Box 13

# NORFOLK AND WESTERN RAILWAY CO.

## POCAHONTAS REGION

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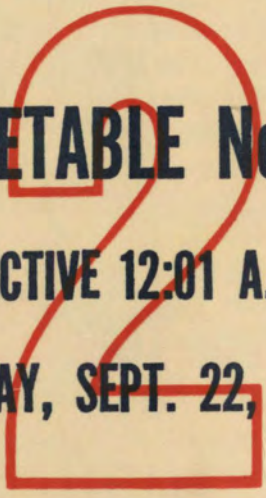
# NEW RIVER DIVISION



# TIMETABLE No. 2

## EFFECTIVE 12:01 A. M.

## SUNDAY, SEPT. 22, 1968

**Eastern Standard Time**


**For Information of Employees Only**

Printed in U.S.A. by The Stone Printing & Mfg. Co., Roanoke, Va.


**OUR BREAD AND BUTTER**
**COUPLE CARS CAREFULLY — QUICKLY — QUIETLY**
**PROMOTE PERFECT SHIPPING EVERY DAY**

# Kellysville to D. B. Tower—Westward

| Distance | | STATIONS | | Mile Post | T. O. Stations | Interlockings | Passing Sidings, Capacity in feet |
|---|---|---|---|---|---|---|---|
| | | **PRINCETON DIST.** | | | | | |
| .0 | | Kellysville | | V 327.8 | DN | TC | ..... |
| 7.4 | | Ingleside | | 335.2 | .... | .... | ..... |
| 12.4 | | Princeton | | 340.2 | DN | .... | 10800 |
| 17.2 | | Kegley | | 345.0 | .... | .... | ..... |
| 20.8 | | King | | 348.6 | .... | .... | ..... |
| 23.7 | A | Rock | | 351.5 | .... | .... | ..... |
| 28.4 | B | Matoaka | TC | 356.2 | .... | .... | ..... |
| 28.5 | S | MX | | 356.3 | .... | .... | ..... |
| 32.1 | | Clarks Gap | | 359.9 | .... | .... | ..... |
| 33 5 | | Algonquin | DT | 361.3 | .... | .... | ..... |
| 38.6 | | Covel | | 366.4 | .... | .... | ..... |
| 40.0 | | Herndon | | 367.8 | .... | .... | ..... |
| 44.2 | | Alpoca | | 372.0 | .... | .... | ..... |
| 46.7 | | Elmore | | 374.5 | DN | .... | ..... |
| | | **DEEPWATER DIST.** | | | | | |
| .0 | | Elmore | | 374.5 | DN | .... | ..... |
| 2.0 | | Gulf Junction | | 376.5 | .... | TC | ..... |
| 5.9 | | Virwest | | 380.4 | .... | .... | ..... |
| 7.2 | | Maben | | 381.7 | .... | .... | 6712 |
| 11.1 | | Hotchkiss | | 385.6 | .... | .... | ..... |
| 13.4 | | Slab Fork | | 387.9 | .... | .... | 5930 |
| 15.6 | | Jenny Gap | | 390.1 | .... | .... | ..... |
| 17.7 | | Lester | | 392.2 | .... | .... | ..... |
| 20.2 | | Surveyor | | 394.7 | .... | .... | 4147 |
| 26.1 | | Harper | | 400.6 | .... | .... | 6345 |
| 31.9 | A | Cirtsville | TC | 406.4 | .... | .... | ..... |
| 34.6 | B | Pax | | 409.1 | .... | .... | 5755 |
| 35.4 | S | Long Branch | | 409.9 | .... | .... | ..... |
| 37.1 | | Lively | | 411.6 | .... | .... | ..... |
| 42.3 | | Silver Gap | | 416.8 | .... | .... | ..... |
| 43.2 | | Oak Hill Jct. | | 417.7 | .... | .... | 3495 |
| 48.4 | | Ingram Branch | | 422.9 | .... | .... | ..... |
| 48.9 | | Hamilton | | 423.4 | .... | .... | ..... |
| 52.3 | | Page | | 426.8 | .... | .... | 4000 |
| 55.8 | | Beards Fork Jct. | | 430.3 | .... | .... | ..... |
| 56.3 | | Robson | | 430.8 | .... | .... | ..... |
| 59.6 | | Vaco Junction | | 434.1 | .... | .... | ..... |
| 60.1 | | Deepwater | | 434.6 | .... | .... | ..... |
| 60.5 | | D. B. Tower | | 435.0 | DN | X | ..... |

## Guyandot River Branch—Westward

| Distance | | STATIONS | | Mile Post | T. O. Stations | Interlockings | Passing Sidings, Capacity in feet |
|---|---|---|---|---|---|---|---|
| .0 | | Elmore | | V 374.5 | DN | TC | Yard |
| 4.0 | | Itmann | | 4.0 | .... | .... | 3877 |
| 6.7 | | Jazbo | | 6.7 | .... | .... | 5351 |
| 12.0 | | Pineville | | 12.0 | .... | .... | 6126 |
| 18.1 | | Mada | | 18.1 | .... | .... | 5764 |
| 24.0 | A B S | Aliff | TC | 24.0 | .... | .... | 5764 |
| 27.5 | | Shannon | | 27.5 | .... | .... | ..... |
| 30.6 | | Simon | | 30.6 | .... | .... | 6494 |
| 30.9 | | Simon Junction | | 30.9 | .... | .... | ..... |
| 36.5 | | Cub Creek | | 36.5 | .... | .... | 2368 |
| 39.5 | | Justice | | 39.5 | .... | .... | ..... |
| 41.4 | | Gilbert Yard | | 41.4 | .... | .... | Yard |
| 43.5 | | Gilbert | | 43.5 | .... | .... | ..... |

