not be forwarded in a train without permission of the Division Superintendent, whose office will issue the above speed restrictions to the crew handling the car.

Scale Test Cars 514757, 514758, 514759, and 514760, which are 40 feet long, may be handled at normal freight train speeds in any freight train, but they should be handled near the head end or rear end. They must NOT be humped.

8(b). Derrick car, power shovel, crane, pile driver, Jordan spreader, or similar pivoted or rotating machinery moving on its own wheels, either revenue or non-revenue, must be handled on the head end of trains with the boom or light end trailing except:

- (1) When handled in local, wreck, or work trains; or
- (2) When it is to be picked up on line by other trains where facilities for turning the equipment are not available.

All such equipment must have the boom and swinging or rotating mechanism properly secured for a through movement. When work train movements are being made with the equipment in service, particular care must be taken to avoid contact with overhead or side structures or obstructions.

Except where further restricted, trains handling such equipment must not exceed a speed of 35 miles per hour.

8(c). Unless otherwise instructed, camp cars when handled in other than local, wreck, or work trains, must be placed on the head end of train.

When instructed to place camp cars on rear of train requiring a pusher, the pusher must be placed ahead of such cars.

8(d). The equipment listed below must not be placed and handled in a train immediately behind an occupied locomotive unit or immediately ahead of an occupied caboose:

Open end flat cars loaded with poles, pipe, lumber, or other lading which might shift and protrude beyond the car ends;

Open-top cars or bulkhead flats loaded with similar lading that extends above the car ends or beyond the car sides; or

Flat bed or stake-body trailers loaded with similar lading when the open end is toward the locomotive or caboose or when the lading extends above the end toward the locomotive or caboose.

8(e). Movement of wreck-damaged or disabled rail cars, or parts of such cars loaded on flat cars or in open-top cars, when lading extends above or beyond the car sides, must be confined to locals, shifters, work, or wreck trains, unless authorization for movement in other trains is secured from the Office of Vice President Transportation for each individual car.

Before such equipment is handled in any train, it must be inspected by a Mechanical Department employee who will authorize its movement and designate any speed restriction required for its safe handling.

8(f). WELDED RAIL TRAINS

Equipment for handling continuous welded rail, or continuous lengths of bolted rail, consists of 15 or more flats or gondolas permanently coupled with a buffer car at each end.

When LOADED, the following instructions apply:

Except for cars related to the welded or continuously jointed rail, such as unloading cars, no other equipment will be handled in this type train.

Two groups of cars loaded with continuous welded rail or continuous lengths of bolted rail may be handled as one train.

Cars in welded rail trains are to be permanently coupled together by having the approved locking device inserted in the opening between the bottom of the coupler head and the uncoupling lever mechanism and secured with a bolt.

Crew members taking charge of a loaded welded rail train will inspect it to determine that the uncoupling mechanism locks are in place on each car before the train is moved, EXCEPT when relieving a crew that has previously handled the train; or when notified by proper authority that the securement between the cars has been checked.

A speed of 30 miles per hour must not be exceeded.

Speed through turnouts and crossovers is restricted to 10 MPH, EXCEPT movement through turnouts and crossovers where maximum authorized speed is 40 MPH or greater may be made at 30 MPH.

When practicable to do so, these trains will not be operated through main track turnouts or crossovers or through sidings.

When EMPTY, this equipment must be handled on the rear of trains, and, when pusher service is required, must be handled behind the pusher.

8(g). WELDED RAIL CARS

Because cars equipped to handle lengths of continuous welded or bolted rail have had all the buff and draft coupler travel blocked out, they must NOT be humped and are so stenciled. When flat switching these cars, they must not be cut off while in motion. When switching operations involve loaded welded rail cars or any of the four groups of cars listed in the following paragraph, air hoses must be coupled, air system charged and brakes applied and released on the rear car from a 20 pound service reduction before proceeding.

In addition, the following four groups of cars, coupled together and equipped to pick up and to unload strings of welded or bolted rail, are not to be separated account possible damage to the hydraulic hose connections between the cars:

NW 516813, 516814, and 516816
NW 516802 and 527897
NW 527956 and 527957
NW 527896 and 527909

8(h). When a single trailer is to be carried on an 85-ft. or 89-ft. flat, such trailer will be attached to the end hitch with the trailer wheels nearest the center of the car.

8(i). When Roadway Inspection Car NS 24 is operated in a train, it must always be the rear car with the observation end trailing.

8(j). It will be the responsibility of the Maintenance of Way supervisor in charge to see that partially unloaded 100-ton ballast cars in series NW 544100 - 544365 are not released to the Transportation Department for movement.

Attention is directed to Operating Rule GR-32, and Rule 100 in Form NS-1.

9. Train dispatchers, control operators, yardmasters, and train and yard service employees must provide themselves with a current copy of and be governed by "Rules for Equipment Operation and Handling," Form NS-1.

10. Wrist watches approved for use under Rule 2 are:

Ball—"Official Railroad Standard" and "Automatic Trainmaster" Accutron—"Railroad Approved," including Calendar model and Quartz model.

Bulova—"Railroad Approved-Quartz," including both wrist and pocket watches.

Elgin—"B.W. Raymond"

Hamilton electric "Railroad Special"

Pulsar Quartz—"Railroad Approved"

Seiko Quartz—"Railroad Approved"

Wylar—"Incafex-Railroad Approved"

11. HAZARDOUS MATERIALS

(a). Every employee involved in the switching or position in train of hazardous materials cars, both on line of road and in yards, must be familiar with and be governed by the instructions contained in the "Switching" and "Position in Train" charts in the back of the timetable. Persons having access to waybills or shipping instructions must see that concerned employees are notified when hazardous materials cars are to be handled.

(b). Crew members of trains departing mechanized stations receive on their train consist copy, hazardous materials warning instructions for any such cars in their train. They will be governed by these instructions should an incident occur involving these cars.

(c). When loaded cars containing hazardous materials are picked up on line of road and there is no agent or clerical force on duty, the train dispatcher must be notified that pick-up includes hazardous materials.

Should an incident occur involving such cars, instructions concerning them may be found in the "Emergency Action Guide for Hazardous Material Incidents," in the back of B. E. Pamphlet 20.

(d). At the commencement of each trip, the conductor or competent crew member must:

1. Inspect the six head cars behind the engine and the six rear cars ahead of an occupied caboose to ascertain that placarded hazardous materials cars are properly spaced.

Exception: This will not be required at a terminal when relieving an NW crew, and the train has remained intact.

2. Examine waybills to identify cars containing hazardous materials.

(e). No placarded hazardous materials car, loaded or empty, may be moved on line of road without a waybill, or a shipping document or switch list identifying contents or previous contents by shipping name, hazard class, ID number, and quantity. Quantity may be properly specified as "One (1) Tank Car Load."

Hazardous materials shipments must not be accepted at industries or in interchange unless placards are affixed on each end and on each side of the car as required by regulations and specified on shipping papers. Such placards must be securely in place before pulling loaded and/or empty tank cars, or loaded hopper or box cars containing hazardous materials.

(f). Except where movement to a repair point has been authorized, placarded hazardous materials cars must not be moved if there is any indication of leaking lading, such as accumulation of product on side of car or unusual odor. The employee granting authority for the movement of such equipment must be sufficiently qualified to know that the move can be made safely, and will be responsible for issuing necessary instructions to the crew.

Placarded tank cars must not be moved if the manway cover, valve housing cover, or bottom outlet cap is not in place. Train and yard crews will determine that such devices are in place by observation from the ground.

Before coupling to a placarded tank car, employees must position themselves at least fifteen feet from the tank car dome. The contents of the car may splash during and immediately after coupling.

(g). Timetable chart governing "POSITION IN TRAIN OF HAZARDOUS MATERIAL PLACARDED CARS" will also apply to yard movements on a main track if the intended movement will exceed one mile.

11-A. HYDROCYANIC ACID (HCN) TANK CARS

Tank cars containing Hydrocyanic Acid (HCN), painted white with horizontal and vertical red stripes and placarded on each side and each end, must be handled in accordance with the following instructions:

1. To be handled only when authorized by the Superintendent.
2. Notice of cars placarded "Explosives A" or "Poison Gas" Form CT-443 must be issued to conductor and engineer.
3. The Superintendent must be notified immediately of any occurrence that may be hazardous.
4. In case of suspected leakage, car must be isolated and all except authorized persons kept away.
5. Under no circumstances should other than authorized persons get close to car in case of derailment.
6. The placarded instructions posted on bulletin boards, in cabooses, and in cars assigned to wreck outfits must be read carefully.
7. Instructions attached to each waybill and placarded instructions on each car must be complied with.
8. These instructions are applicable to both LOADED and EMPTY cars.

11-B. INSTRUCTIONS TO EMPLOYEES IN EVENT OF HAZARDOUS MATERIAL INCIDENTS

1. Check for injuries, provide assistance as needed, notify the train dispatcher or yardmaster.
2. Check waybills, documents, and consist for hazardous material cars in train.
3. Do not go near derailed or damaged hazardous material cars to investigate accident.
4. Extinguish all cigarettes, fusees, and open flames until it is definitely determined there are no flammable vapors in the area.
5. If fire occurs, pull away all cars that are movable and not burning if this can be done safely.
6. Give the train dispatcher or yardmaster information on:
 - a. Injuries
 - b. How many cars are involved with their location and condition where possible to obtain this information safely.
 - c. Each hazardous material car initial and number, complete name of hazardous material, quantity or amount, kind of car, placards, shipper, and condition of car where possible to obtain this information safely.
 - d. Damage to surrounding area homes, schools, streams, if applicable.
7. Review information and recommendations shown on the consist or in B. E. Pamphlet 20 and take action as necessary.

8. Inform local authorities of the contents of each car that presents a hazard, give them the information shown on the consist concerning these cars, or that which appears in B. E. Pamphlet 20, and advise them to keep persons away from the accident.

9. Report all information above to the first railroad supervisor who reaches the scene.

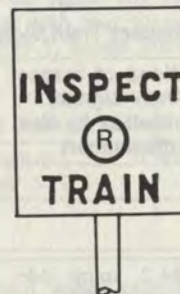
12. Within interlocking limits and in signaled territory, engines must not be permitted to stand on sanded rail. Cuts of three cars or less detached from engine must not be left standing on sanded rail.

13. Locomotive units which are not equipped with alignment control draft gear must not be moved in any train, either dead-in-tow or under power, except on locals, work trains, or light engine consists.

14. Except within interlocking limits or in Traffic Control territory, a train or engine operating against the current of traffic must be handled under absolute block.

LOCAL

50. DEFECTIVE EQUIPMENT DETECTORS AND INSPECT TRAIN SIGNALS



Inspect Train Signals



Indication — Make normal stop and communicate with train dispatcher or control operator for instructions.
Name — Red Inspect Train Signal

Indication — Inspection stop is not required.
Name — Green Inspect Train Signal

R — Red
G — Green

When a defective equipment detector indicates a possible defect in a train, the train will be stopped for inspection. Unless notified by radio by the train dispatcher or control operator to stop sooner, the train will be stopped either by the display of a Stop indication or by the display of a red light on the governing "Inspect Train" signal.

A crew member will communicate with the train dispatcher or control operator for information as to the kind of trouble indicated and its location in the train.

A thorough inspection of both sides of the designated car or cars will be made, and if no apparent defects are found, five cars on either side of the designated car or cars will be thoroughly inspected on both sides.

A crew member will notify the train dispatcher or control operator of the results of the inspection. This is to be done even if no trouble is located.

While en route to and from either end of the train to the car or cars to be inspected, crew members will, when practicable and safe to do so, make a visual inspection of both sides of their train.

50(a). To determine the location in a train of a car or cars on which defects have been indicated, the tape will be used and the person scanning the tape will give the location of such car or cars in relation to the NEARER end of the train.

If for any reason the location of such car or cars from the opposite end is needed, the person who is to inspect them will ask for the location in relation to that end.

50(b). "Inspect Train" signals shall be kept with their most restrictive indication displayed except:

When cleared for a train on which no defects have been noted; or

When cleared after a train has been stopped and a member of its crew has been informed of the possible defects and their location in the train.

50(c). When a train is operated over a track which causes it to by-pass a defective equipment detector it normally would pass over, or when the crew of a train is notified that a proper and complete reading was not received on the tape for a detector it did pass over, the train will be stopped for a visual inspection by its crew members unless a visual inspection of both sides of the train is to be or can be made by other employees located in the near vicinity.

50(d). Defective Equipment Detectors and Inspect Train Signals

Location of Detectors	Scans	Locations of Inspect Train Signals (Controlled by the dispatcher)
Pocahontas Dist.		
Bluefield, MP N-365.7	Eastward trains, either track	None
Landgraff, MP N-389.4	Either direction either track	MP N-384.2, south side, for EW trains EW track MP N-384.2, north side, for EW trains WW track. MP N-392.9, north side, for WW trains WW track. MP N-392.9, south side, for WW trains EW track.
Roderfield, MP N-413	Either direction either track	MP N-408.4, south side, for EW trains EW track. MP N-408.4, north side, for EW trains WW track. MP 417, north side, for WW trains WW track. MP 417, south side, for WW trains EW track
War Eagle, MP 436.3	Either direction either track	MP N-432.5, south side for EW trains EW track. MP 432.5, north side, for EW trains WW track. MP 439.7, north side, for WW trains WW track. MP 440.7, south side, for WW trains EW track.

