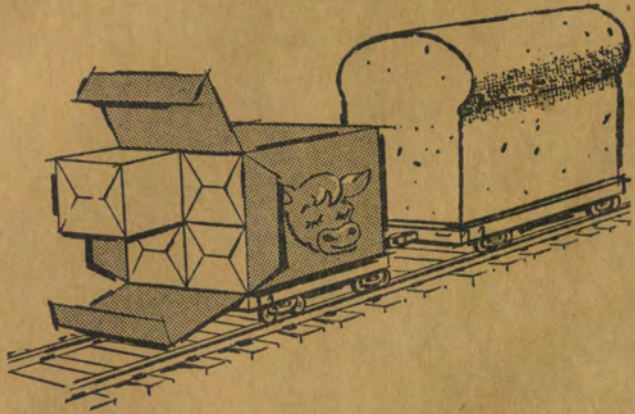


**This May Be Freight
to the Consignee**

But it's

BREAD and BUTTER

To You and Me!



**Make No Coupling
in excess of**

4 M.P.H.

**Rough Handling Hurts
Our Reputation
Drives Business from the Rails**

**CAREFUL
SWITCHING
Means
Job
Security**

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**And the
job you
save
may be
your own!**

**NORFOLK AND WESTERN
RAILWAY CO.**

POCAHONTAS DIVISION

TIME TABLE No. 21

NOS. 19 & 20 OMITTED

EFFECTIVE 12:01 A. M.

Sunday, October 27, 1963

EASTERN STANDARD TIME



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

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

It is for the information of employees only.

Bluefield to Williamson—Westward

Distance from Bluefield	Time Table No. 21 EFFECTIVE Sunday, October 27, 1963		FIRST CLASS		THIRD CLASS			Telegraph Offices	Station Sidings, Capacity in Feet	Passing Sidings, Capacity in Feet
	STATIONS		25 Passenger Lv. Daily	3 Passenger Lv. Daily	99 Time Freight Lv. Daily	85 Time Freight Lv. Daily	77 Time Freight Lv. Daily			
			P. M.	P. M.	A. M.	P. M.	P. M.			
		y o								
3.27	Bluefield, W. Va.....		1.15	9.50	11.00	4.45	8.30	D N	710 466	Yard
6.51	Bluefield, Va.....		1.25	10.00	12.15PM	5.50	9.00			
7.56	Falls Mills.....		1.32	10.07	12.23	5.55	9.06			
	Flat Top.....		1.37	10.12	12.30	6.02	9.13			
			1.39	10.14	12.35	6.04	9.15			
10.80	Bluestone.....		1.44	10.19	12.45	6.10	9.22			
15.41	Maybeury.....		1.51	10.26	1.06	6.27	9.29			
20.45	Powhatan.....		1.59	10.34	1.19	6.39	9.38			7100
22.10	North Fork.....	F	2.04	A 10.39	1.24	6.43	9.41	D	400	
23.38	Keystone.....		2.07	10.42	1.27	6.46	9.44		578	
24.45	Eckman.....		2.09	10.44	1.29	6.48	9.46			Yard
26.93	Vivian.....		2.13	10.48	1.34	6.53	9.51			Yard
27.94	Kimball.....		2.15	10.50	1.45	6.55	9.53			
31.16	Huger.....		2.19	10.54	1.53	7.07	9.59			
34.23	Welch.....	S	2.28	S 11.03				D	840	
34.55	Tug.....		2.30	11.05	2.01	7.20	10.05			
36.18	Farm.....		2.33	11.08	2.04	7.26	10.20			7000
39.92	Davy.....		2.38	11.13	2.12	7.34	10.28			
43.11	Claren.....		2.43	11.18	2.17	7.40	10.33			
44.90	Roderfield.....		2.46	11.21	2.20	7.43	10.36		680	
48.32	Wilmore.....		2.51	11.26	2.27	7.50	10.41			11120
52.41	Iaeger.....	y S	2.57	11.32	2.35	7.58	10.47	D D N	425	
56.05	Hull.....		3.02	11.36	2.42	8.05	10.53			20300
59.94	Panther.....	F	3.07	11.41	2.50	8.14	11.00		350	
64.77	Alnwick.....	y	3.15	11.49	2.59	8.23	11.07			10835
68.26	Wharnccliffe.....	F	3.20	11.55	3.05	8.30	11.13			
69.26	Ben.....		3.22	11.56	3.07	8.32	11.15			5700
70.30	Glen Alum.....		3.23	11.58	3.09	8.34	11.17		958	
72.67	Lindsey.....		3.26	12.01AM	3.13	8.39	11.21			6850
76.91	Devon.....	y F	3.31	12.07	3.22	8.48	11.28			
82.19	Vulcan.....		3.40	12.16	3.32	8.58	11.38			EB 7426 WB 8160
83.72	Delorme.....	F	3.42	12.18	3.36	9.03	11.41			
86.38	Thacker.....		3.46	12.22	3.41	9.09	11.45		75	
88.83	White.....		3.51	12.27	3.45	9.14	11.49			11150
90.68	Matewan.....	F	3.53	12.29	3.50	9.20	11.52	D	483	
92.92	Sprigg.....		3.56	12.32	3.54	9.24	11.56			4800
98.14	{ W END D T E. Williamson..... }	y o	4.02	12.38	{ 4.15 5.00	{ 9.40 10.10	{ 12.15AM 12.45	D N		Yard
99.57	Williamson.....		{ 4.15 4.20 P. M.	{ 12.50 1.05 A. M.	P. M.	P. M.	A. M.			

PASSENGER STOP NOTES:

(A) Stop to receive or discharge revenue passengers.

Williamson to Bluefield—Eastward

Distance from Williamson	Time Table No. 21 EFFECTIVE Sunday, October 27, 1963 STATIONS	FIRST CLASS		THIRD CLASS				Telegraph Offices	Station Sidings, Capacity in Feet	Passing Sidings, Capacity in Feet
		4	26	84	86	94	78			
		Passenger Lv. Daily	Passenger Lv. Daily	Time Freight Lv. Daily	Time Freight Lv. Daily	Time Freight Lv. Daily	Time Freight Lv. Daily			
		A. M.	P. M.	P. M.	A. M.	A. M.	P. M.			
.....	Williamson.....	{ 5.07 5.22	{ 2.20 2.25							
1.43	{ W E N D T Y O E. Williamson.....	5.24	2.27	{ 11.55 12.30AM	{ 6.30 7.00	{ 11.30 1.15P	{ 8.45 9.05	D N		Yard
6.65	Sprigg.....	5.32	2.35	12.42	7.13	1.30	9.14			4800
8.89	Matewan.....	5.35	F 2.38	12.47	7.17	1.35	9.19	D	483	
10.74	White.....	5.38	2.41	12.52	7.21	1.39	9.24			11150
13.19	Thacker.....	5.41	F 2.44	12.57	7.28	1.46	9.29		75	
15.85	Delorme.....	5.44	F 2.47	1.03	7.33	1.53	9.35			
17.38	Vulcan.....	5.47	2.50	1.07	7.38	1.58	9.39			EB 7426 WB 8160
22.66	Devon..... Y	5.55	2.58	1.15	7.49	2.09	9.48			
26.90	Lindsey.....	6.01	3.04	1.26	8.00	2.20	9.57			6850
29.27	Glen Alum.....	6.05	3.08	1.30	8.05	2.25	10.01		958	
30.31	Ben.....	6.07	3.10	1.31	8.07	2.27	10.03			5700
31.31	Wharncliffe.....	6.08	F 3.11	1.33	8.09	2.29	10.04			
34.80	Alnwick..... Y	6.13	F 3.16	1.40	8.18	2.38	10.09			10835
39.63	Panther.....	6.20	F 3.23	1.50	8.30	2.52	10.18		350	
43.52	Hull.....	6.25	3.28	1.57	8.41	3.05	10.23			20300
47.16	Iaeger..... Y B	6.30	S 3.37	2.10	8.49	3.15	10.27	{ D D N	425	
51.25	Wilmore.....	6.36	3.43	2.17	8.59	3.25	10.33			11120
54.67	Roderfield.....	6.40	3.47	2.29	9.09	3.35	10.37		680	
56.46	Claren.....	6.43	3.50	2.33	9.13	3.40	10.40			
59.65	Davy.....	6.47	3.54	2.38	9.21	3.50	10.46			
63.39	Farm.....	6.52	3.59	2.50	9.31	4.03	11.10			7000
65.02	Tug.....	6.55	4.02	2.53	9.36	4.10	11.14			
65.34	Welch..... S	7.00	S 4.07					D	840	
68.41	Huger.....	7.05	4.12	3.02	9.44	4.20	11.22			
71.63	Kimball.....	7.10	4.17	3.08	9.52	4.30	11.27			
72.64	Vivian.....	7.12	4.19	3.10	9.55	4.35	11.29			Yard
75.12	Eckman.....	7.16	4.23	3.15	10.04	4.45	11.33			Yard
76.19	Keystone.....	7.18	4.25	3.18	10.08	4.50	11.36		578	
77.47	North Fork..... A	7.20	F 4.27	3.20	10.12	4.55	11.38	D	400	
79.12	Powhatan.....	7.24	4.31	3.25	10.16	5.00	11.42			7100
84.16	Maybeury.....	7.33	4.40	3.40	10.31	5.17	11.51			
88.77	Bluestone.....	7.43	4.50	3.55	10.50	5.35	12.05AM			
92.01	Flat Top.....	7.49	4.56	4.04	11.00	5.45	12.13			Yard
93.06	Falls Mills.....	7.51	4.58	4.06	11.02	5.47	12.15		466	
96.30	Bluefield, Va.....	7.57	5.04	4.15	11.15	6.00	12.22		710	
99.57	{ Bluefield, W. Va..... Y O	{ 8.15 8.25	{ 5.30 5.40	{ 5.00 5.45	{ 11.30 12.15	{ 6.15	{ 12.35 12.55	D N		Yard
		A. M.	P. M.	A. M.	P. M.	P. M.	A. M.			