## Winding Gulf Branch—Westward

| Distance | | STATION | | Mile Post | T. O. Stations | Interlockings | Railroad Crossing | Passing Sidings, Capacity in feet |
|---|---|---|---|---|---|---|---|---|
| .0 | | Gulf Junction | | V 376.5 | .... | TC | ..... | ..... |
| 1.7 | A | Black Eagle | | 1.7 | .... | .... | ..... | ..... |
| 3.7 | B | Allen Junction | TC | 3.7 | .... | .... | ..... | ..... |
| 5.9 | S | Stephenson | | 5.9 | .... | .... | ..... | ..... |
| 7.6 | | Amigo | | 7.6 | .... | .... | ..... | 4831 |
| 10.6 | | Helen | | 10.6 | .... | X | C&O | ..... |
| 12.9 | | Tams | | 12.9 | .... | .... | ..... | 6345 |
| 13.0 | | Slab Fork No. 2 | | 13.0 | .... | .... | ..... | ..... |
| 14.7 | | Stotesbury | | 14.7 | .... | .... | ..... | ..... |
| 15.7 | | Woodbay | | 15.7 | .... | .... | ..... | 3919 |
| 18.4 | | Loop Junction | | 18.4 | .... | .... | ..... | ..... |
| 21.1 | | Sophia | | 21.1 | .... | .... | ..... | ..... |
| 22.6 | | Affinity | | 22.6 | .... | .... | ..... | ..... |
| 23.6 | | Pemberton | | 23.6 | .... | .... | C&O | Yard |
| 25.7 | | Sullivan | | 25.7 | .... | .... | ..... | ..... |
| 28.2 | | Bowyer | | 28.2 | .... | .... | ..... | 2155 |
| 30.6 | | Fireco | | 30.6 | .... | .... | ..... | ..... |
| 33.5 | | Willabet | | 33.5 | .... | .... | ..... | ..... |

# NEW RIVER DIVISION

## SPECIAL INSTRUCTIONS

### 1. Clocks Showing Standard Time—Bulletin Books

| Location | Office | Standard Clock | Bulletin Book |
|---|---|---|---|
| Shaffers Crossing | Enginemen's Reg. Room | | X |
| | "DO" Office | | X |
| Roanoke South Yd. | Yard Office | | X |
| Princeton | Telegraph Ofc. | | X |
| | Reg. Room M.P. Building | | X |
| | Dispr's Ofc. | X | |
| Elmore | Telegraph Ofc. | X | |
| | East Yd. Ofc. | | X |
| | West Yd. Ofc. | X | X |
| | Enginehouse | X | X |
| Page | Telegraph Ofc. | X | X |
| Oak Hill | Office | | X |
| Amigo | Office | | X |

X indicates location.

### 2. Registering of Trains

Extra trains using Glen Rogers, Beard's Fork, Morri, Cub Creek, Allen, and Stone Coal Branches, and Winding Gulf Branch west of Amigo, will be governed by registers listed below:

Glen Rogers Branch trains will register at Virwest—Telephone Booth.

Beard's Fork Branch trains will register at Beard's Fork Junction—Telephone Booth.

Morri Branch trains will register at Simon Junction—Telephone Booth.

Cub Creek Branch trains will register at Cub Creek Junction—Telephone Booth.

Allen Branch trains will register at Allen Junction—Telephone Booth.

Stone Coal Branch trains will register at Amigo Crossover—Telephone Booth.

Winding Gulf Branch trains west of Amigo will register at Amigo Crossover—Telephone Booth.

The first extra train registering on any one of the above referred to branches is authorized to occupy it without protecting against other trains.

When the train register indicates the branch is occupied by a train, another train must not occupy the branch 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 engineman a copy.

### 2(a). Operation on White Oak Branch

The Oak Hill Mine Run will operate over White Oak Branch between Carlisle and Lochgelly and between Oak Hill Junction and Oak Hill. Other trains will not use this track without first obtaining permission from Conductor in charge of the Oak Hill Mine Run.

### 2(b). Clearance Card

Eastward trains must get a clearance card before leaving D. B. Tower.

Westward trains must get a clearance card before leaving Kellysville.

### 3. RAILROAD CROSSINGS AT GRADE

**(a) HELEN—CHESAPEAKE & OHIO RAILWAY (Crossing of N&W Railway connection track to Helen mines over C.&O. main track):**

Permission to operate interlocking must be secured from C.&O. dispatcher. When permission is granted to operate interlocking and no trains are approaching on C.&O. main track, N&W crews will set semaphore signal at danger position, then remove derails on N&W track and proceed over crossing. Derails and signal must be restored to normal (Clear for C.&O.) when use of crossing is completed.

**(b) 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.

## SPEED RESTRICTIONS

| Location and Conditions | Miles Per Hour All Trains and Engines |
|---|---|
| **4. Princeton and Deepwater Districts:** | |
| (a) Between Kellysville and D. B. Tower | 35 |
| **Except:** | |
| Between Kellysville and M. P. 338.3 | 25 |
| Between M. P. 339.7 and M. P. 340.3 | 20 |
| Between M. P. 347.6 and M. P. 353 | 30 |
| Between M. P. 353 and M. P. 356.2 | 25 |
| Between M. P. 356.2 and M. P. 369, westward track | 25 |
| Between M. P. 369 and M. P. 370, westward track | 20 |
| Between M. P. 370 and M. P. 372, westward track | 25 |
| Between M. P. 372 and M. P. 374.5, westward track | 20 |
| Between M. P. 356.2 and M. P. 361.3, eastward track | 25 |
| Between M. P. 361.3 and M. P. 374.5, eastward track | 20 |
| Between M. P. 374.5 and M. P. 382.5 | 25 |
| Between M. P. 382.5 and M. P. 407 | 30 |
| Between M. P. 415 and M. P. 432 | 25 |
| Between M. P. 432 and M. P. 435 | 20 |
| **Branches:** | |
| (b) Guyandot River Branch | 30 |
| **Except:** | |
| Between M. P. 0.5 and M. P. 2.3 | 20 |
| Between M. P. 2.3 and M. P. 12.5 | 25 |
| Between M. P. 37.4 and M. P. 41.6 | 20 |
| (c) Morri Branch | 25 |
| (d) Cub Creek Branch | 25 |
| **Except:** | |
| Between M. P. 5.0 and end of line | 20 |
| (e) Winding Gulf Branch | 25 |
| **Except:** | |
| Between Gulf Junction and M. P. 9 | 20 |
| Between M. P. 23 and M. P. 32 | 15 |
| Between M. P. 32 and end of line | 10 |
| (f) Allen Branch | 15 |
| (g) Stone Coal Branch | 20 |
| (h) Glen Rogers Branch | 25 |
| **Except:** | |
| Between M. P. 0.0 and M. P. 4.5 | 20 |
| (i) White Oak Branch | 15 |
| (j) Beard's Fork Branch | 10 |
| (k) Vaco Branch | 10 |