50(d). Defective Equipment Detectors and Inspect Train Signals

Location of Detectors	Scans	Locations of Inspect Train Signals (Controlled by the dispatcher)
Pocahontas Dist. (Continued)		
Beech Creek, MP 447.9	Either direction either track	*MP 442.7, south side, for EW trains EW track. *MP 442.7, north side, for EW trains WW track. *MP 451.2, north side, for WW trains WW track. *MP 451.2, south side, for WW trains EW track.
Sprigg, MP 464	Westward trains, either track	None

* Controlled by operator at Williamson. Inspect Train signals at Lindsey, MP 442.7, do not govern trains entering Pocohontas District from Buchanan Branch.

When "Inspect Train" signal at MP 384.2, Northfork, displays an indication requiring stop for inspection, eastward train governed by the signal will proceed at a speed not to exceed 10 MPH and stop with rear to clear road crossing west end of Powhatan, MP N-383.3, unless instructed by the train dispatcher to stop sooner.

Dry Fork Branch		
English MP I-18.2	Either direction	MP I-21, south side, for EW trains MP I-16.8, south side, for WW trains

Clinch Valley District

Pounding Mill, MP N-397	Either direction	MP N-393.1, south side, for EW trains MP N-400.2, north side, for WW trains
Doran, MP N-406.3	Either direction	MP N-402.5, south side, for EW trains MP N-409.6, north side, for WW trains
Cleveland, MP N-429.3	Either direction	MP N-427.2, south side, for EW trains MP N-431, north side, for WW trains
Coeburn, MP N-454.5	Either direction	MP N-450, north side, for EW trains MP N-458.3, south side, for WW trains

When "Inspect Train" signal located 400 feet east of MP N-450, Dwina, displays an indication requiring stop for inspection, trains governed by the signal will proceed at a speed not to exceed 10 MPH and stop with the rear of the train to clear Big Bull Tunnel, MP 448.2, unless instructed by train dispatcher to stop sooner.

50(d). Defective Equipment Detectors and Inspect Train Signals

Location of Detectors	Scans	Locations of Inspect Train Signals (Controlled by the dispatcher)
Princeton - Deepwater District		
Kegley, MP V-345.4	Either direction	MP V-341.9, south side, for EW trains MP V-347.9, north side, for WW trains
Guyandot River Branch		
Justice, MP 37	Either direction	MP 35, south side, for EW trains MP 41, north side, for WW trains

51. Except as provided in this rule, open-top cars carrying over-dimensional loads must not be handled unless waybill has attached to it and both sides of the car are placarded with a Form CT-694.

If the Form CT-694 reads "OK WITHOUT RESTRICTIONS," the car may be moved normally.

If the Form CT-694 reads "RESTRICTED," the car must not be handled except upon special authorization from the office of Vice President Transportation (to be issued over the signature of the Division Superintendent).

Such a car received at an intermediate station or interchange point may be moved without Form CT-694, provided authorization for its movement has been received from the Office of Vice President Transportation, to the first terminal only, at which time the Form CT-694 will be properly prepared and applied to the car and waybill.

All concerned will be on lookout for open-top cars carrying loads which appear to be over-dimensional. Such cars which do not bear the placard Form CT-694 are to be considered restricted until checked and determined to be otherwise.

Open-top cars carrying over-dimensional loads received from Southern Railway in interchange, or in run-through trains, bearing Southern Form 1033 may be moved without Form CT-694 provided authorization for their movement has been received.

51(a). Tri-level auto racks and Hy-Cube cars must not be handled between Kellysville and Deepwater.

51(b). Because of clearances which are less than that required for **Unrestricted Service**, Plate "C" cars and cars exceeding Plate "C" dimensions must **not** be handled **between Boody and Norton**, unless specially authorized.

Cars exceeding Plate "C" dimensions must **not** be handled on **Bluestone, Tug Fork, or Winding Gulf** Branches, or between **Elmore and Deepwater**, unless specially authorized.

These cars can be identified by stenciling on both sides near the car number, reading "Plate C" or "Exceeds Plate C" or "This Car Excess Height—No Running Boards."

Except where he receives written notification from Mechanical Department forces that his train contains no cars that have clearance dimensions greater than that required for **unrestricted service**, it is the responsibility of the conductor in charge to determine this.

All such equipment must have the boom and swinging or rotating mechanism properly secured for a through movement. When work train movements are being made with the equipment in service, particular care must be taken to avoid contact with overhead or side structures or obstructions.

Except where further restricted, trains handling such equipment must not exceed a speed of 35 miles per hour.

8(c). Unless otherwise instructed, camp cars when handled in other than local, wreck, or work trains, must be placed on the head end of train.

When instructed to place camp cars on rear of train requiring a pusher, the pusher must be placed ahead of such cars.

8(d). The equipment listed below must not be placed and handled in a train immediately behind an occupied locomotive unit or immediately ahead of an occupied caboose:

Open end flat cars loaded with poles, pipe, lumber, or other lading which might shift and protrude beyond the car ends;

Open-top cars or bulkhead flats loaded with similar lading that extends above the car ends or beyond the car sides; or

Flat bed or stake-body trailers loaded with similar lading when the open end is toward the locomotive or caboose or when the lading extends above the end toward the locomotive or caboose.

8(e). Movement of wreck-damaged or disabled rail cars, or parts of such cars loaded on flat cars or in open-top cars, when lading extends above or beyond the car sides, must be confined to locals, shifters, work, or wreck trains, unless authorization for movement in other trains is secured from the Office of Vice President Transportation for each individual car.

Before such equipment is handled in any train, it must be inspected by a Mechanical Department employee who will authorize its movement and designate any speed restriction required for its safe handling.

8(f). **WELDED RAIL TRAINS**

Equipment for handling continuous welded rail, or continuous lengths of bolted rail, consists of 15 or more flats or gondolas permanently coupled with a buffer car at each end.

When **LOADED**, the following instructions apply:

Except for cars related to the welded or continuously jointed rail, such as unloading cars, no other equipment will be handled in this type train.

Two groups of cars loaded with continuous welded rail or continuous lengths of bolted rail may be handled as one train.

Cars in welded rail trains are to be permanently coupled together by having the approved locking device inserted in the opening between the bottom of the coupler head and the uncoupling lever mechanism and secured with a bolt.

Crew members taking charge of a loaded welded rail train will inspect it to determine that the uncoupling mechanism locks are in place on each car before the train is moved, **EXCEPT** when relieving a crew that has previously handled the train; or when notified by proper authority that the securement between the cars has been checked.

A speed of 30 miles per hour must not be exceeded.

Speed through turnouts and crossovers is restricted to 10 MPH, **EXCEPT** movement through turnouts and crossovers where maximum authorized speed is 40 MPH or greater may be made at 30 MPH.

When practicable to do so, these trains will not be operated through main track turnouts or crossovers or through sidings.

When EMPTY, this equipment must be handled on the rear of trains, and, when pusher service is required, must be handled behind the pusher.

8(g). WELDED RAIL CARS

Because cars equipped to handle lengths of continuous welded or bolted rail have had all the buff and draft coupler travel blocked out, they must NOT be humped and are so stenciled. When flat switching these cars, they must not be cut off while in motion. When switching operations involve loaded welded rail cars or any of the four groups of cars listed in the following paragraph, air hoses must be coupled, air system charged and brakes applied and released on the rear car from a 20 pound service reduction before proceeding.

In addition, the following four groups of cars, coupled together and equipped to pick up and to unload strings of welded or bolted rail, are not to be separated account possible damage to the hydraulic hose connections between the cars:

NW 516813, 516814, and 516816
NW 516802 and 527897
NW 527956 and 527957
NW 527896 and 527909

8(h). When a single trailer is to be carried on an 85-ft. or 89-ft. flat, such trailer will be attached to the end hitch with the trailer wheels nearest the center of the car.

8(i). When Roadway Inspection Car NS 24 is operated in a train, it must always be the rear car with the observation end trailing.

8(j). It will be the responsibility of the Maintenance of Way supervisor in charge to see that partially unloaded 100-ton ballast cars in series NW 544100 - 544365 are not released to the Transportation Department for movement.

Attention is directed to Operating Rule GR-32, and Rule 100 in Form NS-1.

9. Train dispatchers, control operators, yardmasters, and train and yard service employees must provide themselves with a current copy of and be governed by "Rules for Equipment Operation and Handling," Form NS-1.

10. Wrist watches approved for use under Rule 2 are:

Ball—"Official Railroad Standard" and "Automatic Trainmaster"
Accutron—"Railroad Approved," including Calendar model and Quartz model.

Bulova—"Railroad Approved-Quartz," including both wrist and pocket watches.

Elgin—"B.W. Raymond"
Hamilton electric "Railroad Special"
Pulsar Quartz—"Railroad Approved"
Seiko Quartz—"Railroad Approved"
Wyler—"Incaflex-Railroad Approved"

11. HAZARDOUS MATERIALS

(a). Every employee involved in the switching or position in train of hazardous materials cars, both on line of road and in yards, must be familiar with and be governed by the instructions contained in the "Switching" and "Position in Train" charts in the back of the timetable. Persons having access to waybills or shipping instructions must see that concerned employees are notified when hazardous materials cars are to be handled.

(b). Crew members of trains departing mechanized stations receive on their train consist copy, hazardous materials warning instructions for any such cars in their train. They will be governed by these instructions should an incident occur involving these cars.

(c). When loaded cars containing hazardous materials are picked up on line of road and there is no agent or clerical force on duty, the train dispatcher must be notified that pick-up includes hazardous materials.

Should an incident occur involving such cars, instructions concerning them may be found in the "Emergency Action Guide for Hazardous Material Incidents," in the back of B. E. Pamphlet 20.

(d). At the commencement of each trip, the conductor or competent crew member must:

1. Inspect the six head cars behind the engine and the six rear cars ahead of an occupied caboose to ascertain that placarded hazardous materials cars are properly spaced.

Exception: This will not be required at a terminal when relieving an NW crew, and the train has remained intact.

2. Examine waybills to identify cars containing hazardous materials.

(e). No placarded hazardous materials car, loaded or empty, may be moved on line of road without a waybill, or a shipping document or switch list identifying contents or previous contents by shipping name, hazard class, ID number, and quantity. Quantity may be properly specified as "One (1) Tank Car Load."

Hazardous materials shipments must not be accepted at industries or in interchange unless placards are affixed on each end and on each side of the car as required by regulations and specified on shipping papers. Such placards must be securely in place before pulling loaded and/or empty tank cars, or loaded hopper or box cars containing hazardous materials.

(f). Except where movement to a repair point has been authorized, placarded hazardous materials cars must not be moved if there is any indication of leaking lading, such as accumulation of product on side of car or unusual odor. The employee granting authority for the movement of such equipment must be sufficiently qualified to know that the move can be made safely, and will be responsible for issuing necessary instructions to the crew.

Placarded tank cars must not be moved if the manway cover, valve housing cover, or bottom outlet cap is not in place. Train and yard crews will determine that such devices are in place by observation from the ground.

Before coupling to a placarded tank car, employees must position themselves at least fifteen feet from the tank car dome. The contents of the car may splash during and immediately after coupling.

(g). Timetable chart governing "POSITION IN TRAIN OF HAZARDOUS MATERIAL PLACARDED CARS" will also apply to yard movements on a main track if the intended movement will exceed one mile.

11-A. HYDROCYANIC ACID (HCN) TANK CARS

Tank cars containing Hydrocyanic Acid (HCN), painted white with horizontal and vertical red stripes and placarded on each side and each end, must be handled in accordance with the following instructions:

1. To be handled only when authorized by the Superintendent.
2. Notice of cars placarded "Explosives A" or "Poison Gas" Form CT-443 must be issued to conductor and engineer.
3. The Superintendent must be notified immediately of any occurrence that may be hazardous.
4. In case of suspected leakage, car must be isolated and all except authorized persons kept away.
5. Under no circumstances should other than authorized persons get close to car in case of derailment.
6. The placarded instructions posted on bulletin boards, in cabooses, and in cars assigned to wreck outfits must be read carefully.
7. Instructions attached to each waybill and placarded instructions on each car must be complied with.
8. These instructions are applicable to both LOADED and EMPTY cars.

11-B. INSTRUCTIONS TO EMPLOYEES IN EVENT OF HAZARDOUS MATERIAL INCIDENTS

1. Check for injuries, provide assistance as needed, notify the train dispatcher or yardmaster.
2. Check waybills, documents, and consist for hazardous material cars in train.
3. Do not go near derailed or damaged hazardous material cars to investigate accident.
4. Extinguish all cigarettes, fuses, and open flames until it is definitely determined there are no flammable vapors in the area.
5. If fire occurs, pull away all cars that are movable and not burning if this can be done safely.
6. Give the train dispatcher or yardmaster information on:
 - a. Injuries
 - b. How many cars are involved with their location and condition where possible to obtain this information safely.
 - c. Each hazardous material car initial and number, complete name of hazardous material, quantity or amount, kind of car, placards, shipper, and condition of car where possible to obtain this information safely.
 - d. Damage to surrounding area homes, schools, streams, if applicable.
7. Review information and recommendations shown on the consist or in B. E. Pamphlet 20 and take action as necessary.

8. Inform local authorities of the contents of each car that presents a hazard, give them the information shown on the consist concerning these cars, or that which appears in B. E. Pamphlet 20, and advise them to keep persons away from the accident.

9. Report all information above to the first railroad supervisor who reaches the scene.

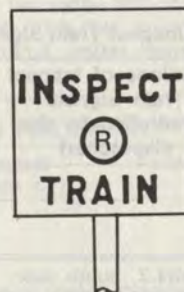
12. Within interlocking limits and in signaled territory, engines must not be permitted to stand on sanded rail. Cuts of three cars or less detached from engine must not be left standing on sanded rail.

13. Locomotive units which are not equipped with alignment control draft gear must not be moved in any train, either dead-in-tow or under power, except on locals, work trains, or light engine consists.

14. Except within interlocking limits or in Traffic Control territory, a train or engine operating against the current of traffic must be handled under absolute block.