PASSENGER STOP NOTES:

- (A) Stop to receive or discharge revenue passengers.
- (B) Stop to discharge revenue passengers from beyond Portsmouth or receive revenue passengers for Christiansburg and beyond, or to receive or discharge U. S. Mail.

Between Bluefield and Norton

Westward				Eastward					
THIRD CLASS		Distance from Bluefield	Time Table No. 21 EFFECTIVE Sunday, October 27, 1963		THIRD CLASS		Telegraph Offices	Station Sidings, Capacity in Feet	Passing Sidings, Capacity in Feet
97 Time Freight Lv. Daily	81 Time Freight Lv. Daily		STATIONS		88 Time Freight Lv. Daily	84 Time Freight Lv. Daily			
P. M.	P. M.				P. M.	A. M.			
11.15	2.30		Bluefield, W. Va. Y O	6.00	5.00	D N		Yard	
11.30	2.42	3.27	Bluefield, Va. W END D T	5.40	4.40	. . . .	1259		
11.37	2.51	4.12	Furnace	5.38	4.38	. . . .	230	4850	
11.50	3.07	8.17	Sam.	5.22	4.22	. . . .		9031	
12.14AM	3.20	13.06	Tip Top	5.10	4.10	. . . .	320	4700	
12.36	3.42	20.46	Burks Garden	4.31	3.31	. . . .	310	8340	
12.38	3.49	22.49	Tazewell	4.22	3.22	D	2335	1400	
12.48	4.00	26.99	Youngs	3.56	2.56	. . . .		5000	
12.57	4.14	31.13	Gillespie	3.40	2.40	. . . .		4750	
1.02	4.24	34.01	Pounding Mill	3.28	2.28	D	985	1350	
1.10	4.38	37.83	Cedar Bluff Y	3.10	2.10	. . . .		
1.12	4.42	38.62	Indian	3.08	2.08	. . . .		4250	
1.28	4.52	40.82	Richlands Y O	3.00	2.00	D		7170	
1.31	4.55	41.47	Alley	2.53	1.53	. . . .		2300	
1.37	5.01	44.20	Raven	2.40	1.40	. . . .		
1.47	5.10	47.04	Daw	2.30	1.30	. . . .		5083	
2.05	5.24	52.23	Swords Creek	2.19	1.10	. . . .		4250	
2.24	5.37	57.01	Honaker	1.56	12.58	D	1210	3000	
2.36	5.51	61.62	Finney	1.33	12.35	. . . .	565	8524	
3.03	6.06	68.49	Cleveland	1.04	12.13	D	1393	8276	
3.15	6.20	71.40	Carbo Y	12.57	12.04AM	. . . .		
3.23	6.28	73.28	Carterton	12.50	11.57	. . . .	660	4300	
3.30	6.41	77.33	Castlewood	12.37	11.44	. . . .	1407		
3.56	7.01	79.05	Boody Y	12.23	11.30	. . . .		5310	
4.00	7.04	80.22	St. Paul X	12.18	11.25	D N	1871		
4.12	7.17	83.67	Russell Creek	12.04PM	11.11	. . . .		
4.40	7.42	90.42	Banner	11.37	10.43	. . . .	1426		
4.55	7.52	92.51	Coeburn	11.29	10.35	D	1095		
5.20	8.12	96.67	Tacoma	11.15	10.21	. . . .	785	6865	
5.30	8.30	103.06	Norton O	11.00	10.00	D N		Yard	
A. M.	P. M.			A. M.	P. M.				

POCAHONTAS DIVISION

SPEED RESTRICTIONS

Class of Service
and Miles Per Hour

SPECIAL INSTRUCTIONS

STANDARD TIME

1. Clocks showing Standard Time are located as follows:
Bluefield, Passenger Enginemen's Register Room, Call Office
and Dispatcher's Office

Auville, Yard Office and Enginemen's Register Room.	Norton Yard Office.
Williamson Yard Office and Passenger Station Register Room.	Richlands Yard Office.
	Weller Yard Office.
	Weller Shop Register Room.
	Wilcoe Yard Office.

REGISTERING

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

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

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

Trains originating or terminating at Iaeger, Wilcoe, Richlands or Weller will register reporting or relieving time as the case may be.

(c) Trains receiving proceed signal leaving Traffic Control or Interlocking territory, moving into Automatic Block territory, will proceed regardless of following overdue superior trains unless otherwise instructed. Dispatcher or Operator controlling the outer limits of such territory will not clear signal for inferior train to proceed ahead of superior train unless the inferior train will not delay the following superior train. This will in no way relieve train and enginemen from protecting their train in accordance with Rule 99.

Train Order Signal at Iaeger displaying proceed will indicate to trains entering double track territory that overdue superior trains have passed. Operator will hold such trains until overdue superior trains have passed, unless they hold train orders giving such trains right to proceed. Where there are Train Orders for delivery and such trains can proceed, Operator will issue clearance card and overdue message (in lieu of proceed signal) to train, over signature of the Superintendent, retaining a copy for file.

(d) On Tug Fork Branch west of Gary, Buchanan Branch east of Weller Yard to Dismal register, and on Levisa Branch, all train movements must be made under flag protection, except when otherwise directed by the Yardmaster, or when crews make arrangements between themselves. In either case the instructions or arrangements must be in writing and the Conductor and Engineman each given copy. When such instructions are given or arrangements made by use of the telephone, they must be written out and repeated from written copy, and every precaution taken to guard against errors or misunderstanding.

(e) The movement of extra trains on Pocahontas Branch west of Pocahontas, Simmons Creek, Angle, North Fork, Kings, Superior, Spice Creek, Twin Branch, Clear Fork, Jacobs Fork, Four Pole, War Eagle, Gilbert, Glen Alum, Freeburn, Lick Fork, Thacker, McCarr, Cedar, Alma, Sycamore, Pond Creek, Upper Elk Creek Spur, Dismal Creek, Bull Creek, Long Branch Spur, Buchanan Branch east of Dismal register and Dumps Creek west of Hurricane Jet. Branches must be handled as follows:

Extra trains using these branches will be governed by registers located at junctions. The first extra train on the branch has right thereto without protecting. Other extra trains must protect against trains registered on branch, except where arrangements are made by Conductors as stipulated in the second and third sentences, paragraph (d) of this rule.

(f) Trains other than the regular shifter must protect themselves in using Caretta, Crane Creek, Flipping Creek, Mate Creek, Big Creek, Town Hill, Coal Creek, Toms Creek, Hurricane, Modoc, Big Branch, Feds Creek Spur, Left Fork of Widemouth and Right Fork of Widemouth.

LOCATION OF BULLETIN BOARDS

3. Bluefield: Passenger Station, Call Office, Roundhouse.

Auville, Yard Office and Enginemen's Register Room.	Richlands.
West Williamson Yard Office.	Norton Yard and Enginemen's Register Room.
Williamson Passenger Station.	Weller Yard Office.
Wilcoe Yard Office.	Weller Shop Office.