(l) Trains handling loaded hopper cars on all of the above listed branches will not exceed 15 miles per hour except on Guyandot River Branch.

(m) Trains handling N&W wood chip hopper cars will reduce speed to 10 miles per hour while passing through tunnel M. P. 20.4 Winding Gulf Branch.

**(n) All trains will avoid prolonged operation in the speed range of 15 to 21 miles per hour. If speed cannot be maintained above 21 miles per hour it should be reduced to 15 miles per hour. This account certain types of cars rocking excessively between speeds of 16 and 20 miles per hour.**

### (o) SPEED LIMIT SIGNALS AT APPROACH TO CURVES

This signal is a yellow disc bearing one set of figures. The set of figures shown indicate the maximum speed for passenger trains on the curves governed.

Where the signal covers two or more successive curves close together, a plate painted yellow, bearing one heavy black figure is attached to the side of the post below the disc, to indicate the number of curves the signal covers.

In double track territory, where movement is authorized in either direction by signal indication, these signals will be placed on the left-hand side of such track for trains and engines running on the left-hand track.

Freight trains are restricted to a speed of 5 miles per hour less than the speed shown on the disc, provided the timetable maximum speed for freight trains is not exceeded.

### (p) CHECKING SPEED RECORDER

Enginemen will check the accuracy of speedometer or speed recorder on controlling unit of locomotives in their charge and record any inaccuracy on their work report noting the speed at which the check was made.

On Districts where test mile signs are erected for this purpose, they will be used for the measured mile. On other Districts, Mile Posts will be used for the check.

Each speed recorder should be sealed and enginemen when taking charge of locomotives will report to proper authority any unsealed recorder.

(q) Enginemen will reduce speed below the maximum limit at any point where, in their judgment, the maximum is too high, whether covered by speed restrictions or not, and will promptly report such conditions to Superintendent.

### 5. CLEARANCE RESTRICTIONS

Tri-level auto racks and Hy-Cube cars are restricted between Kellysville and Elmore and Elmore and Deepwater Bridge.

## GENERAL

6. Eastward or northward trains are superior to trains of the same class in the opposite direction.

7. Note Rule 97(b), Book of Rules. On two or more tracks, trains not scheduled by timetable or authorized by Traffic Control signal, will proceed extra with the current of traffic.

8(a). Unless otherwise provided, the movement of scale test cars is confined to local freight trains and shifters. They must be handled on the rear and at a speed not exceeding 30 miles per hour.

(b). Unless otherwise provided, freight trains handling clam shells, ditching machines, derrick cars, pile drivers and similar equipment moving on own wheels, are restricted to a speed of 45 miles per hour and when such equipment is handled in other than local, wreck or work trains, it must be placed at the rear with the boom end trailing.

These restrictions do not apply when such machines are loaded on a car with the boom or rotating mechanism properly secured.

(c). Unless otherwise instructed, camp cars, when handled in other than local or work trains, must be placed at the rear, and when occupied camp cars are handled in trains requiring a pusher, the pusher must be placed ahead of such cars.

(d). Open end flat cars loaded lengthwise with poles, pipe or similar material, or open top cars on which such lading extends above the ends

of the car, or loaded flat bed piggy-back trailers with open or rear end toward caboose or on which lading extends above the end of trailer, must not, except in emergency, be placed in a train next to an occupied caboose.

(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 the car sides:

Must NOT be moved in any manifest or time freight train.

Movement must be confined to locals, shifters, work or wreck trains, unless authorization for movement in other trains is secured from Manager Transportation for each individual car.

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

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

10. When handling, dead-in-tow, two or more diesel units equipped with swivel type couplers, a car with rigid shank couplers must be placed between each of the units having swivel type couplers.

Unless specific instructions are received from the Motive Power Department, units being handled dead-in-tow should, when practicable, be placed near the head end of the train.

11. When operating in multiple four or more diesel units equipped with swivel type couplers, caution must be exercised when applying engine or dynamic brake or in handling throttle in back-up movements, to prevent units from jack-knifing.

12. When speed of trains handled by diesel electric units remains below 12 miles per hour for passenger type units, 10 miles per hour for four-axle freight type units, or 9 miles per hour for six-axle 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 locomotive consists of more than one type of unit, the highest minimum speed of any operative unit will be controlling. Reducing the throttle position from No. 8 position at low speed does not protect the traction motors from heating in the overload time limit period.

13. The maximum tractive effort of a locomotive consisting of five four-axle units 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 four-axle units. However, for the purpose of balancing power, a maximum of six units may be used in a locomotive consist with multiple unit control, provided care is exercised to see that the maximum tractive effort used does not exceed that of five four-axle units.

Because of the large amount of braking effort available on a locomotive consist having more than 20 axles, the dynamic braking of such locomotives must be handled carefully to prevent damage to train.

14. All steam couplings on cars must be connected to each other whether steam is being used or not. If adjacent car is not equipped with steam coupler, then car with steam coupler must be given special attention to determine that the steam connector is secure and will not come down en route.