LOCAL

50. DEFECTIVE EQUIPMENT DETECTORS AND INSPECT TRAIN SIGNALS

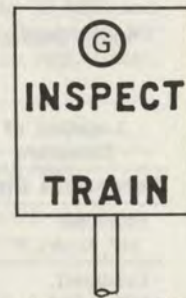


Indication — Make normal stop and communicate with train dispatcher or control operator for instructions.

Name — Red Inspect Train Signal

R — Red
G — Green

Inspect Train Signals



Indication — Inspection stop is not required.
Name — Green Inspect Train Signal

When a defective equipment detector indicates a possible defect in a train, the train will be stopped for inspection. Unless notified by radio by the train dispatcher or control operator to stop sooner, the train will be stopped either by the display of a Stop indication or by the display of a red light on the governing "Inspect Train" signal.

A crew member will communicate with the train dispatcher or control operator for information as to the kind of trouble indicated and its location in the train.

A thorough inspection of both sides of the designated car or cars will be made, and if no apparent defects are found, five cars on either side of the designated car or cars will be thoroughly inspected on both sides.

A crew member will notify the train dispatcher or control operator of the results of the inspection. This is to be done even if no trouble is located.

While en route to and from either end of the train to the car or cars to be inspected, crew members will, when practicable and safe to do so, make a visual inspection of both sides of their train.

50(a). To determine the location in a train of a car or cars on which defects have been indicated, the tape will be used and the person scanning the tape will give the location of such car or cars in relation to the NEARER end of the train.

If for any reason the location of such car or cars from the opposite end is needed, the person who is to inspect them will ask for the location in relation to that end.

50(b). "Inspect Train" signals shall be kept with their most restrictive indication displayed except:

When cleared for a train on which no defects have been noted; or

When cleared after a train has been stopped and a member of its crew has been informed of the possible defects and their location in the train.

50(c). When a train is operated over a track which causes it to by-pass a defective equipment detector it normally would pass over, or when the crew of a train is notified that a proper and complete reading was not received on the tape for a detector it did pass over, the train will be stopped for a visual inspection by its crew members unless a visual inspection of both sides of the train is to be or can be made by other employees located in the near vicinity.

50(d). Defective Equipment Detectors and Inspect Train Signals

Location of Detectors	Scans	Locations of Inspect Train Signals (Controlled by the dispatcher)
Pocahontas Dist.		
Bluefield, MP N-365.7	Eastward trains, either track	None
Landgraff, MP N-389.4	Either direction either track	MP N-384.2, south side, for EW trains EW track MP N-384.2, north side, for EW trains WW track. MP N-392.9, north side, for WW trains WW track. MP N-392.9, south side, for WW trains EW track.
Roderfield, MP N-413	Either direction either track	MP N-408.4, south side, for EW trains EW track. MP N-408.4, north side, for EW trains WW track. MP 417, north side, for WW trains WW track. MP 417, south side, for WW trains EW track
War Eagle, MP 436.3	Either direction either track	MP N-432.5, south side for EW trains EW track. MP 432.5, north side, for EW trains WW track. MP 439.7, north side, for WW trains WW track. MP 440.7, south side, for WW trains EW track.

50(d). Defective Equipment Detectors and Inspect Train Signals

Location of Detectors	Scans	Locations of Inspect Train Signals (Controlled by the dispatcher)
Pocahontas Dist. (Continued)		
Beech Creek, MP 447.9	Either direction either track	*MP 442.7, south side, for EW trains EW track. *MP 442.7, north side, for EW trains WW track. *MP 451.2, north side, for WW trains WW track. *MP 451.2, south side, for WW trains EW track.
Sprigg, MP 464	Westward trains, either track	None

* Controlled by operator at Williamson. Inspect Train signals at Lindsey, MP 442.7, do not govern trains entering Pocahontas District from Buchanan Branch.

When "Inspect Train" signal at MP 384.2, Northfork, displays an indication requiring stop for inspection, eastward train governed by the signal will proceed at a speed not to exceed 10 MPH and stop with rear to clear road crossing west end of Powhatan, MP N-383.3, unless instructed by the train dispatcher to stop sooner.

Dry Fork Branch		
English MP I-18.2	Either direction	MP I-21, south side, for EW trains MP I-16.8, south side, for WW trains

Clinch Valley District

Pounding Mill, MP N-397	Either direction	MP N-393.1, south side, for EW trains MP N-400.2, north side, for WW trains
Doran, MP N-406.3	Either direction	MP N-402.5, south side, for EW trains MP N-409.6, north side, for WW trains
Cleveland, MP N-429.3	Either direction	MP N-427.2, south side, for EW trains MP N-431, north side, for WW trains
Coeburn, MP N-454.5	Either direction	MP N-450, north side, for EW trains MP N-458.3, south side, for WW trains

When "Inspect Train" signal located 400 feet east of MP N-450, Dwina, displays an indication requiring stop for inspection, trains governed by the signal will proceed at a speed not to exceed 10 MPH and stop with the rear of the train to clear Big Bull Tunnel, MP 448.2, unless instructed by train dispatcher to stop sooner.

50(d). Defective Equipment Detectors and Inspect Train Signals

Location of Detectors	Scans	Locations of Inspect Train Signals (Controlled by the dispatcher)
Princeton - Deepwater District		
Kegley, MP V-345.4	Either direction	MP V-341.9, south side, for EW trains MP V-347.9, north side, for WW trains
Guyandot River Branch		
Justice, MP 37	Either direction	MP 35, south side, for EW trains MP 41, north side, for WW trains

51. Except as provided in this rule, open-top cars carrying over-dimensional loads must not be handled unless waybill has attached to it and both sides of the car are placarded with a Form CT-694.

If the Form CT-694 reads "OK WITHOUT RESTRICTIONS," the car may be moved normally.

If the Form CT-694 reads "RESTRICTED," the car must not be handled except upon special authorization from the office of Vice President Transportation (to be issued over the signature of the Division Superintendent).

Such a car received at an intermediate station or interchange point may be moved without Form CT-694, provided authorization for its movement has been received from the Office of Vice President Transportation, to the first terminal only, at which time the Form CT-694 will be properly prepared and applied to the car and waybill.

All concerned will be on lookout for open-top cars carrying loads which appear to be over-dimensional. Such cars which do not bear the placard Form CT-694 are to be considered restricted until checked and determined to be otherwise.

Open-top cars carrying over-dimensional loads received from Southern Railway in interchange, or in run-through trains, bearing Southern Form 1033 may be moved without Form CT-694 provided authorization for their movement has been received.

51(a). Tri-level auto racks and Hy-Cube cars must not be handled between Kellysville and Deepwater.

51(b). Because of clearances which are less than that required for **Unrestricted Service**, Plate "C" cars and cars exceeding Plate "C" dimensions must **not** be handled **between Boody and Norton**, unless specially authorized.

Cars exceeding Plate "C" dimensions must **not** be handled on **Bluestone, Tug Fork, or Winding Gulf** Branches, or between **Elmore and Deepwater**, unless specially authorized.

These cars can be identified by stenciling on both sides near the car number, reading "Plate C" or "Exceeds Plate C" or "This Car Excess Height—No Running Boards."

Except where he receives written notification from Mechanical Department forces that his train contains no cars that have clearance dimensions greater than that required for **unrestricted service**, it is the responsibility of the conductor in charge to determine this.

51(c). Southern hoppers in series 750000-76599 (Big Reds), identifiable by a 6-pocket design, must not be placed at the following coal loading operations due to insufficient clearance:

Mine Number	Mine
3083	Jewell No. 12
0079	Moss No. 3
6030	Bolt
0079	Moss. No. 3 - Raw Coal unloader
1051	Gary Cleaning Plant (Raw Coal unloader)

Conductors will notify train dispatcher when handling this equipment in their train and will protect clearance when placing same.

52. It must be known that end doors on enclosed multi-level automobile rack cars are closed and secured before such cars are pulled from ramps, moved in yards or terminals, or placed in a train. This is understood to apply to doors which extend outside the multi-level rack structures at the top, roof, or sides when opened.

53. "Lucky Loader" NW 14317 loaded on gondola NW 590802 is an over-dimensional load and must not be placed or handled in a train without authorization of the Division Superintendent.

54. Listed below are locally controlled radio base stations. They are attended continuously and will operate on the channel indicated:

Bluefield—Dispatcher (Ch. 1)
 Bluefield—Tower (Ch. 2)
 Bluefield—Mercer St. Switchtender (Ch. 2)
 Williamson—West Yard Office (Ch. 2)
 Williamson—Operator (Ch. 1)
 Wilcoe—Yard Office (Ch. 2)
 Gary (Ch. 2)
 Black Wolfe (Ch. 2)
 Richlands—Yard Office (Ch. 1)
 Carbo—Yard Office (Ch. 2)
 Moss Operation No. 3 (Ch. 2)
 Tiller Fork Jct. (Ch. 2)
 Lamberts Fork Jct. (Ch. 2)
 St. Paul—Operator (Ch. 1)
 Andover (Ch. 1)
 Norton—Yard Office (Ch. 1)
 Weller—Operator (Ch. 1)
 Elmore—Yard Office (Ch. 2)

55. Listed below are Dispatcher controlled wayside radio stations. They are attended continuously and will operate on channel one. Numbers following station names are access codes for acousticouple.

Pocahontas District

Bluefield-2	Kimball-3	Sandy Huff-2	Glen Alum-3
Bluestone-3	Welch-2	Jaeger-3	Cedar-4
Maybeury-2	Farm-3	Hull-2	Delorme-3
Elkhorn-3	Davy-2	Panther-3	Matewan-4
Eckman-2	Roderfield-3	Wharnccliffe-2	Williamson-1

Bluestone Branch

Flipping Ck.
Jct.-1

Dry Fork Branch

Bandy-4
Amonate-1
Berwind-4
Susanna-1

English-4
Bradshaw-1
Ritter-4

Gilbert Branch

Pekin-3
Gilbert-2

Buchanan Branch & Wyatt Cut off

Burke-2	Home Creek-3	Dismal-4	Wyatt-1
Hurley-3	Grundy-2	Roth-1	MP R-9.3-2
Raitt-2	Vansant-3	Dwight-4	Lark-3

Levisa Branch

Mouthcard, MP-7-4

Clinch Valley District

Bluefield-1	Richlands-2	Honaker-4	Pine-1
Tip Top-4	Daw-4	Carbo-4	Coeburn-4
Youngs-1	Swords Ck.-1	St. Paul-4	Norton-1

Clinch Valley Extension

High Knob-3 Andover-4

Princeton-Deepwater District

Ingleside-3	Clarks Gap-3	Slab Fork-3	Oak Hill Jct.-4
Princeton-4	Herndon-4	Harper-4	Page-3
Rock-3	Elmore-3	Pax-3	Robson-4
Matoaka-4	Maben-4		

Morri BranchHuff Ck. Jct.-4
Kopperston-1**Cub Creek Branch**Bradley-1
Cub Ck.-4**Winding Gulf Branch**Black Eagle-2
Amigo-1
Sophia-2
Bowyer Ck.
Jct.-1**Guyandot River Branch**Jazbo-1
Pineville-4
Mada-1
Baileysville-4
Simon Jct.-1
MP 37.9-1

56. The following table lists designated AAR channels when using "All Channel" radios:

TERRITORY	AAR CHANNEL PROGRAM BUTTON	AAR (TX) TRANSMIT CHANNEL	AAR (RX) RECEIVE CHANNEL
Eastern Reg. (Road)	1	72	72
Eastern Reg. (Yard)	2	76	76

When operating on other railroads it will be necessary to consult the governing foreign line timetable or special instructions to ascertain the AAR transmit and receive channels for that road.

Transmitting on unauthorized channels is a violation of Federal law, and is prohibited.

To contact the dispatcher, the proper "DTMF" code must be dialed in by using the "TONE" selector knob and then depressing the "DISP" selector button. The following conversion table shows the "DTMF" code to be used:

* ACOUSTIC COUPLE ACCESS CODE	DTMF CODE
1	2
2	5
3	8
4	0

* Acoustic couple access code is shown in Timetable Rule 55.

57. Flagging Distances — Trains

When protection to the front of a train is required by rule, crew member providing flag protection must go out:

At least one (1) mile where maximum authorized speed is 30 MPH or less.

At least two (2) miles where maximum authorized speed is more than 30 MPH.

On branches where automatic block signals are not in service, whenever flag protection is required to the rear of a stopped train as prescribed by Rule 99, crew member providing flag protection must go out at least 3,000 feet.

57(a). Flagging Distances — Engineering-MW, Signal, and Communications Department Employees.

	MAXIMUM AUTHORIZED SPEED	MINIMUM FLAGGING DISTANCE
Between	0 - 10 MPH	1/4 Mile
"	11 - 20 MPH	1/2 Mile
"	21 - 30 MPH	1 Mile
"	31 - 40 MPH	1 Mile
"	41 - 50 MPH	1 and 1/4 Miles
"	51 - 60 MPH	1 and 1/2 Miles

Torpedoes must be placed the same distance in advance of the flagman, but not exceeding one (1) mile.

58. Rolling equipment other than locomotives must not be placed or moved on diesel servicing tracks unless authorized by the Master Mechanic.