LOCATION AND CONDITIONS

	Passenger Trains	Freight or Mixed Trains
4.		
(a)		
Grant Street Bridge to Allen Street Bridge...	15	15
Between Allen Street Bridge and Vivian....	40	40
Except on Eastward main track		
Elkhorn Tunnel to North Fork.....	35	30
Between Vivian and Davy.....	45	40
Between Davy and Williamson.....	50	45
(b)		
Between Bluefield, Va., and W.E. Tip Top..	40	35
Between W.E. Tip Top and Pounding Mill..	35	30
Between Pounding Mill and Mile Post N-403.	30	25
Between Mile Post N-403 and Mile Post N-405.....	20	20
Between Mile Post N-405 and Mile Post N-410.....	35	30
Between Mile Post N-410 and Mile Post N-416.....	25	20
Between Mile Post N-416 and Mile Post N-425.....	35	30
Between Mile Post N-425 and Carbo Junction.	45	40
Between Carbo Junction and St. Paul.....	35	30
Between St. Paul and Mile Post N-453.....	30	25
Between Mile Post N-453 and W.E. Tacoma.	40	35
Between W.E. Tacoma and Norton.....	25	20
(c)		
Tug Fork Branch including South Fork and Sand Lick Branch.....	20	20
(d)		
Pocahontas, Bluestone, Crane Creek, North Fork, Pond Creek, Big Creek, Toms Creek, Dumps Creek, Spice Creek, Clear Fork and Hurricane Branches.....	18	18
(e)		
Dry Fork Branch		
Between Iaeger and Canebrake.....	20	20
Between Canebrake and Cedar Bluff.....	30	30
Jacobs Fork Branch.....	20	20
(f)		
Upper Elk Creek Spur.....	..	20
Gilbert Branch.....	20	20
South Fork Spur.....	..	20
Buchanan Branch.....	20	20
(g)		
Angle, Goodwill, Flipping, Dans, Kings, Su- perior, Twin Branch, Four Pole, War Eagle, Glen Alum, Freeburn, Lick Fork, Thacker, McCarr, Mate Creek, Cedar, Alma, Sycamore, Williamson, Caretta, Coal Creek, Town Hill and Bull Creek Branches.....	12	12
(h)		
When handling wrecking cranes of two hun- dred (200) tons or more capacity through Little Bull Tunnel.....	..	15
(i)		
Passenger trains entering Bluefield and Wil- lamson passenger stations.....	15	..
(j)		
Clinch Valley movement over C.V. junction switch at Bluefield, Va.....	30	25
(k)		
Rules 105 and 105(b), Book of Rules, are modified at following locations:		
Crossovers:		
Falls Mills—Double.....	35	30
Bluestone—Double.....	25	20
Maybeury—Double.....	35	30
Eckman—Double.....	25	20
Big Four—Double.....	25	20
Welch—Facing point.....	35	30
Davy—Double.....	25	20

Roderfield—Double.....	25	20
Matewan—Facing point.....	25	20
Passing sidings; entering, leaving and through:		
Powhatan.....	25	20
Farm.....	25	15
Wiltmore.....	25	20
Hull.....	25	15
Aluwick.....	25	20
White.....	25	20

(l) Trains handling loaded hopper cars are restricted to 15 miles per hour on Pocahontas, Crane Creek, North Fork, Tug Fork, Spice Creek, Jacobs Fork, Buchanan, Pond Creek, Gilbert, Big Creek and Toms Creek Branches including all branches from these branches.

(m) Trains and engines reduce speed to 15 miles per hour while passing over Bridge 2288 east of Field, Dry Fork Branch.

(n) Speed Limit Signals at approach to curves.

Freight trains may use 5 miles per hour less than passenger train speed on the disc provided the time table maximum speed for freight trains is not exceeded. Passenger train speed is the top figure on a two figure disc or the single figure on a single figured disc. Rule No. 16(a), Book of Rules, is modified accordingly.

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

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

All trains and engines using this tunnel stop and inspect for fallen rocks before proceeding.

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

(r) Speedometers on engines must be checked by enginemen between test mile signs, which have been placed in the following locations:

On westbound track at Roderfield, beginning of test mile, Mile Post 411 plus 4,091.4 feet; end of test mile, Mile Post 413 plus 1,981.4 feet.

On eastbound track at White, beginning test mile at Mile Post 458 plus 1,360 feet, end of test mile at Mile Post 457 plus 1,568 feet.

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

On Clinch Valley District, east of St. Clair between Mile Post 368 plus 1500 feet and Mile Post 369 plus 1487 feet: west of Finney between Mile Post 426 plus 2640 feet and Mile Post 427 plus 2643 feet: west of Coeburn, Mile Post 456 plus 3780 feet and Mile Post 457 plus 3708 feet.

5. STATIONS FOR WHICH NO TIME IS SHOWN

No. 25 stop at Cedar on signal.

No. 26 stop at Cedar on signal.

GENERAL

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

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

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

8. When mixed consists of freight and passenger units are used to handle passenger trains, the passenger unit should be coupled next to the train.

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

10. Instructions for operating dual control switch machines are posted inside the telephone box near each of these machines.

The machines must not be operated until the instructions are clearly understood.

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

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

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

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

14. White porcelain insulators have been installed on certain portions of the Railway's communication pole line to indicate the dispatcher's circuit. Portable telephone users, when hooking up telephones, will connect to this circuit.

Caution must be exercised to see that connections are made only to the Railway's communication pole line. At some locations power companies, where their lines cross our tracks or parallel our tracks either on or off the right of way, use white insulators.

15. The definition of "Engine," as shown on Page 10, Book of Rules, reading: "ENGINE—A unit propelled by any form of energy and used in train or yard service" is modified to read: "ENGINE—A unit propelled by any form of energy, or a combination of such units operated from a single control, used in train or yard service."

16. The second paragraph of Rule 102(b), Book of Rules, reading: "Trains having trouble will flag following superior trains around with least delay" is modified to read: "Trains having trouble will flag following trains around with least delay."

17. The second paragraph of Rule 346, Book of Rules, is modified to read as follows: "At points other than in yard limits, and between the outer switches of passing tracks crews must protect before entering main track, regardless of indication of switch indicator. Trains entering main track under above conditions will run at low (restricted) speed to next automatic block signal."

18. Rule 15(a), Book of Rules, is modified to read as follows: "In automatic block signal territory, fuses and torpedoes will be used by trainmen of trains carrying passengers as prescribed by Rule 99, and by trackmen and bridgemen when tracks or bridges are unsafe or obstructed, but will not be used by freight trainmen except in emergency and as prescribed by Rule 99 when entering the main track at hand-operated switches where indicator is in stop position, or in the absence of an indication."

19. Rule 445, Book of Rules, is modified to read: "When handling or switching passenger equipment or occupied camp cars, air hose must be coupled and air cut in, and extreme care used to avoid injury to those working in or around such equipment. Passenger trains should not be switched from both ends at the same time when practicable to avoid it, and when necessary to do so every precaution must be exercised to avoid accidents. When practicable, clerks working in parked RPO cars should be notified before the cars are coupled to or moved."

20. The headlight will be displayed to the front of every train in road service by day and night. The first sentence of Rule 17 and the first sentence of Rule 584, Book of Rules, are amended accordingly.

The headlight of all engines will be dimmed during day and night while standing in yards or terminals.

22. Trains or engines delayed for any reason when approaching a grade crossing protected by automatic gates or flashing light signals, or after having been stopped by signal indication displayed by the first automatic signal in advance of such protected crossings, must approach the crossing prepared to stop and must not move over the crossing unless the automatic protection is operating or the crossing is protected by a member of the train crew or by a flagman.

23. An employee ordered to go on duty before expiration of his legal off-duty period under the Hours-of-Service Act, must report the fact to the proper office before going on duty.

24. When speed of trains handled by diesel electric units remains below 12 miles per hour for passenger type units, or 10 miles per hour for freight type units for more than 10 minutes continuously with throttle in maximum position (No. 8), there is danger of damaging the traction motors. Under these conditions engine crew should stop and call the Dispatcher for instructions.

In consists where freight and passenger units are mixed, the most restrictive speed (12-MPH) shall apply. Reducing the throttle position from No. 8 position at low speed does not protect traction motors from heating in the overload time limit period.

25. The maximum speed of motor cars, burro cranes, clam shells, and other self-propelled track machines must not exceed twenty (20) miles per hour at any point, and must be reduced to six (6) miles per hour over switches and frogs, and while passing trains on the opposite track, through station grounds, or where pedestrians are likely to be struck. The speed of motor cars, burro cranes, clam shells, and other self-propelled track machines when approaching all grade crossings must be reduced so that positive stop can be made before entering crossing if occasion demands, and they must not move over a crossing at a speed in excess of six (6) miles per hour. Warning must be sounded continuously through stations, tunnels and while passing trains or cars running or standing on adjacent track and while approaching or passing over all grade crossings.