15. Train and engine service employes must provide themselves with copy of and be governed by Rules of Equipment Operation and Handling for the Government of Train and Engine Service Employes of the Operating Department, Form M. P. 100.

17. 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.

50. Rule 21, Book of Rules, is modified as follows: The use of white signals to denote freight extras is not required on the New River Division.

**51. General Timetable Rule No. 12 is modified by addition of the following:**

With proper use of the hump control feature on Fairbanks-Morse diesel units being operated at full throttle, trains being handled by these units may proceed at any speed under the maximum authorized, provided that traction motor current does not exceed the time limits as marked on the load ammeter.

52. Feed valves on engines used in road freight service on all districts should be adjusted to minimum of 75 pounds; except 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.

53. 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.

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

55. Rule 299, Book of Rules.

The following method will be used when determining the location in a train of a car or cars on which defects have been indicated.

The person scanning the tape will give the location 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.

The tape is to be used to determine the location. To guard against error, it should not be calculated from the reported number of cars in the train.

100. Signal Rules—New River Division—Rules in effect:

| Between | And | Track | ABS | TC |
|---|---|---|---|---|
| Kellysville | MX | Single | X | X |
| MX | Elmore | Both | X | X |
| Elmore | D. B. Tower | Single | X | X |
| Elmore | Gilbert Yard | Single | X | X |
| Elmore | Amigo | Single | X | X |

For movements on Glen Rogers, Beard's Fork, Morri, Cub Creek, Allen, Stone Coal, and White Oak Branches and Winding Gulf Branch west of Amigo, see Timetable Rule No. 2.

ABS—Automatic Block Signal System.

TC—Traffic Control.

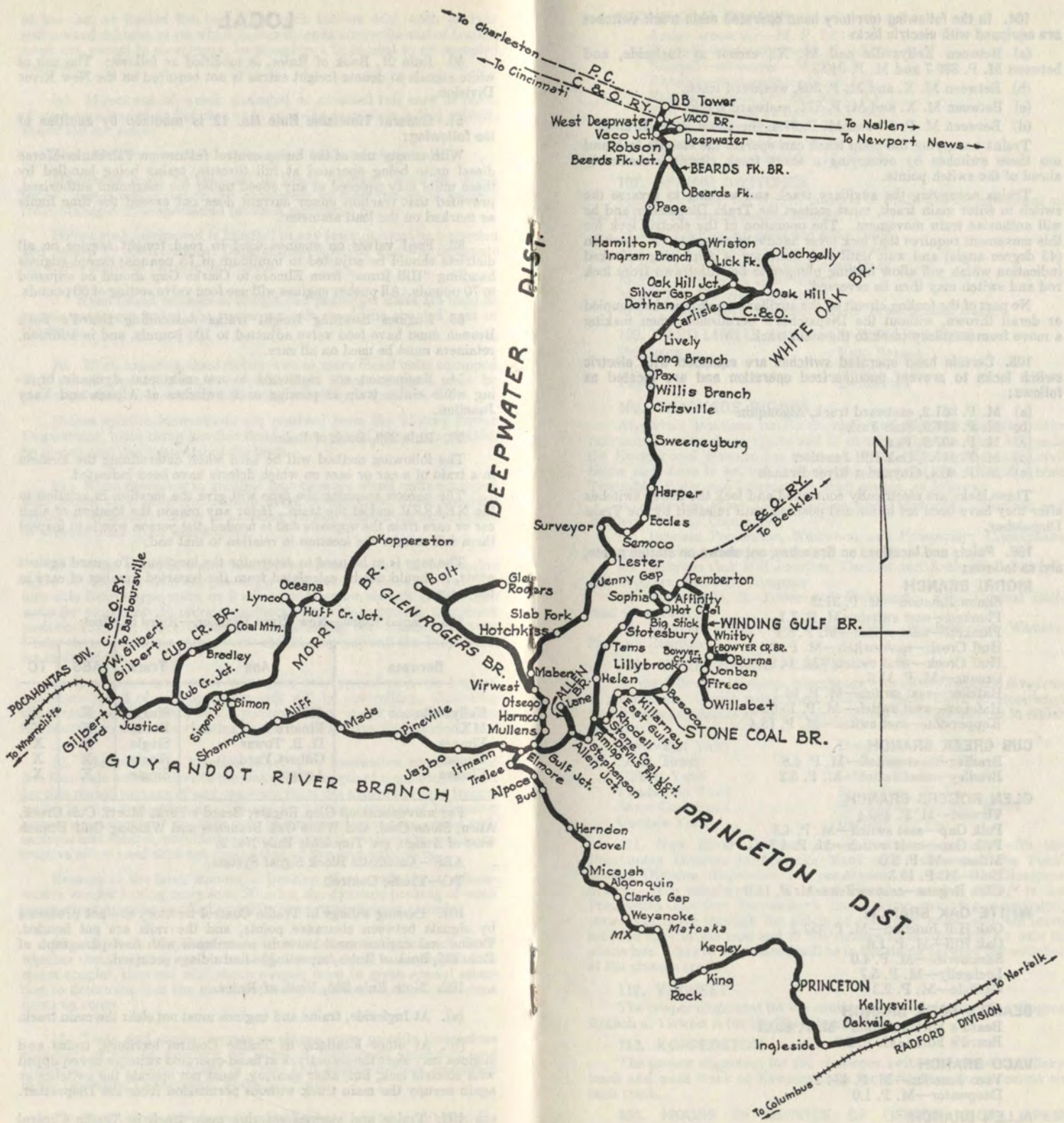
101. Passing sidings in Traffic Control territory are not protected by signals between clearance points, and the rails are not bonded. Trains and engines must move in accordance with first paragraph of Rule 105, Book of Rules, expecting to find sidings occupied.

102. Note Rule 266, Book of Rules.

(a). At Ingleside, trains and engines must not clear the main track.

(b). At other locations in Traffic Control territory, trains and engines may clear the main track at hand-operated switches not equipped with electric lock, but, after clearing, must not operate the switches or again occupy the main track without permission from the Dispatcher.