59. Hand-operated switches at the following locations are not equipped with electric lock and trains and engines must not clear on these tracks:

Clinch Valley District:

Lawson Spur, MP 431
Vulcan Hot Box Spur, MP 452.4
Belfry Coal Operation Delivery & Outlet, MP 462.5
Farmer's Feed & Supply, MP 385.5
Maxwell Spur, MP 391.1
Doran Dock Track, MP 405.9
Artie Dock Track, MP 406
Hess Dock Track, MP 406.1
Alfreedon Dock Track, MP 408
Gardner Side Track, MP 417
Big Fork Coal Co. Track, MP 417.6
Cleveland Station Siding, MP 431.5
Virginia City House Track, MP 447.6
No. 2 Storage Track, Tacoma, MP 457.6
Tacoma Fuel Co. Tracks, MP 461.0

Lex Delivery & Outlet, MP 9.2
Excelsior Siding - East and West ends, MP 21
Rift Coal wharf Tk., West & East ends, MP 25
Rift Wye - Both switches on east leg, MP 25.5
Dawson Siding, West and East ends, MP 26
Amonate Station Sdg., MP 33.3
Bandy Station Sdg., MP 38.9

Dry Fork Branch:

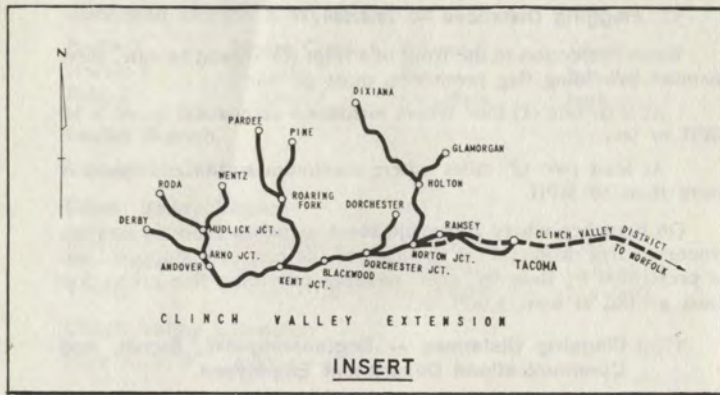
Woodman, MP 0.9
Kelsa, MP 8.1
Pine Oaks, MP 8.6
Race Fork No. 1, MP 9.0
Lester Coal (Kelsa No. 2) MP 10.1
Knox Creek No. 2 (Hurley Coal), MP 13.3
Wolf Pen, MP 15.2
Little Buddy, MP 15.2

Buchanan Branch:

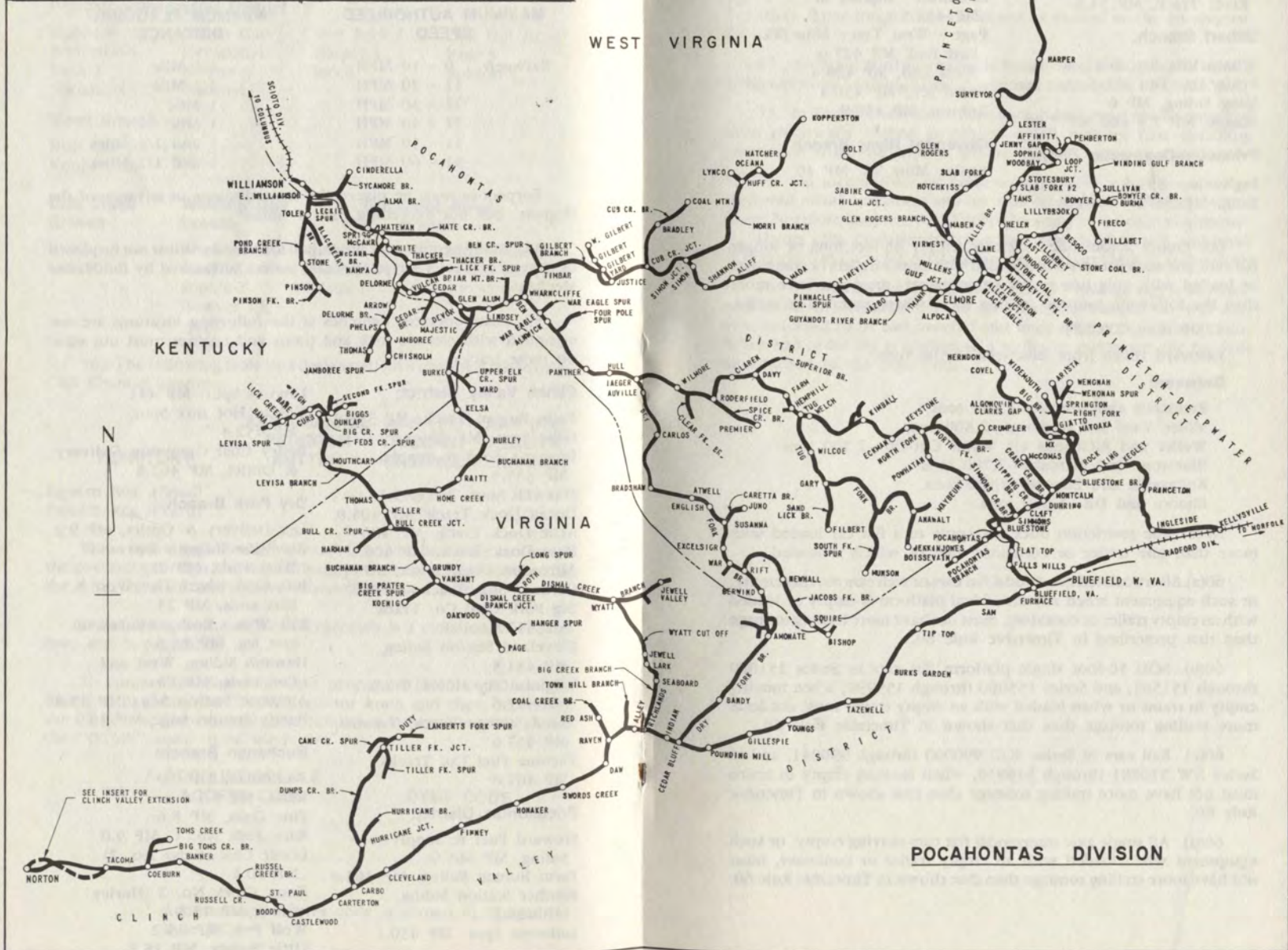
Steward Fuel & Supply Siding, MP 365.9
Farm Bureau Siding, MP 365.8
Panther Station Siding, MP 429.3
Lathrope Spur, MP 430.1

Pocahontas District:

Steward Fuel & Supply Siding, MP 365.9
Farm Bureau Siding, MP 365.8
Panther Station Siding, MP 429.3
Lathrope Spur, MP 430.1



WEST VIRGINIA



Buchanan Branch: (Cont'd.)

Panther, MP 17.0
 Virginia Lee, 17.2
 Belibe, MP 23.0
 Bear No. 1, Delivery & Outlet
 MP 24.8
 Virginia By-Products, MP 29.0
 Wellmore No. 4 - Primrose,
 MP 29.4
 Black Watch No. 2, Tiny,
 MP 30.2
 Appalachia Power Co. Spur,
 MP 31.9
 Wellmore No. 1 - Grundy Fuel
 MP 33.9
 Wellmore No. 3 - Grundy
 River Track, MP 34.6

Gilbert Branch:

Wharnccliffe Sta. Sdg., MP 0.3
 Pekin Sta. Tk., MP 4
 Ming Siding, MP 6
 Scaggs, MP 7.3 and MP 7.8

Princeton-Deepwater District

Ingleside - 334.5
 King, MP 347.9 - 348.9

60. Empty automobile rack cars, empty 85-foot long or longer flat cars, and such flat cars when loaded with empty trailers or containers or loaded with only one trailer or container, must not have more than the following tonnage trailing them when operated in trains:

4,000 tons, EXCEPT:

Eastward trains from Bluefield—4,500 tons.

Between:

Richlands and Norton—2,800 tons.
 Miller Yard and Andover—2,800 tons.
 Weller and Richlands via Wyatt Cut-Off—2,500 tons.
 Bluestone and Matoaka—2,700 tons.
 Kellysville and Elmore—2,500 tons.
 Elmore and DB—1,600 tons.

Note: The restriction does not apply to a flat car loaded with more than one trailer or container, one of which is loaded.

60(a). All articulated intermodal flat cars or well cars moving empty, or such equipment when any individual platform is empty or loaded with an empty trailer or container, must not have more trailing tonnage than that prescribed in Timetable Rule 60.

60(b). SOU 50-foot single platform flat cars in Series 151000 through 151501, and Series 155000 through 155999, when moving empty in trains or when loaded with an empty trailer must not have more trailing tonnage than that shown in Timetable Rule 60.

60(c). Rail cars in Series SOU 990000 through 990041, and in Series NW 516881 through 516918, when moving empty in trains must not have more trailing tonnage than that shown in Timetable Rule 60.

60(d). All single axle intermodal flat cars moving empty, or such equipment when loaded with an empty trailer or container, must not have more trailing tonnage than that shown in Timetable Rule 60.

Herndon House Track,
 MP 367.9
 Herndon Stub Track, MP 368
 Keystone No. 2, MP 369.8
 Gulf Jct., Old Wye Track,
 MP 376.8
 Marylane, MP 382.6
 Jenny Gap:
 East End, MP 389.6
 West End, MP 390.3
 Lively:
 East End, MP 411.4
 West End, MP 412.1
 Silver Gap:
 East End, MP 416.1
 West End, MP 416.8
 Hamilton - Ingram Br.,
 MP 422.5
 Page - West Tracy Mine Tk,
 East End, MP 427.6
 West End, MP 428.4
 Beard Jct., MP 430.4
 Robson, MP 430.8

Guyandot River Branch

Justice Mine Tk, MP 40

61. The signals listed below are inoperative approach signals and do NOT afford automatic block protection:

Buchanan Branch

Westward signal D 287, on Bull creek spur in approach to Bull Creek Jct.

Westward signal D 163, on Dismal Creek Branch in approach to Wyatt.

Princeton-Deepwater District

Eastward signal 166, on Winding Gulf Branch in approach to Woodbay.

Eastward signal 124, on Morri Branch in approach to Oceana.

66. Diesel units without alignment control draft gear must not be used in pusher service regardless of position in consist.

66(a). Time freight trains must not be pushed on the Pocahontas Division.

67. Air brake feed valve should be adjusted to 80 pounds setting on locomotives handling eastward tonnage trains out of Bluefield Yard.

73. In Traffic Control territory switch lock must not be removed from electrically locked switch or derail without first obtaining permission from the control station.

74. On locomotives or cabooses torpedoes must be stored in approved metal containers and lid must be kept closed except when in use. Not more than twelve (12) torpedoes may be stored in a container.

Damp, oily, or damaged torpedoes must not be used, and must be reported on Form ME 60 (locomotives) or Form ME621 (cabooses).

78. When a bad order tag, Form ME-597 (orange tag) is attached to a trailer or container loaded on a flat car, the flat car will also be considered to be bad ordered and must not be moved in a train. When bad order tag is applied to a trailer or container, the tag will be attached to the nose end.

100. Signal Rules—Pocahontas Division—Rules in effect:

Between	And	Track	ABS	TC
East End Bluefield Yard	Bluefield, MP N-363.4	Single	X	X
Bluefield, MP N-362.0	East End Bluefield Yard	Eastward Departure	X	
Bluefield, MP N-363.6 (Allen St.)	Sycamore	Both	X	X
Sycamore	Williamson	Single	X	X
Bluestone	Pocahontas	Single	X	X
Bluestone	Giatto Wye	Single	X	X
Dry Fork Junction	W. E. Indian Siding	Single	X	X
Wharncliffe	Gilbert, MP W-11.5	Single	X	X
Buchanan Main Line Beech Creek	Home Creek	Single	X	X
Home Creek	Weller	Both	X	X
Thomas Wye	Stric	Single	X	X
East End Weller	Wyatt	Single	X	X
East End Dismal	Page	Single	X	X
Richlands	Wyatt	Single	X	X
Bluefield, Va.	East End Norton	Single	X	X
Carbo	Hurricane Junction	Single	X	X
Tug Interlocking	Signal T-48 Wilcoe	Both	X	+
Prichard Street	Signal W-4 Williamson Yard	Pull-In	X	

For movements on other Branches, see Timetable Rule No. 2-A. TC — Traffic Control.

ABS—Automatic Block System.

+ Traffic Control in effect on Eastward track between Tug Interlocking and controlled signal at MP T-1.

100. Signal Rules—Pocahontas Division—Rules in effect (Cont'd):

Between	And	Track	ABS	TC
Kellysville	MX	Single	X	X
MX	Elmore	Both	X	X
Elmore	D.B.	Single	X	X
Simon Jct.	Oceana	Single	X	X
Gulf Jct.	Woodbay	Single	X	X

For movement on other Branches or parts of Branches, see Timetable Rule No. 2-A.

ABS—Automatic Block System.

TC—Traffic Control.

101. YARD LIMITS (Indicated by Yard Limit Signs)

Bluefield	Carbo	Wilcoe-Gary	Norton
Elmore	Andover	Weller	Williamson
Pond Creek Br.			

102. SPRING SWITCHES

Location	Normal Position
Clinch Valley District:	
Furnace	Main track
Dry Fork Branch:	
Bandy—East end of siding	Main track
Bandy—West end of siding	Siding
Hix—East end of siding	Main track
Princeton-Deepwater District:	
MP 374.1 Elmore, eastward main track	Main track
MP 374.2 Elmore, eastward main track	Main track
MP 374.3 Elmore, eastward main track	Main track
MP 374.4 Elmore, main track	Main track
MP 374.5 Elmore, main track	Main track
MP 0.5 Elmore, Guyandot River Branch main track	Main track

104. If a locomotive is shut down on the road to save fuel and turned in to the service track dead, a note must be made on Form ME-60 that the unit was shut down to save fuel.

105. When locomotives are left unattended at a point where no mechanical department forces are on duty and existing instructions require shutdown of the diesel engines to conserve fuel, at locations other than Rolling Mills track, Richlands, one unit will be left idling to supply air for the air brakes. When locomotives are left on Rolling Mills track, Richlands, two units must be left idling.