26. The last sentence of the first paragraph of Rule 211, Book of Rules, is modified to read:

"But when delivery to enginemen will take the operator from the immediate vicinity of his office, the engineman's copy will be delivered by conductor or trainman."

27. The maximum tractive effort of an engine consisting of five 1800 HP diesel units, or equivalent, is close to the designed strength of a car coupler and for this reason tonnage of any one train must not exceed the slow freight rating for five units. However, for the purpose of balancing power, a maximum of six units may be used in an engine consist with multiple unit control, provided care is exercised to see that the maximum tractive effort used does not exceed that of five units.

Because of the large amount of braking effort available on an engine consisting of six units, the dynamic braking of six units must be handled carefully to prevent damage to train.

28. Rule 99, Book of Rules, is supplemented by a note following the rule reading as follows:

"When trains are operating under automatic block signal system rules, protection against following trains on the same track will have been complied with when full protection is afforded against trains moving at Low (Restricted) Speed."

30. The first sentence of the first paragraph of Rule 314, Book of Rules, is modified to read:

"When a block signal is changed from Stop to Proceed when a train approaches, it will indicate that the block is clear to the first switch at the next open block station ahead."

The third paragraph of Rule 314, Book of Rules, is modified to read:

"Rule 99 (b) must be observed at all stations, yards and passing sidings regardless of block signal indications, except at closed stations and intermediate passing sidings between open block stations when proceeding on clear block indication."

31. Rule 15, Book of Rules, is modified to read:

"In automatic or manual block signal territory the explosion of two torpedoes is a signal for enginemen and trainmen to look out for flagman or other signal. In other than automatic or manual block signal territory, the explosion of two torpedoes is a signal to proceed at low (restricted) speed. The explosion of one torpedo will indicate the same as two, but the use of two is required.

Torpedoes must not be placed at stations or on public crossings.

Enginemen must acknowledge the explosion of torpedoes by their train or engine by sounding engine whistle signal prescribed by Rule 14(1), Book of Rules."

32. In traffic control territory where authorized speed is in excess of 20 miles per hour, trains or engines must not clear the main track by entering an auxiliary track through a hand-operated switch not equipped with electric lock. Maintenance of Way employees and others concerned must not operate such switches without first securing permission from the traffic control operator.

LOCAL

100. TRAFFIC CONTROL IS IN SERVICE AS FOLLOWS:

- (a) Crossover just east of Bluefield Passenger station to west end of Hull.
- (b) Bluestone to Pocahontas.
- (c) Bluestone to Giatto Wye.
- (d) Dry Fork Junction to west end of Indian passing siding.
- (e) East end of Devon interlocking on Buchanan branch to east end of Home Creek.
- (f) West end of White to Matewan Crossover on westward track.
- (g) Between Weller Yard Office and west end of Thomas Wye.
- (h) Thomas Wye to Lynn Camp on the eastward track only.

(i) On Levisa branch between Thomas Wye and Stric.

(j) Clinch Valley Jct. at Bluefield, Va. to east end of Norton Yard, including Carbo to Hurricane Jet.

(k) Traffic Control is in service on the New River Division, Gilbert to Justice. The main line switch at the west (Pocahontas Division direction) end of Gilbert Yard is electric locked under control of the New River Division Dispatcher. There is a stop and stay signal (127R), 2,200 feet west (Pocahontas Division direction) of the electric locked switch which affords absolute protection against opposing movement. The electric lock switch cannot be unlocked when the block is occupied between the switch and the signal west (Pocahontas Division direction) of the switch thereby affording protection for standing equipment or preceding movement in the same direction.

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

101. AUTOMATIC BLOCK IS IN EFFECT AS FOLLOWS:

(a) Between Grant Street Bridge, Bluefield Yard, and east end of passenger station platform at Williamson.

(b) Between Tug Interlocking and eastward signal T-48 located about 1,250 feet east of MP T-5, on Tug Fork Branch.

(c) Between Devon and Weller Yard Office, on Buchanan Branch.

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

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

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

(g) Between Clinch Valley Jct. Bluefield, Va., and eastward signal 10-L located at east end of Norton Yard, on Clinch Valley District, including Carbo to Hurricane Jet.

102. Trains originating in TC territory, at points other than terminals, not directed by written instructions to represent a schedule, will operate as an extra by proper signal indication as prescribed by Rules 261, 263 and 264, Book of Rules.

103. Eastward trains get a clearance card before departing Williamson or Norton.

Westward trains get a clearance card before departing Bluefield.

104. Account close clearance, diesel engines must not be operated where they will come in contact with coal dock located below tipple on Russell Creek.

105. 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.

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

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

(b) Trains and engines approaching Mercer Street Bridge at Bluefield, W. Va., will receive a hand signal from the switchtender before proceeding. During the hours of darkness the switchtender will use a green lantern to give proceed signals.

108. Trains receiving written instructions over signature of the Terminal Trainmaster to use double track against the current of traffic, not in traffic control territory, within Bluefield yard limits may do so without their own flag protection. Yardmasters and others receiving such instructions by telephone must repeat them to the person issuing, and will then deliver one copy each to Conductor and Engineman, preserving a copy. In case of accident, party receiving instructions over telephone will be held responsible, unless he holds copy of written instructions.

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

110. Timber trestle on siding at Bluefield Hardware Co., on Bluefield Yard, is unsafe for service and must not be used.

111. Trains and engines receiving written instructions over

signature of the General Yardmaster to use double track against the current of traffic within Williamson Yard limits or westward trains and engines to use single track from east end Williamson Yard to Passenger Station against overdue superior trains may do so without their own flag protection. Yardmaster and others receiving such instructions verbally must repeat them to the person issuing, and will then deliver one copy to Conductor and Engineman, preserving a copy. In case of accident, party receiving instructions verbally will be held responsible, unless he holds copy of written instructions.

112. Train crews on Scioto Division westbound trains which are required to pull through the crossover between north yard lead and No. 1 station track in Williamson Yard are not required to align the switches of this crossover back to normal after the rear of their train clears these switches.

Rule 104, Book of Rules, is modified accordingly.

All crews approaching the above crossover will observe closely to see that switches are properly aligned for the movement they are to make.

113. "Inspect Train" indicators are located as follows:

Westward Trains

- Westward track MP 410 plus 364 ft.
- Eastward track MP 410 plus 364 ft.
- Westward track MP 451 plus 1,151 ft.

Eastward Trains

- Eastward track MP 403 plus 1092 ft.
- Westward track MP 403 plus 1092 ft.
- Eastward track MP 442 plus 3800 ft.

When these indicators display a red light, or in the absence of a light, trains will make a normal stop and communicate with the controlling point for instructions. A green light will indicate no stop is necessary.

114. Crews setting off at Hull must not block high-water crossing east of middle crossovers.

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

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

Iaeger between the hours of 9:00 P. M. and 7:00 A. M. on main line only except as may be necessary for transmission of signals and in case of emergency to prevent accidents.

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

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

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

119. (a) CRR trains will use N&W tracks between the yard board 1,000 feet west of St. Paul Station and the east end of Boody passing siding under the direction of the Operator at St. Paul and the Dispatcher in Bluefield. N&W Rules and Regulations for the Government of the Operating Department will apply to the CRR crews while on N&W tracks.

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

(c) N&W trains and engines may use CRR's main track between North switch to CRR's Boody passing siding and the south end of CRR'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 CRR train dispatcher. CRR rules and regulations for the government of the Operating Department will apply to N&W trains and engines while on CRR Tracks.

After obtaining permission from the operator at St. Paul or CRR train dispatcher and receiving the proper signal aspect to do so, N&W trains and engines may enter and use CRR 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 an N&W train or engine is authorized within the above mentioned limits the CRR train dispatcher will instruct a member of the N&W crew either as to the time and place to clear for other trains or the time to call on telephone for further instructions.

CRR 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 N&W 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 CRR Centralized Traffic Control territory and there is no yard limit protection in this area. When movement is authorized on the N&W main track, it will be under the above instructions and the N&W trains or engines moving on CRR tracks will be governed by CRR signal indications as follows:

Clear Aspect—(Proceed at maximum authorized speed.) Green or green over red.

Approach Aspect—(Proceed prepared to stop at next signal.) Yellow or yellow over red.

Restricting Aspect—(Proceed prepared to stop in one half range of vision.) Red over yellow.

Stop and Proceed Aspect—(Stop then proceed at restricted speed.) Red over a number plate on the signal staff or support.

Stop and Throw Switch Aspect—(Stop and throw switch.) Red over an illuminated red "S".