103. Trains and engines entering main track in Traffic Control territory where there are hand-operated switches, and no control signals, may do so upon verbal permission from the Dispatcher and train or engine must run at Restricted Speed to next signal.




# NEW RIVER DIVISION

**104. In the following territory hand operated main track switches are equipped with electric locks:**

(a) Between Kellysville and M. X., except at Ingleside, and between M. P. 339.7 and M. P. 340.3.

(b) Between M. X. and M. P. 369, westward track.

(c) Between M. X. and M. P. 371, eastward track.

(d) Between M. P. 2.3 and M. P. 37.4, Guyandot River Branch.

Trains occupying the main track can operate the electric lock and use these switches by occupying a short track circuit immediately ahead of the switch points.

Trains occupying the auxiliary track and wishing to reverse the switch to enter main track, must contact the Train Dispatcher and he will authorize train movement. The operation of the electric lock for this movement requires that lock lever handle be raised to "B" position (45 degree angle) and wait until lock indicator is displaying unlocked indication which will allow locking plunger to be withdrawn from lock rod and switch may then be reversed.

No part of the fouling circuit on the auxiliary track must be occupied or derail thrown, without the Dispatcher's permission when making a move from auxiliary track to the main track.

**105. Certain hand operated switches are equipped with electric switch locks to prevent unauthorized operation and are located as follows:**

(a) M. P. 361.2, eastward track, Algonquin
(b) M. P. 387.9, Slab Fork
(c) M. P. 407.9, Pax
(d) M. P. 417.8, Oak Hill Junction
(e) M. P. 40.4, Guyandot River Branch

These locks are electrically controlled and lock the above switches after they have been set in normal position until released by the Train Dispatcher.

**106. Points and locations on Branches, not shown on station pages, are as follows:**

**MORRI BRANCH**

Simon Junction—M. P. 31.2
Plunkett—east switch—M. P. 7.1
Plunkett—west switch—M. P. 8.1
Huff Creek—east switch—M. P. 9.4
Huff Creek—west switch—M. P. 9.8
Oceana—M. P. 11.6
Hatcher—east switch—M. P. 14.1
Hatcher—west switch—M. P. 15.0
Kopperston—east switch—M. P. 18.4

**CUB CREEK BRANCH**

Bradley—east switch—M. P. 4.8
Bradley—west switch—M. P. 5.3

**GLEN ROGERS BRANCH**

Virwest—M. P. 380.4
Polk Gap—east switch—M. P. 4.3
Polk Gap—west switch—M. P. 4.7
Milam—M. P. 9.0
Bolt—M. P. 12.3
Glen Rogers—east switch—M. P. 14.0

**WHITE OAK BRANCH**

Oak Hill Junction—M. P. 417.7
Oak Hill—M. P. 1.6
Summerlee—M. P. 4.0
Lochgelly—M. P. 5.7
Carlisle—M. P. 2.3

**BEARD'S FORK BRANCH**

Beard's Fork Junction—M. P. 430.3
Beard's Fork—M. P. 2.6

**VACO BRANCH**

Vaco Junction—M. P. 434.1
Deepwater—M. P. 1.0

**ALLEN BRANCH**

Allen Junction—M. P. 3.7
Wyco—M. P. 1.1
Lane—M. P. 2.8

### STONE COAL BRANCH

Amigo crossover—M. P. 7.6
Rhodell—east switch—M. P. 0.5
Rhodell—crossover—M. P. 0.7
Rhodell—west switch—M. P. 1.3
East Gulf—east switch—M. P. 3.1
East Gulf—west switch—M. P. 3.7
Besoco—east switch—M. P. 6.3
Besoco—west switch—M. P. 7.0
Lillybrook—east switch—M. P. 8.1

### 107. SPRING SWITCHES

Spring switches, the normal position of which are for movement on the main track, are located as follows:

M.P. 374.1 Elmore, eastward main track.
M.P. 374.2 Elmore, eastward main track.
M.P. 374.3 Elmore, eastward main track.
M.P. 374.4 Elmore, main track.
M.P. 374.5 Elmore, main track.
M.P. 0.5 Elmore, Guyandot River Branch main track.

### 108. YARD LIMITS (Indicated by Yard Limit Signs)

| | |
|---|---|
| Princeton | Vaco Branch |
| Elmore | Gilbert Yard |
| Page | Pemberton |

### 109. TRACKAGE RIGHTS

At certain locations on the Norfolk and Western Railway other railroads have trackage rights and at certain points on 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. Tower and Dickinson: Penn Central Railroad Company.

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

### 110. INTERCHANGE POINTS

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

| | |
|---|---|
| Deepwater Yard | Deepwater, W. Va. |
| D. B. Tower | D. B. Tower, W. Va. |
| Gilbert Yard | Gilbert, W. Va. |
| Pemberton Yard | Pemberton, W. Va. |
| Stone Coal Yard | Stone Coal Junction, W. Va. |
| Carlisle Yard | Carlisle, W. Va. |

111. New River Division crews interchanging cars with the Pocahontas Division in Matoaka Yard will first contact the Pocahontas Division dispatcher for permission to enter the Bluestone branch. The telephone at Matoaka Transfer, marked "PD," is the Pocahontas Division 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.

### 112. VIRWEST

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

### 113. KOPPERSTON

The proper alignment for the crossover switches between auxiliary track and main track at Kopperston is for straightaway movement on each track.

### 400. HOURS IN SERVICE OF OFFICES NOT OPEN CONTINUOUSLY

Page.....8:00 A.M. to 5:00 P.M., daily except Sat. and Sun.
Oak Hill.....8:00 A.M. to 5:00 P.M., daily except Sat. and Sun.