These instructions do not supersede Rule L-237, Form NS-1.

108. 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.

112. Wreck cars of 200 tons or more capacity must not be used on Crane Creek 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 between Russell Creek and Banner, Clinch Valley District.

115. No-Whistling Ordinance in effect through city limits of Bluefield, Va., all hours except as may be necessary for transmission of signals and in case of emergency to prevent accident.

When approaching grade crossings engine bell must be rung starting not less than 300 yards nor more than 600 yards in advance of crossing, and must be rung continuously until the engine occupies the crossing.

116. Highway Crossings requiring flag protection when trains or engines are operated over such crossings:

Branch Line	Mile Post Location	State Route Number
West Fork Crane Creek	0+ 3230 Ft.	State Rt. 13
New main line Crane Creek	0+ 875 Ft.	State Rt. 11
East Fork Crane Creek	12+ 3812 Ft.	State Rt. 11
Dans Br.	0+ 390 Ft.	Sec. 52/9
Spice Creek Br.	0+ 518 Ft.	Sec. 7
Spice Creek Br.	0+ 2520 Ft.	Sec. 7
Spice Creek Br.	4+ 4110 Ft.	US 52
Caretta Br.	0+ 2013 Ft.	State Rt. 16
Jacobs Fork Br.	6+ 1639 Ft.	Sec. 11
Jacobs Fork Br.	3+ 5272 Ft.	State Rt. 16
Jacobs Fork Br.	10+ 237.5 Ft.	State Rt. 16
Little Toms Creek Br.	453-	
	+ 2640 Ft.	State Rt. 58
Lick Fork Br.	455-	
	+ 1584 Ft.	State Rt. 49

BLUEFIELD YARD

123. The assigned direction of traffic on Radford Division pull-in track is westward. Eastward movement must not be made on this track without permission of the yardmaster, Bluefield Tower. Before granting such permission the yardmaster must ascertain that the track is clear, and is maintained clear, of opposing movements.

When such instructions are received, they must be repeated to the yardmaster to guard against error or misunderstanding.

123(a). Speed through the crossover between the Radford Division pull-in track and the westward main track at Mercer Street is restricted to 10 miles per hour.

124. Trains and engines approaching Mercer Street, Bluefield, must, before proceeding, receive a proceed hand signal or instructions to proceed from the switchtender on duty. When radio is used, positive identification must be made.

125. The overhead bridges across Bluefield Yard will not clear a person standing on top of cars. Trainmen and others riding on cars must keep a sharp lookout for these bridges when moving through Bluefield Yard.

126. Pile Drivers and Jordan Spreaders will not clear retarders in Bluefield Yard, and such equipment must not be operated or handled over these retarders.

127. Eastward two-position advance indicators are in service at east end of tangent track west of MP N-361 East Bluefield Forwarding Yard. These indicators are installed on right side of track for which they give indication.

Aspects displayed by these indicators are as follows:

Aspect — Lunar White.

Indication — When track ahead is unoccupied, derails and switches in the route are properly aligned and the eastward signal governing movement through interlocking at east end of Bluefield Yard is displaying a proceed indication.

Aspect — Yellow.

Indication — Proceed at Restricted Speed, except eastward trains being dispatched from Eastbound Forwarding yard must be stopped and yardmaster Bluefield Tower contacted for further instructions. Track ahead may be occupied and/or derails, switches, and interlocking signal are not properly aligned.

The absence of a light on these advance indicators will have the same meaning as if a yellow light were displayed.

128. Locomotives and loaded cars having a capacity greater than 85 tons must not be operated or placed on Citizens Coal & Supply Company trestle.

130. The following is the minimum number of hand brakes which must be applied at the east end of cuts of cars or trains standing unattended:

Tracks in Eastbound Forwarding and Main Track east of MP 362	+ 100 cars or more + less than 100 cars	—35 —Hand brakes applied on one-third of the cars
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+ EXCEPTION: Cuts of grain of 90 cars or more must have 45 hand brakes applied. Cuts of less than 90 cars must have hand brakes applied on one-half the cars.

Tracks in Grant Street Yard and Main Track west of MP 362	100 Cars or more Less than 100 cars	—25 —Hand brakes applied on one-fourth of the cars
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Cuts of cars or trains standing unattended in Allen Street Yard or in the Westbound Forwarding Yard must have at least the following number of hand brakes applied at the west end:

Tracks in Allen Street Yard and Main Tracks at Allen Street Yard	100 cars or more Less than 100 cars	—Empties—15 —Loads or loads and Empties—20 —Empties—One-sixth of the cars —Loads or loads and empties—One-fifth of the cars
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Tracks in Westbound Forwarding Yard and Main Tracks at Westbound Forwarding Yard	100 cars or more Less than 100 cars	—Empties—20 —Loads or loads and empties—25 —Empties—One-fifth of the cars —Loads or loads and empties—One-fourth of the cars
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Applicable to all tracks in Bluefield Yard

Whenever a portion of the cars are removed from a track, it must be determined that the required number of hand brakes are applied on the cars left in the track. This may be determined from the yardmaster on duty.

When the engine is to be detached from equipment to be left standing unattended, the required number of hand brakes must be applied before:

- The engine is cut off; or
- The air brakes are released from the engine.

131. Special Road Train Air Brake Test and Instructions Applicable to Eastward Heavily Loaded Trains Dispatched from Eastbound Forwarding Yard:

When train has been pre-charged and pre-tested, inspectors shall inform enginemen that the test has been made and the amount of brake pipe leakage noted.

When train is not pre-charged and pre-tested from ground air supply, enginemen shall perform all requirements of rules pertaining to Initial Terminal Road Train Air Brake Tests, and after completion will follow all instructions of Part No. 1 or Part No. 2, whichever is applicable to the operation.

If road locomotive clears yard track derail after coupling to pick-up or main train, derail will be restored to derailing position until pick-up or train is ready to move east.

If road locomotive does not clear yard track derail, dispatcher will keep No. 17 derail in derailing position until train is ready to depart.

Part No. 1

WHEN TRAIN IS ON ONE TRACK

Item One:

35 anchor hand brakes will be applied at the east end of the train when train is being assembled.

Item Two:

After road locomotive is coupled to train, rear trainmen will commence to release all hand brakes, other than the 35 anchor brakes. If train consists of more than 200 cars, rear trainmen will leave hand brakes set on eight cars on rear of train.

Item Three:

When brake pipe pressure supply from road locomotive releases air brakes on train and after proper signal is given, enginemen will make a full service brake pipe reduction with automatic brake valve. When it is noted that the full service reduction applies air brake on the rear car, release signal will be given to the enginemen by the inspector.

Item Four:

After release signal is given and air brake has released on rear car, rear end inspector will note brake pipe pressure on the rear gauge. When rear gauge pressure rises to 55 pounds and remains 55 or higher for a period of seven minutes by watch, inspector will signal enginemen to apply holding brake. A holding brake is a service brake pipe reduction of 12 pounds.

Permission will be obtained from the dispatcher for train to depart, and when route is lined, holding brake will be applied. After the route is lined and holding brake applied, head brakeman will release hand brakes on the head end of train and rear brakeman will release hand brakes on rear of train. When all of the anchor brakes are released, train may depart.

Item Five:

If the train starts to roll out prematurely, enginemen will make a brake pipe reduction necessary to stop the roll-out. Yardmaster must be notified of the train's premature roll-out, and he will in turn notify all concerned.

After sufficient anchor hand brakes are re-applied, rear end inspector shall be notified and all concerned will commence again with instructions of Item Four, Part No. 1.

Any cases of roll-out must be reported to the Radford and Pocahontas Division superintendents and to the master mechanic at Bluefield.

Part No. 2

WHEN TRAIN IS ON MORE THAN ONE TRACK

Item One:

35 anchor hand brakes will be applied at the east end of the main train when the train is being assembled.

Item Two:

Required number of anchor hand brakes will be applied at the east end of the pick-up when pick-up is being assembled.

Item Three:

After road locomotive is coupled to pick-up and brake pipe pressure supply air from road locomotive releases air brake on the rear car of the pick-up, and when proper signal is given, enginemen will make a full service reduction with automatic brake valve.

When it is known that the full service reduction applies air brake on the rear car of the pick-up, inspector will signal the enginemen to release air brakes. After the air brake has released on rear car, inspector will wait seven minutes and then signal enginemen to apply holding brake. For a pick-up, a holding brake is a reduction of six pounds. After holding brake is applied, permission will be obtained from the Christiansburg District Dispatcher to double over. After permission to double over is obtained, hand brakes will be released and the double over movement to the main train made.

After coupling to main train, instructions given in Items Two, Three, Four and Five of Part No. 1 will apply.

131(a). The procedure outlined in the preceding rule will also apply for eastward heavily loaded trains dispatched from Grant Street Yard, with the following exceptions:

The number of anchor hand brakes required for the main train and for the pick-up, will be in accordance with Rule 130 in this timetable.

After the complete train is assembled and the proper brake test has been made, if the retarders are being used to assist in holding the train, all but 10 of the anchor brakes may be released before the holding brake is applied.

The holding brake may be applied and anchor brakes released before the route at the east end of Bluefield Yard is lined for the train to depart if the locomotive of the train is at least 75 car lengths west of the east end of the yard.

131(b). When an eastward train being dispatched from the Eastbound Forwarding Yard is ready for the route at 'RD' to be lined, a crew member on the head-end will communicate directly with the Christiansburg District dispatcher; advising as to which track that head-end of train is occupying, and requesting that the route at 'RD' be lined for the intended movement. If the dispatcher cannot be contacted, this may be handled through the yardmaster at Bluefield Tower.

After securing advice that the route at 'RD' is lined for the intended movement, the crew member must contact the yardmaster at Bluefield Tower to secure his permission to proceed.

Regardless of instructions received, if the governing eastward two-position advance indicator signal (located approximately 35 car lengths west of 'RD') displays a yellow aspect, or if the signal is blacked out, the train must be stopped and the yardmaster at Bluefield Tower contacted for further instructions.

POCAHONTAS DISTRICT

135. Locomotives must not be permitted on Farm Bureau Trestle, Bluefield, Va.

136. Before entering Pocahontas Tunnel No. 1, Bluestone Branch, train must be stopped and tunnel inspected for fallen rocks.

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

138. Instructions to be followed when pulling outlet tracks of U.S. Steel Preparation Plant at west end Wilcoe Yard:

After the block of cars in either track has been made solid, air hoses coupled, angle cocks properly positioned, and hand brakes released except on two head-end (east) cars, it must be determined that brake pipe air supply is continuous through the block of cars. When this has been established the end angle cock must be closed and the air system on the block of cars must be charged from the locomotive for twelve (12) minutes before proceeding.

139. Railroad equipment must not be placed on or handled under the loading point on tipple tracks Nos. 3, 4, 5 and 6, at U.S. Steel Cleaning Plant at Alpheus, W. Va., account of close overhead clearance.

140. Diesel units must not be operated on shake-out track at Blueboy Coal Mining Corp., Beartown, MP I-7.9.

141. Engines must not be operated under overhead tipple at:

(a) Energy Development Corp., MP 3.1, Glen Alum Branch.

(b) Pikeville Coal Co., MP 5.7, Jamboree Spur.

(c) Midway Mining Co., MP W-1.4, near Leckieville, Pond Creek Branch.

142. Mate Creek Branch:

Account substandard clearance, cars or other equipment must not be placed or operated within 10 feet of door openings of Lime and Shakeout building, Akers supply, Track B-1.

143. Account close clearance, engines must not be operated beyond close clearance signs east of tipple, Beech Grove Coal Operation, Mohawk, MP N-430.9.

144. Account close clearance, locomotives are not to operate under Dans Branch Tipple, Mile Post 0.4, Dans Branch.

CLINCH VALLEY DISTRICT

150. Loaded tri-level auto rack cars must not be operated west of Richlands on Clinch Valley District.

151. Account close clearance on north side of track, cars will not be placed nearer than one car length from east end of spur serving Deskins Warehouse at Tazewell.

153. On the Clinch Valley District, coal in blocks of 10 or more cars will be handled on the head end of trains.

154. SBD trains will use NW tracks between a point 1,000 feet west of St. Paul Station and the east end of Boody siding under the direction of the operator at St. Paul and the dispatcher in Bluefield. NS Operating Rules will apply to the SBD crews while on NW tracks.

(a) At Boody Yard, before delivering cars to the SBD, or using connecting track between the two yards, a flagman must be stationed at the south end of Clinchfield Yard to protect the movement. In making deliveries, sufficient room must be made in the track to hold the number of cars involved before they are shoved in. When handling any long cars such as piggy-backs or auto racks, no more than 25 cars are to be delivered in any one cut into Boody Yard unless they can be pulled in.

(b) NW trains and engines may use SBD's main track between North switch to SBD's Boody siding and the south end of SBD's Lumber Siding track just south of St. Paul station by authority and under the direction of the operator at St. Paul station and the SBD train dispatcher. SBD rules and regulations for the government of the Operating Department will apply to NW trains and engines while on SBD tracks.

After obtaining permission from the operator at St. Paul or SBD train dispatcher and receiving the proper signal aspect to do so, NW trains and engines may enter and use SBD main track between the points named under the provisions of the following instructions:

The main track must not be entered or fouled unless the movement is authorized by a signal indication.

When NW train or engine is authorized within the above mentioned limits, the SBD train dispatcher will instruct a member of the NW crew either as to the time and place to clear for other trains or the time to call on telephone for further instructions.

SBD train dispatcher will block the levers on C.T.C. machine controlling signals and switches at each end of the above limits and no other train or engine permitted to enter such limits until the NW train or engine is in the clear.