Stop and Stay Aspect—(Stop and stay until properly authorized to proceed.) Red or red over red with no number plate on the signal staff or support.

(d) Automatic crossing gates with flashing light signals located at Route 52 Crossing in Iaeger, W. Va. will be operated automatically at all times. Gates will operate to down position on approach of trains in either direction on the main line and will remain in down position until rear of train passes over crossings, except as per T. T. General Rule No. 22.

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

120. 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.

121. Enginemen of westward crews stopped at stop and stay 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.

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

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

124. Enginemen of eastward trains, when finding signal at east end of Pocahontas Yard in stop position, will bring their trains to a stop clear of road crossing.

125. Rule No. 438, Book of Rules, is supplemented as follows:

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

126. Rule No. 441, Book of Rules, will be complied with when train is stopped at points where engine is detached and when clearing on passing sidings.

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

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

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

129. Highway Crossings requiring flag protection at night when trains or engines are operated over such Crossings.

Branch Line	Mile Post Location	State Route Number
Simmons Branch.....	0 X 5235	Ft. US 52
Flipping Creek Br.....	7 X 3276	Ft. State Rt. 15
Flipping Creek Br.....	7 X 1932	Ft. Sec. 15/1
Crane Creek Br.....	10 X 3043	Ft. State Rt. 11
Crane Creek Br.....	12 X 129	Ft. State Rt. 11
Crane Creek Br.....	12 X 2386	Ft. State Rt. 11
West Fork Crane Creek.....	0 X 250	Ft. State Rt. 11

West Fork Crane Creek.....	0 X 3230	Ft. State Rt. 13
Outlet Track Sagamore—Opr.....	0 X 875	Ft. State Rt. 11
East Fork Crane Creek.....	12 X 3812	Ft. State Rt. 11
East Fork Crane Creek.....	12 X 8437	Ft. State Rt. 11
Left Fork Crane Creek.....	0 X 600	Ft. State Rt. 11
Right Fork Widemouth.....	17 X 1125	Ft. State Rt. 10
Elkhorn Branch Left Fork.....	0 X 3000	Ft. Sec. 52/14
Ashland Spur.....	0 X 386	Ft. Sec. 17
Dans Br.....	0 X 390	Ft. Sec. 52/9
East End Landgraft—Opr.....	389 X 900	Ft. US 52
West End Landgraft—Opr.....	389 X 3780	Ft. US 52
West End Landgraft—Opr.....	389 X 4172	Ft. US 52
King Br.....	0 X 1500	Ft. US 52
Adkins Spur.....	0 X 640	Ft. State Rt. 85
Sand Lick Br.....	7 X 3958	Ft. Sec. 13/2
Superior Br.....	2 X 2070	Ft. Sec. 4/1
Superior Br.....	2 X 4676	Ft. Sec. 4/1
Twin Br. Loop.....	0 X 3320	Ft. Sec. 7/5
Twin Br. Loop.....	0 X 3743	Ft. Sec. 7
Twin Br. Loop.....	0 X 6256	Ft. Sec. 7/7
Hensley Spur.....	0 X 575	Ft. Sec. 7
Spice Creek Br.....	0 X 518	Ft. Sec. 7
Spice Creek Br.....	0 X 2520	Ft. Sec. 7
Spice Creek Br.....	4 X 1028	Ft. US 52
Spice Creek Br.....	4 X 4110	Ft. US 52
Clear Fork Br.....	0 X 1225	Ft. US 52
Caretta Br.....	0 X 2013	Ft. State Rt. 16
Jacobs Fork Br.—R.....	6 X 1639	Ft. Sec. 11
Jacobs Fork Br.....	3 X 5272	Ft. State Rt. 16
Jacobs Fork Br.....	10 X 237.5	Ft. State Rt. 16
Four Pole Spur.....	1 X 4472	Ft. Sec. 13
Amanda Cline Spur.....	0 X 410	Ft. Sec. 13
Gilbert Br. Ben Creek Spur.....	2 X 4688	Ft. Sec. 10/1
Briar Mt. Br.....	0 X 920	Ft. Sec. 10/1
Briar Mt. Br.....	0 X 2900	Ft. Sec. 10/1
Briar Mt. Br.....	0 X 4240	Ft. Sec. 10/1
Briar Mt. Br.....	0 X 5015	Ft. Sec. 10/1
Briar Mt. Br.....	1 X 50	Ft. Sec. 10/1
Briar Mt. Br.....	1 X 3550	Ft. Sec. 10/1
Briar Mt. Br.....	1 X 960	Ft. Sec. 10/1
Briar Mt. Br.....	2 X 4355	Ft. Sec. 10/1

130. Trains and engines using road crossing on Big Creek and Front Street at Richlands will do so only under flag protection.

131. All air brake feed valves on engines used in road service on all districts should be adjusted to 75 lbs., except that 80 lbs. setting should be used on engines handling eastward tonnage trains out of Bluefield Yard.

132. Blocking of Independent Brake Valve Handle or Bail in Depressed Position is strictly forbidden.

133. Flag protection must be provided for eastward movement on Ben passing siding.

134. Rule 21, Book of Rules, is modified as follows: The use of white classification signals will not be required on branch lines, all freight trains will be considered as extra trains.

135. Pile Drivers and Jordan Spreader outfits must be moved into Bluefield Yard on rear of trains, as they will not clear the retarders on the yard.

136. Green lantern signals will be used during the hours of darkness by switch tenders at Sycamore to control movement of trains entering or leaving Williamson Yard.

137. Passenger trains may stand in Bluefield or Williamson passenger stations without flag protection.

138. Beech Fork Spur located at Mile Post I-31.8 on Dry Fork Branch is out of service from outlet switch of Pocahontas Fuel Operation No. 31 to end of track on Beech Fork Spur.

Engines or cars must not use the tracks on Beech Fork Spur beyond the outlet switch at the Pocahontas Fuel Operation No. 31.

YARD LIMITS

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

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

(c) On north side of main track east of C. V. Jct., protects westward trains on westward track to C. V. Jct.

(d) On south side of main track west of C. V. Jct. protects eastward trains on eastward track to C. V. Jct.

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

(f) On south side of main track west of Flat Top Yard, protects eastward trains on the eastward track to east end of Flat Top Yard.

(g) On south side of main track at Eckman protects eastward trains on eastward track to Keystone.

(h) On north side of westward track at west switch Powhatan, protects westward trains on westward track to crossover west end Eckman.

(i) On south side of the eastward track at Mile Post 387 plus 521', protects westward trains on eastward track to crossover west end Eckman.

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

(k) On north side of westward track east of Welch, protects westward trains to east end of Welch Tunnel.

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

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

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

(o) On south side of main track west of Thomas, protects eastward trains to the east switch of Weller Yard.

(p) On north side of main track middle crossover South Hurley, protects westward trains to west switch at Luke.

(q) On north side of main track east of Weller Yard, protects westward trains to yard office at west end of Weller Yard.

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

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

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

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

(v) On north side of westbound main track east end of Williamson Yard, protects westward trains to yard limit sign west end of Williamson Yard.

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

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

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

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

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

(a-2) On north side of main track east of Gary, and on south side of main track on Tug and Sand Lick branches west of Gary, protects trains to Gary.

(a-3) On Clear Fork Branch west of storage track, protects eastward trains to Junction.

(a-4) On Bluestone Branch two thousand (2,000) feet east and west of Cliff Yard, protects trains between these points.

(a-5) On south side of main track west of Alley, protects trains moving in either direction to Richlands station.

(a-6) On South Side of Main Track one thousand (1,000) feet West of St. Paul Station, protects eastward trains to East Switch at Boody Passing Siding.

(a-7) On North Side of Main Track at West Switch at Boody Passing Siding protects Westward Trains to one thousand (1,000) feet west of St. Paul Station.

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

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

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

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

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

(b-4) Stop signs have been erected on War Eagle Branch. Eastward trains will come to full stop at this sign.

140. Trains or engines will not clear Main Track at the sidings named below. Hand operated switches and derails will not be returned to normal position unless part of the train is occupying Main Track.