# Tonnage Ratings and Weather Reductions for Diesel Electric Engines—(Per Unit)

## DB TOWER TO PAGE

| TYPE OF UNITS | CLASS OF SERVICE | | Rating A | Rating B | Rating C | Rating D | Rating F | Rating G |
|---|---|---|---|---|---|---|---|---|
| | | | Normal | 31° to 24° | 23° to 16° | 15° to 8° | 7° to zero | Zero to 8° Below |
| | | | | 5% red. | 10% red. | 15% red. | 20% red. | 25% red. |
| 6-Axle | Slow | Lds. | 1350 | 1285 | 1215 | 1150 | 1080 | 1015 |
| | | Mtys. | 1250 | 1190 | 1125 | 1065 | 1000 | 940 |
| | Time | | 1300 | 1235 | 1170 | 1105 | 1040 | 975 |
| 4-Axle | Slow | Lds. | 850 | 805 | 765 | 720 | 680 | 635 |
| | | Mtys. | 775 | 735 | 700 | 660 | 620 | 580 |
| | Time | | 775 | 735 | 700 | 660 | 620 | 580 |

## PAGE TO SILVER GAP

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| 6-Axle | Slow | Lds. | 1550 | 1475 | 1395 | 1320 | 1240 | 1165 |
| | | Mtys. | 1450 | 1380 | 1305 | 1235 | 1160 | 1090 |
| | Time | | 1400 | 1330 | 1260 | 1190 | 1120 | 1050 |
| 4-Axle | Slow | Lds. | 950 | 900 | 855 | 805 | 760 | 710 |
| | | Mtys. | 900 | 855 | 810 | 765 | 720 | 675 |
| | Time | | 900 | 855 | 810 | 765 | 720 | 675 |

## SILVER GAP TO HARPER

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| 6-Axle | Slow | Lds. | 1850 | 1760 | 1665 | 1570 | 1480 | 1385 |
| | | Mtys. | 1700 | 1615 | 1530 | 1445 | 1360 | 1275 |
| 4-Axle | Slow | Lds. | 1200 | 1140 | 1080 | 1020 | 960 | 900 |
| | | Mtys. | 1100 | 1045 | 990 | 935 | 780 | 725 |

## HARPER TO JENNY GAP

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| 6-Axle | Slow | Lds. | 2450 | 2325 | 2200 | 2075 | 1950 | 1825 |
| | | Mtys. | 2200 | 2090 | 1980 | 1870 | 1760 | 1550 |
| 4-Axle | Slow | Lds. | 1600 | 1520 | 1440 | 1360 | 1280 | 1200 |
| | | Mtys. | 1450 | 1380 | 1300 | 1235 | 1160 | 1090 |

## ELMORE TO JENNY GAP

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| 6-Axle | Slow | Lds. | 1900 | 1805 | 1710 | 1615 | 1520 | 1425 |
| | | Mtys. | 1750 | 1665 | 1575 | 1490 | 1400 | 1315 |
| | Time | | 1250 | 1190 | 1125 | 1065 | 1000 | 940 |
| 4-Axle | Slow | Lds. | 1200 | 1140 | 1080 | 1020 | 960 | 900 |
| | | Mtys. | 1100 | 1045 | 990 | 935 | 880 | 825 |
| | Time | | 850 | 805 | 765 | 720 | 680 | 635 |

# Tonnage Ratings and Weather Reductions for Diesel Electric Engines—(Per Unit) Continued

## JENNY GAP TO SILVER GAP

| TYPE OF UNITS | CLASS OF SERVICE | | Rating A | Rating B | Rating C | Rating D | Rating F | Rating G |
|---|---|---|---|---|---|---|---|---|
| | | | Normal | 31° to 24° | 23° to 16° | 15° to 8° | 7° to Zero | Zero to 8° Below |
| | | | | 5% red. | 10% red. | 15% red. | 20% red. | 25% red. |
| 6-Axle | Slow | Lds. | 2900 | 2745 | 2590 | 2435 | 2280 | 2125 |
| | | Mtys. | 2500 | 2375 | 2250 | 2125 | 2000 | 1875 |
| 4-Axle | Slow | Lds. | 1850 | 1760 | 1665 | 1570 | 1480 | 1385 |
| | | Mtys. | 1700 | 1615 | 1530 | 1445 | 1360 | 1275 |

## ELMORE TO GILBERT

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| 6-Axle | Slow | Lds. | 15000 | 14250 | 13500 | 12750 | 12000 | 11250 |
| | | Mtys. | 4200 | 3990 | 3780 | 3570 | 3360 | 3150 |
| 4-Axle | Slow | Lds. | 15000 | 14250 | 13500 | 12750 | 12000 | 11250 |
| | | Mtys. | 4200 | 3990 | 3780 | 3570 | 3360 | 3150 |

## GILBERT TO SIMON

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| 6-Axle | Slow | Lds. | 4350 | 4135 | 3915 | 3700 | 3480 | 3265 |
| | | Mtys. | 3600 | 3420 | 3240 | 3060 | 2880 | 2700 |
| 4-Axle | Slow | Lds. | 2700 | 2565 | 2430 | 2295 | 2160 | 2025 |
| | | Mtys. | 2250 | 2140 | 2025 | 1915 | 1800 | 1690 |

## SIMON TO MADA

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| 6-Axle | Slow | Lds. | 6250 | 5940 | 5625 | 5315 | 5000 | 4690 |
| | | Mtys. | 4750 | 4515 | 4275 | 4040 | 3800 | 3565 |
| 4-Axle | Slow | Lds. | 4100 | 3895 | 3690 | 3485 | 3280 | 3175 |
| | | Mtys. | 3150 | 2995 | 2835 | 2680 | 2520 | 2365 |

## MADA TO ITMANN

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| 6-Axle | Slow | Lds. | 5250 | 4990 | 4725 | 4460 | 4200 | 3935 |
| | | Mtys. | 4150 | 3945 | 3735 | 3530 | 3320 | 3115 |
| 4-Axle | Slow | Lds. | 3550 | 3375 | 3195 | 3020 | 2840 | 2665 |
| | | Mtys. | 2750 | 2615 | 2475 | 2340 | 2200 | 2065 |