Flag protection will not be required within these limits except on two or more tracks where other tracks may be obstructed, or upon instructions from the train dispatcher.

The limits prescribed are within SBD Centralized Traffic Control territory and there is no yard limit protection in this area. When movement is authorized on SBD main track, it will be under the above instructions and the NW trains or engines moving on SBD tracks will be governed by SBD signal indications as follows:

Clear Aspect—(Proceed.) Green or green over red.

Approach Aspect—(Proceed, trains exceeding 40 miles per hour must at once reduce to that speed preparing to stop at next signal until it can be plainly seen that indication of next signal allows trains to proceed.) Yellow or yellow over red.

Restricting Aspect—(Proceed at a speed that will permit stopping within one-half the range of vision, short of train, engine, car, obstruction, stop signal, derail or switch not properly lined, looking out for broken rail, but not exceeding 20 miles per hour until engine reaches next governing signal or end of signaled territory.) Red over lunar.

Restricted Proceed Aspect—Proceed at a speed that will permit stopping within one-half the range of vision, short of train, engine, car, obstruction, stop signal, derail or switch not properly lined, looking out for broken rail, but not exceeding 20 miles per hour until engine reaches next governing signal or end of signaled territory.) Red over a number plate on the signal staff or support.

100. Signal Rules—Pocahontas Division—Rules in effect (Cont'd):

Between	And	Track	ABS	TC
Kellysville MX Elmore Simon Jct. Gulf Jct.	MX Elmore D.B. Oceana Woodbay	Single Both Single Single Single	X X X X X	X X X X X

For movement on other Branches or parts of Branches, see Timetable Rule No. 2-A.
ABS—Automatic Block System.
TC—Traffic Control.

101. YARD LIMITS (Indicated by Yard Limit Signs)

Bluefield	Carbo	Wilcoe-Gary	Norton
Elmore	Andover	Weller	Williamson
Pond Creek Br.			

102. SPRING SWITCHES

Location	Normal Position
Clinch Valley District:	
Furnace	Main track
Dry Fork Branch:	
Bandy—East end of siding	Main track
Bandy—West end of siding	Siding
Hix—East end of siding	Main track
Princeton-Deepwater District:	
MP 374.1 Elmore, eastward main track	Main track
MP 374.2 Elmore, eastward main track	Main track
MP 374.3 Elmore, eastward main track	Main track
MP 374.4 Elmore, main track	Main track
MP 374.5 Elmore, main track	Main track
MP 0.5 Elmore, Guyandot River Branch main track	Main track

104. If a locomotive is shut down on the road to save fuel and turned in to the service track dead, a note must be made on Form ME-60 that the unit was shut down to save fuel.

105. When locomotives are left unattended at a point where no mechanical department forces are on duty and existing instructions require shutdown of the diesel engines to conserve fuel, at locations other than Rolling Mills track, Richlands, one unit will be left idling to supply air for the air brakes. When locomotives are left on Rolling Mills track, Richlands, two units must be left idling.

These instructions do not supersede Rule L-237, Form NS-1.

108. 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.

112. Wreck cars of 200 tons or more capacity must not be used on Crane Creek 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 between Russell Creek and Banner, Clinch Valley District.

115. No-Whistling Ordinance in effect through city limits of Bluefield, Va., all hours except as may be necessary for transmission of signals and in case of emergency to prevent accident.

When approaching grade crossings engine bell must be rung starting not less than 300 yards nor more than 600 yards in advance of crossing, and must be rung continuously until the engine occupies the crossing.

116. Highway Crossings requiring flag protection when trains or engines are operated over such crossings:

Branch Line	Mile Post Location	State Route Number
West Fork Crane Creek	0 + 3230 Ft.	State Rt. 13
New main line Crane Creek	0 + 875 Ft.	State Rt. 11
East Fork Crane Creek	12 + 3812 Ft.	State Rt. 11
Dans Br.	0 + 390 Ft.	Sec. 52/9
Spice Creek Br.	0 + 518 Ft.	Sec. 7
Spice Creek Br.	0 + 2520 Ft.	Sec. 7
Spice Creek Br.	4 + 4110 Ft.	US 52
Caretta Br.	0 + 2013 Ft.	State Rt. 16
Jacobs Fork Br.	6 + 1639 Ft.	Sec. 11
Jacobs Fork Br.	3 + 5272 Ft.	State Rt. 16
Jacobs Fork Br.	10 + 237.5 Ft.	State Rt. 16
Little Toms Creek Br.	453-	
	+ 2640 Ft.	State Rt. 58
Lick Fork Br.	455-	
	+ 1584 Ft.	State Rt. 49

BLUEFIELD YARD

123. The assigned direction of traffic on Radford Division pull-in track is westward. Eastward movement must not be made on this track without permission of the yardmaster, Bluefield Tower. Before granting such permission the yardmaster must ascertain that the track is clear, and is maintained clear, of opposing movements.

When such instructions are received, they must be repeated to the yardmaster to guard against error or misunderstanding.

123(a). Speed through the crossover between the Radford Division pull-in track and the westward main track at Mercer Street is restricted to 10 miles per hour.

124. Trains and engines approaching Mercer Street, Bluefield, must, before proceeding, receive a proceed hand signal or instructions to proceed from the switchtender on duty. When radio is used, positive identification must be made.

125. The overhead bridges across Bluefield Yard will not clear a person standing on top of cars. Trainmen and others riding on cars must keep a sharp lookout for these bridges when moving through Bluefield Yard.

126. Pile Drivers and Jordan Spreaders will not clear retarders in Bluefield Yard, and such equipment must not be operated or handled over these retarders.

127. Eastward two-position advance indicators are in service at east end of tangent track west of MP N-361 East Bluefield Forwarding Yard. These indicators are installed on right side of track for which they give indication.

Aspects displayed by these indicators are as follows:

Aspect — Lunar White.

Indication — When track ahead is unoccupied, derails and switches in the route are properly aligned and the eastward signal governing movement through interlocking at east end of Bluefield Yard is displaying a proceed indication.

Aspect — Yellow.

Indication — Proceed at Restricted Speed, except eastward trains being dispatched from Eastbound Forwarding yard must be stopped and yardmaster Bluefield Tower contacted for further instructions. Track ahead may be occupied and/or derails, switches, and interlocking signal are not properly aligned.

The absence of a light on these advance indicators will have the same meaning as if a yellow light were displayed.

128. Locomotives and loaded cars having a capacity greater than 85 tons must not be operated or placed on Citizens Coal & Supply Company trestle.

130. The following is the minimum number of hand brakes which must be applied at the east end of cuts of cars or trains standing unattended:

Tracks in Eastbound	+ 100 cars or	
Forwarding	more	-35
and	+ less than	-Hand brakes applied on
Main Track east of	100 cars	one-third of the cars
MP 362		

+ EXCEPTION: Cuts of grain of 90 cars or more must have 45 hand brakes applied. Cuts of less than 90 cars must have hand brakes applied on one-half the cars.

Tracks in Grant	100 Cars or	
Street Yard and	more	-25
Main Track west of	Less than	-Hand brakes applied on
MP 362	100 cars	one-fourth of the cars

Cuts of cars or trains standing unattended in Allen Street Yard or in the Westbound Forwarding Yard must have at least the following number of hand brakes applied at the west end:

Tracks in Allen	100 cars or	-Empties—15
Street Yard and	more	-Loads or loads and
Main Tracks at		Empties—20
Allen Street Yard	Less than	-Empties—One-sixth of
	100 cars	the cars
		-Loads or loads and
		empties—One-fifth of
		the cars

Tracks in Westbound	100 cars or	-Empties—20
Forwarding Yard and	more	-Loads or loads and
Main Tracks at		empties—25
Westbound	Less than	-Empties—One-fifth of
Forwarding Yard	100 cars	the cars
		-Loads or loads and
		empties—One-fourth of
		the cars

Applicable to all tracks in Bluefield Yard

Whenever a portion of the cars are removed from a track, it must be determined that the required number of hand brakes are applied on the cars left in the track. This may be determined from the yardmaster on duty.

When the engine is to be detached from equipment to be left standing unattended, the required number of hand brakes must be applied before:

- The engine is cut off; or
- The air brakes are released from the engine.

131. Special Road Train Air Brake Test and Instructions Applicable to Eastward Heavily Loaded Trains Dispatched from Eastbound Forwarding Yard:

When train has been pre-charged and pre-tested, inspectors shall inform enginemen that the test has been made and the amount of brake pipe leakage noted.

When train is not pre-charged and pre-tested from ground air supply, enginemen shall perform all requirements of rules pertaining to Initial Terminal Road Train Air Brake Tests, and after completion will follow all instructions of Part No. 1 or Part No. 2, whichever is applicable to the operation.

If road locomotive clears yard track derail after coupling to pick-up or main train, derail will be restored to derailing position until pick-up or train is ready to move east.

If road locomotive does not clear yard track derail, dispatcher will keep No. 17 derail in derailing position until train is ready to depart.

Part No. 1

WHEN TRAIN IS ON ONE TRACK

Item One:

35 anchor hand brakes will be applied at the east end of the train when train is being assembled.

Item Two:

After road locomotive is coupled to train, rear trainmen will commence to release all hand brakes, other than the 35 anchor brakes. If train consists of more than 200 cars, rear trainmen will leave hand brakes set on eight cars on rear of train.

Item Three:

When brake pipe pressure supply from road locomotive releases air brakes on train and after proper signal is given, enginemen will make a full service brake pipe reduction with automatic brake valve. When it is noted that the full service reduction applies air brake on the rear car, release signal will be given to the enginemen by the inspector.

Item Four:

After release signal is given and air brake has released on rear car, rear end inspector will note brake pipe pressure on the rear gauge. When rear gauge pressure rises to 55 pounds and remains 55 or higher for a period of seven minutes by watch, inspector will signal enginemen to apply holding brake. A holding brake is a service brake pipe reduction of 12 pounds.

Permission will be obtained from the dispatcher for train to depart, and when route is lined, holding brake will be applied. After the route is lined and holding brake applied, head brakeman will release hand brakes on the head end of train and rear brakeman will release hand brakes on rear of train. When all of the anchor brakes are released, train may depart.

Item Five:

If the train starts to roll out prematurely, enginemen will make a brake pipe reduction necessary to stop the roll-out. Yardmaster must be notified of the train's premature roll-out, and he will in turn notify all concerned.

After sufficient anchor hand brakes are re-applied, rear end inspector shall be notified and all concerned will commence again with instructions of Item Four, Part No. 1.

Any cases of roll-out must be reported to the Radford and Pocahontas Division superintendents and to the master mechanic at Bluefield.

WHEN TRAIN IS ON MORE THAN ONE TRACK**Item One:**

35 anchor hand brakes will be applied at the east end of the main train when the train is being assembled.

Item Two:

Required number of anchor hand brakes will be applied at the east end of the pick-up when pick-up is being assembled.

Item Three:

After road locomotive is coupled to pick-up and brake pipe pressure supply air from road locomotive releases air brake on the rear car of the pick-up, and when proper signal is given, enginemen will make a full service reduction with automatic brake valve.

When it is known that the full service reduction applies air brake on the rear car of the pick-up, inspector will signal the enginemen to release air brakes. After the air brake has released on rear car, inspector will wait seven minutes and then signal enginemen to apply holding brake. For a pick-up, a holding brake is a reduction of six pounds. After holding brake is applied, permission will be obtained from the Christiansburg District Dispatcher to double over. After permission to double over is obtained, hand brakes will be released and the double over movement to the main train made.

After coupling to main train, instructions given in Items Two, Three, Four and Five of Part No. 1 will apply.

131(a). The procedure outlined in the preceding rule will also apply for eastward heavily loaded trains dispatched from Grant Street Yard, with the following exceptions:

The number of anchor hand brakes required for the main train and for the pick-up, will be in accordance with Rule 130 in this timetable.

After the complete train is assembled and the proper brake test has been made, if the retarders are being used to assist in holding the train, all but 10 of the anchor brakes may be released before the holding brake is applied.

The holding brake may be applied and anchor brakes released before the route at the east end of Bluefield Yard is lined for the train to depart if the locomotive of the train is at least 75 car lengths west of the east end of the yard.

131(b). When an eastward train being dispatched from the Eastbound Forwarding Yard is ready for the route at 'RD' to be lined, a crew member on the head-end will communicate directly with the Christiansburg District dispatcher; advising as to which track that head-end of train is occupying, and requesting that the route at 'RD' be lined for the intended movement. If the dispatcher cannot be contacted, this may be handled through the yardmaster at Bluefield Tower.

After securing advice that the route at 'RD' is lined for the intended movement, the crew member must contact the yardmaster at Bluefield Tower to secure his permission to proceed.

Regardless of instructions received, if the governing eastward two-position advance indicator signal (located approximately 35 car lengths west of 'RD') displays a yellow aspect, or if the signal is blacked out, the train must be stopped and the yardmaster at Bluefield Tower contacted for further instructions.

POCAHONTAS DISTRICT

135. Locomotives must not be permitted on Farm Bureau Trestle, Bluefield, Va.

136. Before entering Pocohontas Tunnel No. 1, Bluestone Branch, train must be stopped and tunnel inspected for fallen rocks.

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

138. Instructions to be followed when pulling outlet tracks of U.S. Steel Preparation Plant at west end Wilcoe Yard:

After the block of cars in either track has been made solid, air hoses coupled, angle cocks properly positioned, and hand brakes released except on two head-end (east) cars, it must be determined that brake pipe air supply is continuous through the block of cars. When this has been established the end angle cock must be closed and the air system on the block of cars must be charged from the locomotive for twelve (12) minutes before proceeding.