Name of Siding	Location
Stewart Fuel & Supply Co., Bluefield, Va...	MP 365 plus 4,115 feet
Tazewell Farm Bureau, Bluefield, Va.....	MP 365 plus 4,308 feet
Hockman Spur.....	MP 367 plus 500 feet
St. Clair Oil Siding.....	MP 369 plus 1,600 feet
Five Oaks Spur.....	MP 381 plus 4,600 feet
Gabe Spur.....	MP 386 plus 380 feet
Maxwell Spur.....	MP 391 plus 1,250 feet
Coal Mountain Spur.....	MP 405 plus 5,170 feet
Doran Team Track.....	MP 406 plus 550 feet
Gardner Spur.....	MP 417 plus 700 feet
Cleveland Spur.....	MP 431 plus 2,900 feet
Virginia City Station Track.....	MP 447 plus 3,650 feet
Coeburn Team Track.....	MP 455 plus 2,550 feet
Tacoma Station Track.....	MP 459 plus 2,100 feet
Falls Mills Station Siding.....	MP 369 plus 2,878 feet
Flat Top Camp Car Track.....	MP 370 plus 3,843 feet
Hartwell Spur.....	MP I-30 plus 1,900 feet
Amonate Station Siding.....	MP I-30 plus 1,200 feet
Bandy Station Siding.....	MP I-38 plus 4,900 feet

Refer to Rule 261, Book of Rules.

141. Telegraph Offices which are not open continuously will be open as follows; except Saturdays and Sundays, unless otherwise noted:

Tazewell, Va.....	8:00 A. M. to 5:00 P. M.
Pounding Mill, Va.....	8:00 A. M. to 5:00 P. M.
Richlands, Va.....	8:00 A. M. to 5:00 P. M.
Honaker, Va.....	8:00 A. M. to 5:00 P. M.
Cleveland, Va.....	8:00 A. M. to 5:00 P. M.
Coeburn, Va.....	8:30 A. M. to 5:30 P. M.
North Fork, W. Va..... (Daily)	7:00 A. M. to 4:00 P. M.
Welch, W. Va..... (Daily)	6:40 A. M. to 3:40 P. M.
Iaeger, W. Va., Passenger Station (Daily)	8:00 A. M. to 5:00 P. M.
War, W. Va.....	8:00 A. M. to 5:00 P. M.
Matewan, W. Va.....	8:00 A. M. to 5:00 P. M.
Williamson, W. Va., Freight Station...	8:00 A. M. to 5:00 P. M.
Grundy, Va.....	8:00 A. M. to 5:00 P. M.

142. LOCATION OF SPRING SWITCHES

Lindsey: Eastward Track—East end of Passing Siding
 Lindsey: Westward Track—West end of Passing Siding
 Vulcan: Eastward Track—Eastward pull-out switch
 Vulcan: Westward Track—Westward pull-out switch
 Williamson: Eastward Track—Pull-out switch, Williamson Yard
 Home Creek: Buchanan Branch—West end of double track
 Burke: Buchanan Branch—West end of Passing Siding
 West end Furnace Passing Siding
 East end Sam Passing Siding
 West end Burks Garden Passing Siding.
 West end Gillespie Passing Siding.
 East end Daw Passing Siding.
 West end Finney Passing Siding.
 West end Tacoma Passing Siding.
 East end Bandy Passing Siding.
 West end Bandy Passing Siding.
 East end Hix Passing Siding.

143. LOCATION OF OUTSIDE TELEPHONES

Bluefield to Williamson

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

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

Other outside telephones are located as follows:

Bluefield: West end Grant Street Yard (D&M)

Flat Top: E.B. Storage Track (D&M)

Signal 48-L (D&M)

Nemours: (M)

Elkhorn Tunnel: Middle (D&M)

Maybeury: (D)

Angle Junction: (D&M)

Powhatan: Millers Road Crossing (D&M)

North Fork Junction (D&M)

Keystone: Delivery Track (D&M)

Vivian: Station grounds (D&M)

Vivian: East end Kimball Yard (D&M)

Kimball: (D&M)

Kings Branch: Junction (D&M)

Big Four: Slide Fence (D&M)

Cirrus: Siding (D&M)

Huger: Motor Car Set Off (D&M)

Huger: Middle Track (D&M)

Huger: Middle Track (D&M)

Superior: Delivery Track (D&M)

Maitland: Signal 3969 (D&M)

Maitland: (D&M)

Maitland: Signal 3976 (D)

Welch: Station Siding (D&M)

Welch: West end of tunnel (D&M)

Hemphill: Between Tunnels (D&M)

Farm: West end Bridge 895 (D&M)

Farm: East end Bridge 896 (D&M)

Farm: Inspector's Shanty (D&M)

Farm: No. 11 Outlet switch (D&M)

Mohegan Spur: (D&M)

Pando Tunnel East end (D&M)

Davy: Motor Car Set Off (D&M)

Davy: East end Bridge 900 (D&M)

Davy: Station ground (D&P)

Davy: West grade crossing (D&P)

Davy: Storage Track (D&P)

Twin Branch: Storage (P&M)

Marytown: Set-Off (P&M)

Claren: East end (P&M)

Claren: West end (P&M)

Claren: Storage (P&M)

Big Sandy: Set Off (P&M)

Roderfield: Set-Off (P&M)

Roderfield: Between tunnels (P&M)

Roderfield: West No. 3 tunnel (P)

Clear Fork Branch: Road Crossing (M)

Wilmore: Register Box (P&M)

Wilmore: Clear Fork Jct. (M)

Clear Fork: Switch (P&M)

Wilmore: Old Water Tank (P&M)

MP 418 x 1000 ft. (P&M)

Poca Red Bird: Delivery (P&M)

Poca Red Bird: Outlet (P&M)

MP 420: Cut section (P&M)

Poca Red Ash: Delivery (P&M)

Poca Red Ash: Outlet (P&M)

Iaeger Poca: Delivery (P&M)

Iaeger Poca: Outlet (P&M)

First air gap switch (D&M)

Iaeger: east road crossing (P&M)

Indian Poca: Outlet (P&M)

Signal 4240 (P&M)

War Creek: Outlet (P&M)

MP 426 x 50 ft. (P)

MP 427 x 800 ft. (P&M)

MP 428 x 600 ft. (P&M)

MP 428 x 1800 ft. (P&M)

MP 428 x 3500 ft. (D&P)

Signal 4295 (P&M)

MP 430 x 600 ft. (P&M)

MP 430 x 5000 ft. (P)

MP 431 x 2000 ft. (P)

MP 432 x 600 ft. (P&M)

MP 433 x 1000 ft. (P&M)

MP 433 x 3500 ft. (P&M)

War Eagle: Motor Car Set-Off (P&M)

MP 436 x 600 ft. (P&M)

Signal 4368 (P&M)

MP 437 x 2500 ft. (P&M)

Wharnccliffe: Station grounds (D&M)

MP 438 x 400 ft. (D&M)
Ben: west end (P&M)
Glen Alum: (P&M)
Glen Alum: Station ground (P&M)
Lindsey: Station ground (P&M)
Lindsey: MP-433 plus 195 feet (P&M)
MP-444 plus 3500 feet (P&M)
Devon: Inside substation (P&M)
Devon: Outside section toolhouse (P&M)
Cedar: Just east of MP-499 (P)
Cedar: Shelter Shed (P&M)
Vulcan: Just east MP-451 (D&M)
Delorme: Just west of road crossing (P&M)
Thacker: Shelter shed (P&M)
White: Middle of Siding (P&M)
Matewan: Storage Track (P&M)
Matewan: Station platform (P&M)
Hatfield Tunnel: Watchman's Shanty (P&M)
Merrimac: Hot box detector case (P&M)
Merrimac: (P&M)
Rawl: Crystal Block Outlet (P&M)
Williamson: Sycamore Jet (Yard) (D&P)
Williamson: West of shelter shed (P&M)

POCAHONTAS BRANCH

Pocahontas: Station platform (D)

BLUESTONE BRANCH

Bramwell: Road Crossing (D&M)
Simmons: East and west end of siding (D)
Flipping Junction: Register Box (M)
Montealm: Station (D&M)
Rock: (M)
Mile Post 13: Motor Car Set-off (D&M)
Matoaka: East and west end of yard (M)
Matoaka Station: (M)
Giatto: Register box (M)

TUG FORK BRANCH

Havaco: Outlet switch (D&M)
Wilcoe: East of Yard (D&M)
Wilcoe: East of Yard (D&M)
Wilcoe Yard: East end (L)
Wilcoe Yard No. 7 Switch (L)
Wilcoe Yard: West end (L)
U. S. Cleaning Plant: Outlet (L)
U. S. Cleaning Plant: Outlet (L)
U. S. Cleaning Plant: Outlet (L)
Alpheus: Barney house (L)
Alpheus: Delivery track shanty (L)
Gary: US No. 3 Outlet (L)
Gary Station: Register Box (L)
Venus: (L)
Thorpe Siding: East end (L)
Thorpe Siding: West end (L)
Nassau Coal Co.: Outlet (L)
South Fork Jet.: Register (L)
Moses: Run-around (L)
Pageton: Outlet (L)
Pageton: Delivery (L)
Anawalt: Station ground (L)
O'Toole: (L)
O'Toole: (L)
Jenkinjones: Station (L)
Jenkinjones: Tipple (L)
Gary: West of road crossing (L)