## ITMANN TO ELMORE

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| 6-Axle | Slow | Lds. | 6700 | 6365 | 6030 | 5695 | 5360 | 5025 |
| | | Mtys. | 5000 | 4750 | 4500 | 4250 | 4000 | 3750 |
| 4-Axle | Slow | Lds. | 4400 | 4180 | 3960 | 3740 | 3520 | 3300 |
| | | Mtys. | 3350 | 3185 | 3015 | 2850 | 2580 | 2515 |

# Tonnage Ratings and Weather Reductions for Diesel Electric Engines—(Per Unit) Continued

## SIMON JUNCTION TO TONEY FORK

| TYPE OF UNITS | CLASS OF SERVICE | | Rating A Normal | Rating B 31° to 24° 5% red. | Rating C 23° to 16° 10% red. | Rating D 15° to 8° 15% red. | Rating F 7° to Zero 20% red. | Rating G Zero to 8° Below 25% red. |
|---|---|---|---|---|---|---|---|---|
| 6-Axle | Slow | Lds. | 3050 | 2880 | 2705 | 2535 | 2360 | 2190 |
| | | Mtys. | 2650 | 2520 | 2385 | 2255 | 2120 | 1990 |
| 4-Axle | Slow | Lds. | 2000 | 1900 | 1800 | 1700 | 1600 | 1500 |
| | | Mtys. | 1800 | 1710 | 1620 | 1530 | 1440 | 1350 |

## TONEY FORK TO KOPPERSTON

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| 6-Axle | Slow | Lds. | 1350 | 1285 | 1215 | 1150 | 1080 | 1015 |
| | | Mtys. | 1300 | 1235 | 1170 | 1105 | 1040 | 975 |
| 4-Axle | Slow | Lds. | 850 | 805 | 765 | 720 | 680 | 635 |
| | | Mtys. | ..... | ..... | ..... | ..... | ..... | ..... |

## CUB CREEK TO COAL MOUNTAIN

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| 6-Axle | Slow | Lds. | 1000 | 950 | 900 | 850 | 800 | 750 |
| | | Mtys. | ..... | ..... | ..... | ..... | ..... | ..... |
| 4-Axle | Slow | Lds. | 650 | 615 | 585 | 550 | 520 | 490 |
| | | Mtys. | ..... | ..... | ..... | ..... | ..... | ..... |

## ELMORE TO CLARKS GAP

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| 6-Axle | Slow | Lds. | 1500 | 1425 | 1350 | 1275 | 1200 | 1125 |
| | | Mtys. | 1400 | 1330 | 1260 | 1190 | 1120 | 1050 |
| | Time | | 1450 | 1380 | 1305 | 1235 | 1160 | 1090 |
| 4-Axle | Slow | Lds. | 900 | 855 | 810 | 765 | 720 | 675 |
| | | Mtys. | 850 | 805 | 765 | 720 | 680 | 635 |
| | Time | | 900 | 855 | 810 | 765 | 720 | 675 |

## CLARKS GAP TO KELLYSVILLE

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| 6-Axle | Slow* | 5200 | 4940 | 4680 | 4420 | 4160 | 3900 |
| | Time | 4000 | 3800 | 3600 | 3400 | 3200 | 3000 |
| 4-Axle | Slow* | 3200 | 3040 | 2880 | 2720 | 2560 | 2400 |
| | Time | 2400 | 2280 | 2160 | 2040 | 1920 | 1800 |

*10% additional tonnage for setting off Whitethorne and west may be handled.

## KELLYSVILLE TO PRINCETON

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| 6-Axle | Slow | 1650 | 1570 | 1485 | 1400 | 1320 | 1240 |
| | Time | 1250 | 1190 | 1125 | 1065 | 1000 | 940 |
| 4-Axle | Slow | 1100 | 1045 | 990 | 935 | 880 | 825 |
| | Time | 850 | 805 | 765 | 720 | 680 | 635 |

# Tonnage Ratings and Weather Reductions for Diesel Electric Engines—(Per Unit) Continued

## PRINCETON TO ELMORE

| TYPE OF UNITS | CLASS OF SERVICE | Rating A | Rating B | Rating C | Rating D | Rating F | Rating G |
|---|---|---|---|---|---|---|---|
| | | Normal | 31°to 24° | 23°to 16° | 15° to 8° | 7°to Zero | Zeroto8° Below |
| | | | 5% red. | 10% red. | 15%red. | 20% red. | 25% red. |
| 6-Axle | Slow | 2250 | 2140 | 2025 | 1915 | 1800 | 1690 |
| | Time | 1250 | 1190 | 1125 | 1065 | 1000 | 940 |
| 4-Axle | Slow | 1400 | 1330 | 1260 | 1190 | 1120 | 1050 |
| | Time | 850 | 805 | 765 | 720 | 680 | 635 |

## GULF JUNCTION TO AMIGO

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| 6-Axle | Slow | Lds. | 5200 | 4950 | 4680 | 4420 | 4150 | 3900 |
| | | Mtys. | 3950 | 3750 | 3550 | 3350 | 3150 | 2950 |
| 4-Axle | Slow | Lds. | 3200 | 3040 | 2880 | 2720 | 2560 | 2400 |
| | | Mtys. | 2650 | 2500 | 2375 | 2250 | 2100 | 1975 |

## AMIGO TO TAMS

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| 6-Axle | Slow | Lds. | 3300 | 3150 | 2950 | 2800 | 2650 | 2475 |
| | | Mtys. | 2900 | 2745 | 2590 | 2435 | 2280 | 2125 |
| 4-Axle | Slow | Lds. | 2100 | 1995 | 1890 | 1785 | 1680 | 1575 |
| | | Mtys. | 1850 | 1760 | 1665 | 1570 | 1480 | 1385 |