139. Railroad equipment must not be placed on or handled under the loading point on tipple tracks Nos. 3, 4, 5 and 6, at U.S. Steel Cleaning Plant at Alpheus, W. Va., account of close overhead clearance.

140. Diesel units must not be operated on shake-out track at Blueboy Coal Mining Corp., Beartown, MP 1-7.9.

141. Engines must not be operated under overhead tipple at:

(a) Energy Development Corp., MP 3.1, Glen Alum Branch.

(b) Pikeville Coal Co., MP 5.7, Jamboree Spur.

(c) Midway Mining Co., MP W-1.4, near Leckieville, Pond Creek Branch.

142. Mate Creek Branch:

Account substandard clearance, cars or other equipment must not be placed or operated within 10 feet of door openings of Lime and Shakeout building, Akers supply, Track B-1.

143. Account close clearance, engines must not be operated beyond close clearance signs east of tipple, Beech Grove Coal Operation, Mohawk, MP N-430.9.

144. Account close clearance, locomotives are not to operate under Dans Branch Tipple, Mile Post 0.4, Dans Branch.

CLINCH VALLEY DISTRICT

150. Loaded tri-level auto rack cars must not be operated west of Richlands on Clinch Valley District.

151. Account close clearance on north side of track, cars will not be placed nearer than one car length from east end of spur serving Deskins Warehouse at Tazewell.

153. On the Clinch Valley District, coal in blocks of 10 or more cars will be handled on the head end of trains.

154. SBD trains will use NW tracks between a point 1,000 feet west of St. Paul Station and the east end of Boody siding under the direction of the operator at St. Paul and the dispatcher in Bluefield. NS Operating Rules will apply to the SBD crews while on NW tracks.

(a) At Boody Yard, before delivering cars to the SBD, or using connecting track between the two yards, a flagman must be stationed at the south end of Clinchfield Yard to protect the movement. In making deliveries, sufficient room must be made in the track to hold the number of cars involved before they are shoved in. When handling any long cars such as piggy-backs or auto racks, no more than 25 cars are to be delivered in any one cut into Boody Yard unless they can be pulled in.

(b) NW trains and engines may use SBD's main track between North switch to SBD's Boody siding and the south end of SBD's Lumber Siding track just south of St. Paul station by authority and under the direction of the operator at St. Paul station and the SBD train dispatcher. SBD rules and regulations for the government of the Operating Department will apply to NW trains and engines while on SBD tracks.

After obtaining permission from the operator at St. Paul or SBD train dispatcher and receiving the proper signal aspect to do so, NW trains and engines may enter and use SBD main track between the points named under the provisions of the following instructions:

The main track must not be entered or fouled unless the movement is authorized by a signal indication.

When NW train or engine is authorized within the above mentioned limits, the SBD train dispatcher will instruct a member of the NW crew either as to the time and place to clear for other trains or the time to call on telephone for further instructions.

SBD train dispatcher will block the levers on C.T.C. machine controlling signals and switches at each end of the above limits and no other train or engine permitted to enter such limits until the NW train or engine is in the clear.

Flag protection will not be required within these limits except on two or more tracks where other tracks may be obstructed, or upon instructions from the train dispatcher.

The limits prescribed are within SBD Centralized Traffic Control territory and there is no yard limit protection in this area. When movement is authorized on SBD main track, it will be under the above instructions and the NW trains or engines moving on SBD tracks will be governed by SBD signal indications as follows:

Clear Aspect—(Proceed.) Green or green over red.

Approach Aspect—(Proceed, trains exceeding 40 miles per hour must at once reduce to that speed preparing to stop at next signal until it can be plainly seen that indication of next signal allows trains to proceed.) Yellow or yellow over red.

Restricting Aspect—(Proceed at a speed that will permit stopping within one-half the range of vision, short of train, engine, car, obstruction, stop signal, derail or switch not properly lined, looking out for broken rail, but not exceeding 20 miles per hour until engine reaches next governing signal or end of signaled territory.) Red over lunar.

Restricted Proceed Aspect—Proceed at a speed that will permit stopping within one-half the range of vision, short of train, engine, car, obstruction, stop signal, derail or switch not properly lined, looking out for broken rail, but not exceeding 20 miles per hour until engine reaches next governing signal or end of signaled territory.) Red over a number plate on the signal staff or support.

Stop and Open Switch Aspect(Stop and open hand-operated switch.) Red over an illuminated red "S."

Stop Aspect—(Stop.) Red or red over red with no number plate on the signal staff or support.

155. SBD crews operating over NW tracks between Norton and St. Paul are governed by NS Operating Rules, and must have with them NS Book of Operating Rules and copy of current NW Pocahontas Division Timetable. NW bulletin books will be maintained at St. Paul and Norton, Va., and Loyall and Corbin, Ky.

156. NW crews operating over SBD Railway will be governed by SBD Operating Rules and Timetable.

157. SBD 6-axle locomotives in the following series must not be operated between Norton and St. Paul:

1400-1414	1500-1525	8007-8009
1425-1432	7513-7523	

CLINCH VALLEY EXTENSION

158. All movements within yard limits Andover will be made under the direction of SOU Trainmaster or other designated yard office personnel.

159. Derails on Pardee Branch and Pine Branch main tracks at Roaring Fork Jct. must be locked in non-derailing position unless these tracks are occupied by unattended cars. When these derails are placed in derailing position they must be locked and the dispatcher so notified. When so notified, the dispatcher must notify other trains as well as on-track equipment before authority is granted to occupy that track section.

159(a) Unless otherwise directed, junction switches at Mudlick, Roaring Fork, and Holton may be left lined as last used. Trains, engines, and on-track equipment must approach these switches expecting to find them lined against their movement.

(b) Engines must not occupy Virginia Supply Co. trestle, MP G-0.5, Glamorgan Branch. Crews working Virginia Supply Co. track must work on the south side of track.

(c) Six-axle locomotives and 250-Ton derricks are not allowed on Derby Branch, Pardee Branch, Dorchester Branch, Roda Branch, or Pine Branch.

WELLER YARD

160. Normal position of west end of hand throw crossover at west end Weller Yard is for movement between westward main track and yard—red switch target.

Normal position of east end of this crossover is for movement between eastward main track and yard main track—green switch target.

Permission must be obtained from operator at Weller to reverse either switch. After use, they must be restored to normal position and operator at Weller so notified.

BUCHANAN BRANCH

161. Engines must not be operated under overhead tipple at new loading facility, located approximately 600 feet west of Harman delivery switch, Harman Mining Corp., Bull Creek Spur.

162. The signal governing eastward movements at Hanger Spur Junction is a route signal only and does NOT afford automatic block signal protection for movement on Hanger Spur.

163. Conductors of trains originating at Dismal Yard must contact Operator at Weller Yard before departing.

PRINCETON-DEEPWATER DISTRICT

165. Feed valves on engines handling "Hill Runs" from Elmore to Clarks Gap should be adjusted to 70 pounds. All pusher engines will use feed valve setting of 60 pounds.

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

167. Engineers are cautioned to use minimum dynamic braking while entire train is passing over switches at Alpoca and Vaco Junction.

168. Controlled electric switch locks are located as follows:

- M.P. 361.2, eastward track, Algonquin
- M.P. 387.9, Slab Fork
- M.P. 407.9, Pax
- M.P. 417.8, Oak Hill Jct.
- M.P. 411.1, Guyandot River Branch

Unlock must be obtained from the train dispatcher before these switches can be operated.

169. Operation of automatic electric switch locks, EXCEPT those between M.P. 26 and M.P. 411.1, Guyandot River Branch:

(a) Electric lock will release and switch can be reversed to leave main track after train or engine has occupied a short track circuit immediately ahead of switch points.

(b) To enter main track, first secure permission of the train dispatcher. Raise lock lever handle to "B" position (45 degree angle), and wait until lock indicator is displaying "unlocked" indication. This will allow switch points to be reversed by use of the hand-throw lever.

(c) When entering main track from auxiliary track, no part of the fouling circuit on the auxiliary track must be occupied, or derail operated, until permission has been secured from the train dispatcher.

170. Operation of automatic electric switch locks between M.P. 26 and M.P. 411.1, Guyandot River Branch.

(a) Items (a) and (c) of the preceding rule apply.

(b) To enter main track, first secure permission of the train dispatcher. The padlock must be removed and the foot pedal depressed which will allow the points to be reversed by use of the hand-throw lever.

173. Cub Creek Branch

Slide detector fence indicators are located 2,800 feet west of MP 0 (on north side of track) for westward movements, and 4,430 feet east of MP-4 (on south side of track) for eastward movements.

These indicators will display a lunar light when slide detector fence has **not** been activated, and movement may proceed at prescribed speed.

When a lunar light is not displayed, movement through this track section must be made at restricted speed until it has been determined that the track is not obstructed.

174. TRACKAGE RIGHTS

At certain locations on the Norfolk and Western Railway other railroads have trackage rights and at certain points on the other railroads the Norfolk and Western has trackage rights. These places are listed below and there is set out in each case, name of the railroad whose Timetable, Rules and Instructions shall govern, as follows:

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

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

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

(d) Between D.B. and Dickinson: ConRail.

(e) Between Gilbert and Pemberton: Norfolk and Western Railway Company.

175. INTERCHANGE POINTS

At the following locations interchange is performed with other roads. Crews using these facilities must move at Restricted Speed expecting tracks to be occupied by cars or trains moving in either direction:

Gilbert Yard	Carlisle Yard
Stone Coal Yard	Deepwater Yard
Pemberton	D.B.

176. Princeton-Deepwater District crews exchanging cars with the Pocahontas District in Matoaka Yard will first contact the Pocahontas District dispatcher for permission to enter the Bluestone Branch. The telephone at Matoaka Transfer, marked "PD," is the Pocahontas District dispatcher's line. After receiving permission, crews will move through the siding at restricted speed and will leave inbound cars in the east end of the storage track and bills for cars in phone box. Cars to be received will be in the siding between the switches of the storage track.

177. VIRWEST

The proper alignment for the connection switch for the Glen Rogers Branch at Virwest is for the Glen Rogers Branch.

178. SLAB FORK

Account close clearance, engines must not be operated beyond the loading point at Slab Fork No. 12 Mine.

179. Devils Fork Branch cannot be used west of Amigo tipple.

180. MABEN, HARPER, AND PAX

House tracks at Maben, Harper and Pax are equipped with slide-type derail. When these tracks are to be entered, the switch must be thrown first, then the derail. When restoring switch and derail to normal position, the derail must be restored first.

181. COAL FILLER WILL BE FORWARDED ON HEAD END OF ALL TRAINS FROM ELMORE TO ROANOKE

VOICE BLOCK AUTHORITY (VBA) RULES

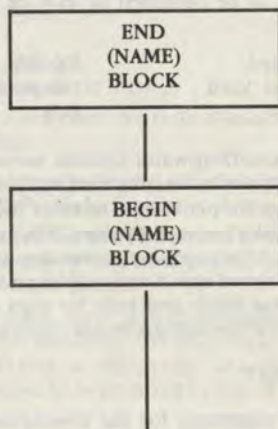
200. A "Voice Block Authority" block system will be in effect on portions of the railroad where specified by timetable or bulletin instructions, and will be under the direction of the dispatcher or other designated employee. Where VBA block system rules are in effect the authority for the operation of trains and on-track equipment will be as follows:

(a) Trains will be operated without train orders or Clearance Card on verbal authority of the dispatcher or designated employee, and in accordance with the VBA block system rules set forth herein.

(b) The lineup system will not be in effect and on-track equipment will be operated on verbal authority of the dispatcher or designated employee, and in accordance with the VBA block system rules set forth herein.

201. The VBA block system will consist of separate blocks as identified and designated by timetable or bulletin instructions. A block limit sign, which will indicate where a block begins and ends, will be placed at the designated limits of each block. The absence of a block limit sign will not affect the limits of a block which has been established.

Example:



When the dispatcher or designated employee authorizes a train to occupy a block, such authority will be granted under one of the following conditions:

ABSOLUTE BLOCK - A block in which a train is not permitted to enter while it is occupied by another train or by on-track equipment.

CLEAR BLOCK - A block clear of opposing and preceding trains, but a following train may be authorized.

PERMISSIVE BLOCK - A block clear of opposing trains, but not clear of preceding trains; and a following train may be authorized. A train receiving Permissive Block authority must operate at Restricted Speed through the entire block unless advised by the dispatcher or designated employee that all preceding movements have cleared the block.

202. A train must not enter a block until the conductor or engineer has received authority from the dispatcher or designated employee either by telephone or radio. When possible, such authority must be secured sufficiently in advance to avoid delay. When securing authority, conductor or engineer must state full identity and location.

When authority has been received, such instructions must be repeated to the dispatcher or designated employee, who will then respond by giving "OK" and the time. Authority received must not be acted on until both the conductor and engineer have a written copy, and they must be certain that the instructions have been read and understood by other members of the crew.

203. Except under flag protection, on-track equipment must not enter or foul a block until the operator or employee in direct charge has received authority from the dispatcher or designated employee, either by telephone or radio. Such authority must be repeated to the dispatcher or designated employee, who will then respond by giving "OK" and the time. Other occupants of on-track equipment must be advised of authorization received.

On-track equipment may follow a train into a block when authorized by the train dispatcher or designated employee; however, such authority must not be granted until positive arrangements for protection have been made between concerned employees. Except when such protection has been arranged, or when flag protection has been provided, the dispatcher or designated employee must maintain an Absolute Block for on-track equipment; that is, protection must be provided against both opposing and following trains and engines, but protection will not be provided against other on-track equipment. Note Operating Rule 814.