SANDLICK BRANCH

Gary: Plant Delivery (L)
Ream: US No. 6 Outlet (L)
Ream: US No. 7 Loop (L)
Filbert: US No. 9 Outlet (L)

DRY FORK BRANCH

Iaeger Wye: West leg (P&M)
Shop track: West end (D&M)
No. 1 track: East end (D&M)
Dry Fork Poca: Outlet (D&M)
Dry Fork Poca: Delivery (D&M)
No. 9 yard track: East end (D&M)
Ritter: Operation (D&M)
Garland: Operation (D&M)
Island Creek No. 6: Outlet (D&M)
Island Creek No. 6 Delivery (D&M)
Lex: Delivery (D&M)
Bradshaw: Station siding (D&M)
Island Creek No. 4: Outlet (D&M)
Island Creek No. 4: Delivery (D&M)
Island Creek No. 3: Outlet (D&M)
Island Creek No. 1: Outlet (D&M)
Island Creek No. 1: East end run-around (D&M)
Island Creek No. 1: Delivery (D&M)
Mill Creek: Middle (D&M)
Mill Creek: East end (D&M)
English: (D&M)
Flat Top: Switch (D&M)
Lomax: Crossover (D&M)
Lomax Storage: West end (D&M)
Caretta Branch: Signal I 207 (D&M)
Excelsior: West end (D&M)
Warrior Branch: Junction (D&M)
Excelsior: East end (D&M)
War: Station (D&M)
War: Signal Maintainer's tool house (D&M)
Johns Branch: Switch (D&M)
Jacobs Fork: Outlet (M)
Bishop: Outlet (M)
Dawson: West end (D&M)
Dawson: East end (D&M)
Berwind: Station (D&M)
Berwind: Outlet (D&M)
Berwind: Delivery (D&M)
Hartwell: (D&M)
No. 10 Storage: West end (D&M)
No. 10 Storage: East end (D&M)
Beech Fork Branch: Signal 323 (D&M)
Amonate: Station siding (D&M)
Summit Siding: West end (D&M)
Summit Siding: East end (D&M)
MP 41 x 3000 ft.: (D&M)
Signal 428: (D&M)
Indian Yard: West end (D&M)
Indian Yard: East end (D&M)

GILBERT BRANCH

Staggerweed Tunnel: East and west end (M)
Mile Post 8 plus 3,000 ft. Section tool house (M)
Gilbert: West end of yard (M)

BUCHANAN BRANCH

Bill: Section Tool House (P)
Luke: West and east end and middle crossover of storage track (D&P)
Burke: Upper Elk Junction (D&P)
Kelsa: No. 1 Delivery track (P)
Hurley: Section Tool House (D&P)
Hurley: Middle crossover (D&P)
Hurley: Hurley Coal Company delivery track (P)
Kopp: Southwestern Virginia Junction (D&P)
Raitt: Middle crossover (D&P)
Home Creek: West and east end of storage track (D&P)
Home Creek: Section tool house (D&P)
Wise: Wise Coal Company outlet (D&P)
Lynn Camp: At crossover (D&P)
Weller Yard: Section tool house (M)
Weller Yard: East end (M)
Weller Yard: West and east of bridge 2514 (M)

Bull Creek: Junction (M)
 Grundy: Station platform (M)
 Tookland: (M)
 Dismal Yard: West and east end of Storage track (M)
 Red Jacket: Outlet (M)
 Keen Mountain: (M)
 Hanger: Section tool house (M)
 Roth: Section tool house (M)
 Long Branch: Junction (M)
 Roth: Middle crossover (M)
 Whitewood: Middle crossover (M)
 Jewell Valley: Coal outlet (M)
 Stric: (M)
 Big Rock: 022L Signal (P)
 Conoway: (M)
 Feds Creek: (M)
 Big Creek: (M)
 Biggs: Outlet (M)
 Biggs: Feds Creek Coal Company tipple (M)

Maxwell: Highway Crossing (D&M)
 Bridge 1337: East End (D&M)
 Bridge 1337: West End (D&M)
 Pounding Mill Tunnel No. 2: East End (D&M)
 Richlands: Outside Station (D&M)
 Doran: Whitewood Spur (D&M)
 Bridge 1362: (D&M)
 Hurts Bluff: (D&M)
 MP 417: (D&M)
 Artrip: Road Crossing (D&M)
 Carbo: Storage Siding East End (D&M)
 Carbo: Road Crossing C. O. plus 1670 feet (D&M)
 Bridge 1383: East End (D&M)
 Carbo Storage: West End (D&M)
 Moss No. 3 Cleaning Plant: Outlet Switch (D&M)
 Lonesome: Storage Track East End (D&M)
 Wilder Junction: (D&M)
 Moss No. 2 Operation: Outlet Switch (D)
 Moss No. 2 Operation: Delivery Switch (D)
 Sandy Ridge Tunnel: East End (D)
 Sandy Ridge Tunnel: West End (D)
 Tiller Fork: Junction (D)
 Duty: Moss No. 3-AB Pull out track (D)
 Duty: Moss No. 3-AB Outlet Switch (D)
 Duty: Moss No. 3-CD Outlet Switch (D)
 Castlewood: West End Station Siding (D&M)
 Boody Yard: West End (D&M)
 Boody Yard: East End (D&M)
 Virginia City: (D&M)
 Big Bull Tunnel: East End (D&M)
 Dwina: (D&M)
 Pine: West End Bridge 1398 (D&M)
 Banner: East End Little Tom Tunnel (D&M)
 Coeburn: Station Platform (D&M)
 Long Siding: Toms Creek Branch (D)
 Mile Post 462: On pole (D&M)
 Ramsey: (D&M)
 Norton: Interchange Crossover (Yard Line) (D&M)

MATE CREEK BRANCH

MP-1: At Signal M-5 (P)

POND CREEK BRANCH

Pond Creek Yard: East and west end (Dial)
 Toler: West of road crossing (Dial)
 Sharondale: East end of siding (Dial)
 Pinson Wye: MP-9 (Dial)

CLINCH VALLEY DISTRICT

Hockman: Road Crossing (D&M)
 St. Clair: Road Crossing (D&M)
 Reep: (D&M)
 Tip Top: West End Siding (D)
 Mile Post 381: (D&M)
 Gabe Siding: (D&M)

NOTE: "D" indicates Dispatcher; "M" indicates Message; "P" indicates Plant; and "L" indicates Leckie Line

Tonnage Ratings and Weather Reductions for Engines

Diesel-Electric—1600-2500 HP—Per Unit

DISTRICT	Class of Service	Rating A	Rating B	Rating C	Rating D	Rating F	Rating G
		Normal	31° to 24° 5% red.	23° to 18° 10% red.	15° to 8° 15% red.	7° to Zero 20% red.	Zero to 8° Below 25% red.
Bluefield or Flat Top to May-beury	Slow	2500	2375	2250	2125	2000	1875
	Time	2300	2185	2070	1955	1840	1725

Normal tonnage rating (Diesel) for No. 77, Bluefield to Williamson, is 1,500 tons per unit.

Maybeury or Wilcoe to Williamson	Slow	5000	4750	4500	4250	4000	3750
	Time	2300	2185	2070	1955	1840	1725

Wharncliffe to Staggerweed Tunnel	Slow Emty	1400	1330	1260	1190	1120	1050
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Gilbert to Staggerweed Tunnel	Slow	2250	2113	2025	1913	1800	1788
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DISTRICT	Class of Service	Rating A	Rating B	Rating C	Rating D	Rating F	Rating G	
		Normal	31° to 24° 5% red.	23° to 18° 10% red.	15° to 8° 15% red.	7° to Zero 20% red.	Zero to 8° Below 25% red.	
Williamson to Farm or Wilcoe	Slow	Lds.	2800	2660	2520	2380	2240	2100
		Mtys.	2000	1900	1800	1700	1600	1500
	Time	1500	1425	1350	1275	1200	1125	

Normal tonnage rating (Diesel) for No. 78 is 1,200 tons per unit.

Time freight trains with full tonnage will be assisted by pusher Hull or Wilmore to Bluefield.

Normal tonnage rating for Nos. 84, 86 and 94, when operated without pusher, Williamson to Bluefield, 1,150 tons per unit.

Normal tonnage rating for No. 78, when operated without pusher, Williamson to Bluefield, 1,000 tons per unit.