## TAMS TO SOPHIA

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| 6-Axle | Slow | Lds. | 1600 | 1520 | 1440 | 1360 | 1280 | 1200 |
| | | Mtys. | 1500 | 1425 | 1350 | 1275 | 1200 | 1125 |
| 4-Axle | Slow | Lds. | 1050 | 1000 | 945 | 895 | 840 | 790 |
| | | Mtys. | 1000 | 950 | 900 | 850 | 800 | 750 |

## PEMBERTON TO SOPHIA

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| 6-Axle | Slow | Lds. | 5200 | 4950 | 4680 | 4420 | 4150 | 3900 |
| | | Mtys. | 3950 | 3750 | 3550 | 3350 | 3150 | 2950 |
| 4-Axle | Slow | Lds. | 3200 | 3040 | 2880 | 2720 | 2560 | 2400 |
| | | Mtys. | 2650 | 2500 | 2375 | 2250 | 2100 | 1975 |

When combinations of power are used add single ratings.

Three of the following series of 6-Axle Units are the equivalent of five 4-Axle Units for tonnage rating purposes:

Alco —C -630 Series 1130–1139—3000 HP
EMD—SD- 40 Series 1580–1609—3000 HP
EMD—SD- 45 Series 1700–1764—3600 HP

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

## COMPANY SURGEONS

| | | |
|---|---|---|
| Dr. Frank J. Holroyd | Surgeon | Princeton, W. Va. |
| Dr. George F. Fordham | Surgeon | Mullens, W. Va. |
| Dr. Ross E. Newman | Surgeon | Mullens, W. Va. |
| Dr. W. F. Pomputius | Surgeon | Helen, W. Va. |
| Dr. Randolph L. Anderson | Consultant | Charleston, W. Va. |
| Dr. E. M. Wilkinson | Surgeon | Pineville, W. Va. |
| Dr. R. C. Hatfield | Surgeon | Oceana, W. Va. |
| Dr. R. P. Daniel | Surgeon | Beckley, W. Va. |
| Dr. W. M. Riley | Surgeon | Whitby, W. Va. |
| Dr. M. M. Ralston | Orthopedist | Beckley, W. Va. |

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R. F. DUNLAP,
Vice President—Operations,
ROANOKE, VA.

M. E. BOWMAN,
General Manager,
Pocahontas Region,
BLUEFIELD, W. VA.

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

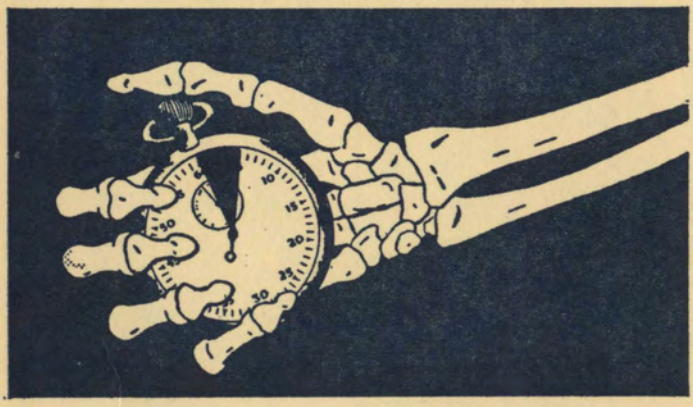
M. M. SHUMATE,
Superintendent,
PRINCETON, W. VA.

W. J. WATSON, JR.,
Manager Transportation,
Atlantic and Pocahontas Regions,
ROANOKE, VA.

# SPEED TABLE

| TIME Going 1 Mile Min. | Sec. | MILES Per Hour | TIME Going 1 Mile Min. | Sec. | MILES Per Hour |
|---|---|---|---|---|---|
| 5 | 00 | 12.00 | 1 | 14 | 48.65 |
| 4 | 00 | 15.00 | 1 | 13 | 49.31 |
| 3 | 00 | 20.00 | 1 | 12 | 50.00 |
| 2 | 50 | 21.18 | 1 | 11 | 50.70 |
| 2 | 40 | 22.50 | 1 | 10 | 51.43 |
| 2 | 30 | 24.00 | 1 | 09 | 52.17 |
| 2 | 24 | 25.00 | 1 | 08 | 52.94 |
| 2 | 20 | 25.72 | 1 | 07 | 53.73 |
| 2 | 15 | 26.67 | 1 | 06 | 54.55 |
| 2 | 10 | 27.69 | 1 | 05 | 55.38 |
| 2 | 05 | 28.80 | 1 | 04 | 56.25 |
| 2 | 00 | 30.00 | 1 | 03 | 57.14 |
| 1 | 55 | 31.30 | 1 | 02 | 58.06 |
| 1 | 50 | 32.73 | 1 | 01 | 59.02 |
| 1 | 45 | 34.29 | 1 | 00 | 60.00 |
| 1 | 42 | 35.29 | | 59 | 61.02 |
| 1 | 40 | 36.00 | | 58 | 62.07 |
| 1 | 38 | 36.73 | | 57 | 63.14 |
| 1 | 36 | 37.50 | | 56 | 64.29 |
| 1 | 34 | 38.29 | | 55 | 65.45 |
| 1 | 32 | 39.13 | | 54 | 66.66 |
| 1 | 30 | 40.00 | | 53 | 67.92 |
| 1 | 28 | 40.91 | | 52 | 69.23 |
| 1 | 26 | 41.86 | | 51 | 70.59 |
| 1 | 24 | 42.86 | | 50 | 72.00 |
| 1 | 22 | 43.90 | | 49 | 73.47 |
| 1 | 20 | 45.00 | | 48 | 75.00 |
| 1 | 18 | 46.15 | | 47 | 76.59 |
| 1 | 16 | 47.37 | | 46 | 78.26 |
| 1 | 15 | 48.00 | | 45 | 80.00 |

# EVERY 5 SECONDS



# A CHANCE TAKER GETS HURT