204. The prescribed VBA block form will be used by conductor and engineer, including engineers in Helper Service, and by operator or employee in direct charge of on-track equipment, to record block authority received. The form will be available at reporting points and concerned employees must provide themselves with a supply of these forms and have them available at all times when operating in VBA territory.

205. Before granting block authority the dispatcher or designated employee will maintain permanent written records pertinent to handling any movement within the VBA block system, including full identity of trains or on-track equipment, block(s) authorized, condition of block(s), time block(s) authorized, time block(s) cleared, and name of individual who receives and repeats block information.

206. After a train or on-track equipment clears a block, including clearing in auxiliary tracks, the conductor or engineer, or the operator or employee in direct charge of on-track equipment, will promptly report "Clear" to the dispatcher or designated employee. When clearing a block at a point where switch must be returned to normal position, "Clear" must not be given until switch has been secured in normal position.

Trains or on-track equipment must not reenter a block after reporting "Clear" except by again securing authority to occupy the block.

207. Block Authority Restrictions:

- (a) Opposing trains must not be authorized to enter any block.
- (b) Neither an opposing or following train will be permitted to enter an Absolute Block.
- (c) When a train is occupying a block on Clear Block or Permissive Block authority, Operating Rule 99 will apply.

The dispatcher or designated employee must not permit a train to enter a Permissive Block until the preceding train has been contacted and the dispatcher or designated employee has been advised that a crew member of the preceding train is in a position to provide rear end flag protection.

(d) If any part of a train or on-track equipment overruns the limits of a block, flag protection must be immediately provided and the dispatcher or designated employee must be notified by the quickest available means of communication. The conductor and engineer, or operator or employee in direct charge of on-track equipment, must promptly submit a written report of such occurrence to the Superintendent.

POCAHONTAS DIVISION

Tonnage Ratings

Per Locomotive Unit*

Pocahontas District

From	To	Units	TIME		SLOW-EMPTIES		
			Nor-mal	Maxi-mum	Slow Loads	Nor-mal	Maxi-mum
Bluefield	Maybeury	4-axle	2400	3000	3500	1800	2600
		6-axle	4000	5000	5833	3000	4333
		Hi-adh.	4800	6000	7000	3600	5200
Maybeury or Wilcoe	Williamson	4-axle	2400	3600	7500	1800	3200
		6-axle	4000	6000	12500	3000	5333
		Hi-adh.	4800	7200	15000	3600	6400
Williamson	Farm	4-axle	1200	2600	2800	1800	2400
		6-axle	2000	4333	4667	3000	4000
		Hi-adh.	2400	5200	6600	3600	4800
Farm	Flat Top	4-axle	1200	1200	1400		
		6-axle	2000	2000	2333		
		Hi-adh.	2400	2667	3300		
Flat Top	Bluefield	4-axle	1200	1200	2100		
		6-axle	2000	2000	3500		
		Hi-adh.	2400	2667	4650		

Clinch Valley District, Wyatt Cut-Off, Dry Fork Branch, Buchanan Branch and Gilbert Branch

From	To	4-axle	6-axle	
			SD-40 SD-45 C30-7	High Adhesion
Clinch Valley District				
Bluefield	St. Paul	1750	2917	3750
St. Paul	Banner	1050	1750	2250
Banner	Norton	1750	2917	3750
Norton	Finney	3000	5000	6600
Finney	Richlands	1320	2200	2640
Richlands	Bluefield	1600	2667	3400
Wyatt Cut-Off				
Richlands	Wyatt	800	1333	1750
Wyatt	Richlands	800	1333	1750
Dry Fork Branch				
Richlands	Summit Tunnel	3000	5000	6600
Cedar Bluff	Summit Tunnel	3300	5500	7250
Jaeger	Berwind	2250	3750	4800
Berwind	Summit Tunnel	1320	2200	2950
Buchanan Branch				
Thomas	Raitt	1100	1833	2400
Hurley	Raitt	1000	1667	2150
Gilbert Branch				
Wharncliffe	Staggerweed Tunnel	1400	2333	3000
Gilbert	Staggerweed Tunnel	2250	3750	4500

Tonnage Ratings—Continued

Per Locomotive Unit*

Clinch Valley Extension and Branches

From	To	4-axle	6-axle		
			SD-35	SD-40 SD-45 C30-7	High Adhesion
Andover	Kent Jct.	1800	2700	3000	4000
Kent Jct.	Norton	1320	1980	2200	2900
Kent Jct.	Cane Patch	1140	1710	1900	2600
Miller Yard	Maytown	630	945	1050	1400
Esserville					
Scales	Norton	1800	2700	3000	4000
Andover	Mudlick	2160	3240	3600	4800
Mudlick	Stonega	1020	1530	1700	2300
Mudlick	Roda	630	945	1050	1400
Andover	Derby	390	585	650	875

Princeton-Deepwater District and Branches

From	To	4-axle		6-axle	
		Loads	Mtys	Loads	Mtys
Princeton-Deepwater District					
Kellysville	Princeton	1250	1100	2083	1833
Princeton	Elmore	1900	1600	3167	2667
Elmore	Clarks Gap	900	850	1500	1417
Clarks Gap	Kellysville	3200	2400	5333	4000
Elmore	Jenny Gap	1200	1100	2000	1833
Jenny Gap	Silver Gap	1850	1700	3083	2833
DB	Page	850	775	1417	1292
Page	Silver Gap	950	900	1583	1500
Silver Gap	Harper	1200	1100	2000	1833
Harper	Jenny Gap	1600	1450	2667	2417
Guyandot River Branch					
Elmore	Gilbert	5400	3600	9000	6000
Gilbert	Cub Creek Jct.	1900	1600	3167	2667
Cub Creek Jct.	Simon	5400	3600	9000	6000
Simon	Mada	4100	3150	6833	5250
Mada	Itmann	3550	2750	5917	4583
Itmann	Elmore	4400	3350	7333	5583
Other Branch Lines					
Simon Jct.	Hatcher	2000	1850	3333	3083
Hatcher	Kopperston	850	775	1417	1292
Cub Creek	Coal Mountain	650	600	1083	1000
Gulf Jct.	Amigo	3200	2650	5333	4417
Amigo	Tams	2100	1950	3500	3250
Tams	Sophia	1050	1000	1750	1667
Pemberton	Sophia	3200	2650	5333	4417
Virwest	Polk Gap	1050	1000	1750	1667
Milam	Polk Gap	1900	1600	3167	2667

***NOTE:**

SD-35 units (1500-1579 and 2990-3099) are rated at 1.5 times the 4-axle rating.

SD-9 units (198-199 and 2941-2958) are rated the same as 4-axle units.

High-adhesion ratings shown above apply to units 6500-6525, 6550-6603, 8500-8542, and 8550-8613.

On the Princeton-Deepwater District high-adhesion units are rated at 2.25 the 4-axle rating.

All other 6-axle units are rated the same as SD-40, SD-45, and C30-7 units.

TIME

Normal—Rating for time freight trains based on maintaining scheduled time.

Maximum—Rating for similar trains based on maintaining minimum continuous speed on ruling grade.

SLOW LOADS

Rating for trains consisting of 75% or more of bulk commodities such as coal, ore and grain based on maintaining minimum continuous speed on ruling grade.

SLOW EMPTIES

Normal—Rating for trains consisting of 75% or more of empty equipment when sufficient power is available.

Maximum—Rating for similar trains based on maintaining minimum continuous speed on ruling grade.

Additional tonnage may be handled over certain portions of the various operating districts when necessary.

When a train is to be operated over several tonnage rating territories without changing the locomotive consist, the most restrictive territory will govern the amount of power to be used on the train.

When ambient temperature is 34 degrees or less, train length should not exceed that shown in "Table of Maximum Train Lengths" in this timetable.

TABLE OF MAXIMUM TRAIN LENGTHS

When Ambient Temperature is 34° or Less, Train Length Should Not Exceed that Indicated Below.

TRAINS WITH HEAD END BRAKE PIPE SUPPLY ONLY

Ambient Temp. °F	*Maximum Number of Cars (Based on 50-ft. Cars)
35° and up	Full Train and Tonnage
32° to 34°	195
29° to 31°	180
26° to 28°	170
20° to 25°	155
15° to 19°	145
10° to 14°	135
5° to 9°	125
0° to 4°	115
-1° to -5°	105
-6° to -10°	95
-11° to -15°	85
-16° to -25°	75

***NOTE:** Long cars such as bi-level, tri-level, piggyback, or hi-cube to be counted as two 50-foot cars in the above train lengths.

Position in train of placarded cars containing hazardous materials

NOTE A: Cars with alternate numbered placards will be handled the same as cars with word description placards.



NOTE B: Cars with same placards may be placed next to each other.

Cars placarded



or



No restrictions

Cars Placarded:	Cars Placarded:	Cars Placarded:	Loaded tank Cars Placarded:		Empty tank Cars Placarded:		Loaded cars, other than Tank Cars, Placarded:	
					Corrosive	Poison		
(See: NOTE B)								
					Chlorine	Organic Peroxide		
					Oxidizer	Oxygen		
					Flammable	Flammable Solid		
					Non Flammable Gas	Flammable Gas		
					Flammable Solid W	Poison Gas		
(See: NOTES A & B)								

RESTRICTIONS

Must not be nearer than the sixth car from the engine or occupied caboose	•	• *		•	•				
When train length does not permit, must be placed near the middle of train but not nearer than the second car from the engine or occupied caboose	•	•		•	•				
Engine	•	•	•	•	•	•	•		
Loaded flat car (1)	•	•		• (2)	• (2)				
Open top car (3)	•	•		•	•				
Car with automatic refrigeration or heating apparatus in operation, or a car with open flame apparatus in service, or with an internal combustion engine in operation	•	•		•	•				
Car containing lighted heaters, stoves or lantern	•	•		•	•				
Occupied car	• (4)	• (4)		•	•				
Occupied caboose	• (4)	• (4)	•	•	•	•	•		
Explosives A	•	•	•	•	•			•	•
Poison Gas	•	•	•	•	•			•	•
Radioactive	•	•		•	•			•	•
Undeveloped film			•						
Any loaded placarded car (other than combustible)	•	•	•						

(1) A flat car equipped with permanently attached ends of rigid construction is considered to be an open top car.
 (2) A loaded flat car, other than a specially equipped car in trailer-on-flat-car or container-on-flat-car service or a flat car loaded with vehicles secured by means of a device designed for that purpose and permanently installed on the flat car, and of a type generally accepted for handling in interchange between railroads. This exception for cars in trailer-on-flat-car service does not apply to loaded flatbed trucks, loaded flatbed trailers, or loaded trucks or trailers without securely closed doors.

(3) An open top car when any of the lading protrudes beyond the car ends or when any of the lading extending above the car ends is liable to shift so as to protrude beyond the car ends.
 (4) A rail car placarded EXPLOSIVES A or POISON GAS in a moving or standing train must be next to and ahead of any car occupied by the guards or technical escorts accompanying this car. However, if a car occupied by guards or technical escorts is equipped with a lighted heater or stove, it must be the fourth car behind any car requiring EXPLOSIVES A placards.

* Cars, other than tank cars, placarded POISON GAS may be handled as second car from engine or occupied caboose.

HAZARDOUS MATERIALS SWITCHING CHART

TYPE OF CAR	Any Car	Any Car	Tank Car	Tank Car	Tank Car	Tank Car	Loaded Tank Car	² Loaded Flat Car
PLACARD APPLIED	Explosives A	Poison Gas	Poison Gas Empty	Flammable Gas	Chlorine 1017	+Special Commodity	Other Placard	Any Placard
Shall not be cut off in motion or struck by a free moving car	X	X	X	X	X	X		X
Shall be separated from engine by one non-placarded car	X							
HUMP SWITCHING								
Only cut off single cars and only single cut cars may strike car							¹ X	
When hand brakes are used preceding cars must clear ladder before cut off—Try brakes first							X	
Couple to or into with no more force than necessary to make coupling	X	X	X	X	X	X	X	X
Must not be placed under bridges or highways	X							

	Name	Placarded	UN Number	Name	Placarded	UN Number
+Special Commodity	Phosphorous	Flammable Solid	1381	Ethylene Oxide	Flammable Liquid	1040
	Ethyleneimine	Flammable Liquid	1185	Propylene Oxide	Flammable Liquid	1280
	Acrylonitrile	Flammable Liquid	1093	Epichlorohydrin	Flammable Liquid	2023

¹ Restriction does not apply to loaded tank car placarded "COMBUSTIBLE."

² Restriction governing loaded placarded flat cars includes placarded TOFC and COFC cars.

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SPEED TABLE

TIME Going 1 Mile		MILES Per Hour	TIME Going 1 Mile		MILES Per Hour
Min.	Sec.		Min.	Sec.	
5	00	12.00	1	22	43.90
4	00	15.00	1	20	45.00
3	00	20.00	1	18	46.15
2	50	21.18	1	16	47.37
2	40	22.50	1	15	48.00
2	30	24.00	1	14	48.65
2	24	25.00	1	13	49.31
2	20	25.72	1	12	50.00
2	15	26.67	1	11	50.70
2	10	27.69	1	10	51.43
2	05	28.80	1	09	52.17
2	00	30.00	1	08	52.94
1	55	31.30	1	07	53.73
1	50	32.73	1	06	54.55
1	45	34.29	1	05	55.38
1	42	35.29	1	04	56.25
1	40	36.00	1	03	57.14
1	38	36.73	1	02	58.06
1	36	37.50	1	01	59.02
1	34	38.29	1	00	60.00
1	32	39.13		59	61.02
1	30	40.00		58	62.07
1	28	40.91		57	63.14
1	26	41.86		56	64.29
1	24	42.86		55	65.45

Compliance with

OPERATING RULES

AND

SAFETY RULES

INSURES

SAFE and EFFICIENT

Operation