Farm to Bluefield	Slow	1400	1330	1260	1190	1120	1050
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Clift or Pocahontas to Flat Top	Slow	2800	2660	2520	2380	2240	2100
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Tonnage Ratings and Weather Reductions for Engines—Continued

Diesel-Electric—1600-2500 HP—Per Unit

DISTRICT	Class of Service	Rating A	Rating B	Rating C	Rating D	Rating F	Rating G
		31° to 24°	23° to 16°	15° to 8°	7° to Zero	Zero to 8° Below	
		Normal	5% red.	10% red.	15% red.	20% red.	25% red.
Norton or Toms Creek to Finney	Slow	1950	1855	1755	1660	1560	1465
Finney to Richlands	Slow	1200	1140	1080	1020	960	900
Richlands to Bluefield	Slow	1600	1520	1440	1360	1280	1200
Bluefield to St. Paul	Slow	1750	1665	1575	1490	1400	1315
St. Paul to Toms Creek or Norton	Slow	1050	1000	945	895	840	790
Berwind to Summit Tunnel	Slow	1400	1320	1260	1190	1120	1050

DISTRICT	Class of Service	Rating A	Rating B	Rating C	Rating D	Rating F	Rating G
		31° to 24°	23° to 16°	15° to 8°	7° to Zero	Zero to 8° Below	
		Normal	5% red.	10% red.	15% red.	20% red.	25% red.
Richlands to Summit Tunnel	Slow	3000	2850	2700	2550	2400	2250
Cedar Bluff to Summit Tunnel	Slow	3300	3135	2970	2805	2640	2475
Hurley to Raitt	Slow	1100	1045	990	935	880	825
Thomas to Raitt	Slow	1200	1140	1080	1020	960	900

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

When combinations of power are used add single ratings.

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

SURGICAL STAFF

Dr. W. R. Whitman, Jr., System Surgeon, Roanoke, Va.

POCAHONTAS DIVISION

Pocahontas District

- Dr. C. T. St. Clair, Jr., Ophthalmologist... Bluefield, W. Va.
- Dr. E. L. Gage, Neurosurgeon... Bluefield, W. Va.
- Dr. S. G. Davidson, Roentgenologist... Bluefield, W. Va.
- Dr. D. L. Hosmer, Asst. Surgeon... Bluefield, W. Va.
- Dr. Hampton St. Clair, Asst. Surgeon... Bluefield, W. Va.
- Dr. J. R. Shanklin, Asst. Surgeon... Bluefield, W. Va.
- Dr. H. F. Warden, Jr., Asst. Surgeon... Bluefield, W. Va.
- Dr. R. R. Raub, Orthopedist... Bluefield, W. Va.
- Dr. W. F. Hillier, Jr., Neurosurgeon... Bluefield, W. Va.
- Dr. C. R. Hughes, Surgeon... Bluefield, Va.
(P. O. Bluefield, W. Va.)
- Dr. H. H. Ballard, Surgeon... Pocahontas, Va.
- Dr. H. A. Porter, Surgeon... Boissevain, Va.
- Dr. B. S. Clements, Surgeon... Matoaka, W. Va.
- Dr. C. I. Butte, Jr., Assistant... Matoaka, W. Va.
- Dr. W. B. Young, Surgeon... North Fork, W. Va.
- Dr. J. A. Bennett, Surgeon... North Fork, W. Va.
- Dr. M. F. Torregrosa, Surgeon... Ashland, W. Va.
- Dr. H. P. Evans, Surgeon... Keystone, W. Va.
- Dr. R. H. Edwards, Assistant... Welch, W. Va.
- Dr. H. A. Bracey, Assistant... Welch, W. Va.
- Dr. J. E. Davis, Assistant... Welch, W. Va.
- Dr. J. Hunter Smith, Orthopedist... Welch, W. Va.
- Dr. A. J. Villani, Orthopedist... Welch, W. Va.
- Dr. H. T. Schiefelbein, Ophthalmologist... Welch, W. Va.
- Dr. N. F. Coulon, Surgeon... Gary, W. Va.
- Dr. J. H. Murry, Surgeon... Jenkinjones, W. Va.
- Dr. J. H. Anderson, Surgeon... Hemphill, W. Va.

- Dr. J. B. Bailey, Surgeon... Davy, W. Va.
- Dr. E. E. Hale, Dental Surgeon... Coalwood, W. Va.
- Dr. E. D. Gibson, Assistant... Iaeger, W. Va.
- Dr. A. B. Carr, Surgeon... War, W. Va.
- Dr. E. E. Lovas, Surgeon... Berwind, W. Va.
- Dr. U. O. Sanders, Surgeon... Hurley, Va.
- Dr. A. S. Richardson, Surgeon... Grundy, Va.
- Dr. J. S. Richardson, Surgeon... Grundy, Va.
- Dr. J. C. Moore, Surgeon... Grundy, Va.
(P. O. Keen Mountain, Va.)
- Dr. C. M. Bentley, Surgeon... Vulcan, W. Va.
(P. O. Freeburn, Ky.)
- Dr. J. C. Lawson, Surgeon... Red Jacket, W. Va.
- Dr. J. E. Johnson, Surgeon... Stone, Ky.
(P. O. Williamson, W. Va.)
- Dr. H. C. Hays, Ophthalmologist... Williamson, W. Va.
- Dr. F. J. Burian, Asst. Surgeon... Williamson, W. Va.
- Dr. Russel A. Salton, Asst. Surgeon... Williamson, W. Va.
- Dr. R. J. Tchou, Asst. Surgeon... Williamson, W. Va.

CLINCH VALLEY DISTRICT

- Dr. Mary E. Johnston, Assistant... Tazewell, Va.
- Dr. J. A. Robinson, Assistant... Richlands, Va.
- Dr. Wm. R. Strader, Assistant... Richlands, Va.
- Dr. J. M. Peery, Assistant... Richlands and Cedar Bluff, Va.
- Dr. Tillou Henderson, Orthopedist... Richlands, Va.
- Dr. W. C. Elliott, Surgeon... Lebanon, Va.
- Dr. S. C. Couch, Surgeon... Cleveland, Va.
- Dr. George E. Cain, Surgeon... Dante, Va.
- Dr. J. D. Culbertson, Surgeon... Coeburn, Va.
- Dr. H. W. Clement, Surgeon... Toms Creek, Va.
- Dr. Ronald Shelley, Surgeon... Norton, Va.
- Dr. H. H. Howze, Assistant... Norton, Va.
- Dr. C. H. Henderson, Ophthalmologist... Norton, Va.

FIRST AID TO INJURED

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

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

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

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

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

F. In case of broken bones, place the injured part in the most natural position or, if this cannot be done, then in the position most comfortable to the patient. Having done this, seek to steady the limb, either by splints of wood or by a pillow folded around the limb and tied in the desired position. In case of broken ribs, relief will be afforded by a wide bandage around the chest drawn as tightly as can be borne. When a broken bone is suspected, do not move the limb about to find out if this is so.

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

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

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

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

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

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

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

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

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

H. C. WYATT,
Senior Vice President,
ROANOKE, VA

W. T. ROSS,
General Superintendent Transportation,
ROANOKE, VA.

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

H. L. SCOTT,
Superintendent Transportation,
ROANOKE, VA

H. L. SCOTT, JR.,
Superintendent,
BLUEFIELD, W. VA.

SPEED TABLE

TIME Going 1 Mile		MILES Per Hour	TIME Going 1 Mile		MILES Per Hour	TIME Going 1 Mile		MILES Per Hour
Min.	Sec.		Min.	Sec.		Min.	Sec.	
5	00	12.00	1	26	41.86	58	62.07	
4	00	15.00	1	24	42.86	57	63.14	
3	00	20.00	1	22	43.90	56	64.29	
2	50	21.13	1	20	45.00	55	65.45	
2	40	22.50	1	18	46.15	54	66.66	
2	30	24.00	1	16	47.37	53	67.92	
2	24	25.00	1	15	48.00	52	69.23	
2	20	25.72	1	14	48.65	51	70.59	
2	15	26.67	1	13	49.31	50	72.00	
2	10	27.69	1	12	50.00	49	73.47	
2	05	28.80	1	11	50.70	48	75.00	
2	00	30.00	1	10	51.43	47	76.59	
1	55	31.30	1	09	52.17	46	78.26	
1	50	32.73	1	08	52.94	45	80.00	
1	45	34.29	1	07	53.73			
1	42	35.29	1	06	54.55			
1	40	36.00	1	05	55.38			
1	38	36.73	1	04	56.25			
1	36	37.50	1	03	57.14			
1	34	38.29	1	02	58.06			
1	32	39.13	1	01	59.02			
1	30	40.00	1	00	60.00			
1	28	40.91		59	61.02			

